APPENDIX G
SCIG Transportation Appendix

APPENDIX G1
Traffic Supporting Data

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWAM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	4	18	22	2	10	1	13	0	20	0	20	0	0	0	0	55
06:15 AM	0	5	28	33	1	16	9	26	1	16	0	17	0	0	0	0	76
06:30 AM	0	12	36	48	0	24	5	29	0	30	0	30	0	0	0	0	107
06:45 AM	0	13	65	78	1	42	14	57	1	19	0	20	0	0	0	0	155
Total	0	34	147	181	4	92	29	125	2	85	0	87	0	0	0	0	393
07:00 AM	0	30	82	112	1	17	13	31	0	22	0	22	0	0	0	0	165
07:15 AM	0	40	109	149	1	23	10	34	0	28	0	28	0	0	0	0	211
07:30 AM	0	33	132	165	0	31	10	41	0	29	0	29	0	0	0	0	235
07:45 AM	0	19	73	92	0	38	18	56	1	44	0	45	0	0	0	0	193
Total	0	122	396	518	2	109	51	162	1	123	0	124	0	0	0	0	804
08:00 AM	0	16	84	100	1	41	9	51	3	28	0	31	0	0	0	0	182
08:15 AM	0	10	73	83	0	23	9	32	1	29	0	30	0	0	0	0	145
08:30 AM	0	17	79	96	2	43	8	53	2	27	0	29	0	0	0	0	178
08:45 AM	0	16	73	89	1	32	11	44	1	46	0	47	0	0	0	0	180
Total	0	59	309	368	4	139	37	180	7	130	0	137	0	0	0	0	685
09:00 AM	0	13	64	77	2	33	10	45	0	54	0	54	0	0	0	0	176
09:15 AM	0	9	69	78	3	32	17	52	1	45	0	46	0	0	0	0	176
09:30 AM	0	16	54	70	3	35	10	48	0	52	0	52	0	0	0	0	170
09:45 AM	0	17	60	77	2	35	20	57	1	57	0	58	0	0	0	0	192
Total	0	55	247	302	10	135	57	202	2	208	0	210	0	0	0	0	714
Grand Total	0	270	1099	1369	20	475	174	669	12	546	0	558	0	0	0	0	2596
Apprch %	0	19.7	80.3		3	71	26		2.2	97.8	0		0	0	0		
Total %	0	10.4	42.3	52.7	0.8	18.3	6.7	25.8	0.5	21	0	21.5	0	0	0	0	
Passenger Vehicles	0	146	526	672	14	182	105	301	9	331	0	340	0	0	0	0	1313
% Passenger Vehicles	0	54.1	47.9	49.1	70	38.3	60.3	45	75	60.6	0	60.9	0	0	0	0	50.6
Bobtail Trucks	0	59	228	287	2	54	18	74	0	90	0	90	0	0	0	0	451
% Bobtail Trucks	0	21.9	20.7	21	10	11.4	10.3	11.1	0	16.5	0	16.1	0	0	0	0	17.4
Chassis Trucks	0	10	64	74	0	1	5	6	0	11	0	11	0	0	0	0	91
% Chassis Trucks	0	3.7	5.8	5.4	0	0.2	2.9	0.9	0	2	0	2	0	0	0	0	3.5
Container Trucks	0	14	52	66	2	120	19	141	3	28	0	31	0	0	0	0	238
% Container Trucks	0	5.2	4.7	4.8	10	25.3	10.9	21.1	25	5.1	0	5.6	0	0	0	0	9.2
Other Trucks	0	41	229	270	2	118	27	147	0	86	0	86	0	0	0	0	503
% Other Trucks	0	15.2	20.8	19.7	10	24.8	15.5	22	0	15.8	0	15.4	0	0	0	0	19.4

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**40**	109	149	**1**	23	10	34	0	28	0	28	0	0	0	0	211
07:30 AM	0	33	**132**	**165**	0	31	10	41	0	29	0	29	0	0	0	0	**235**
07:45 AM	0	19	73	92	0	38	**18**	**56**	1	**44**	0	**45**	0	0	0	0	193
08:00 AM	0	16	84	100	1	**41**	9	51	**3**	28	0	31	0	0	0	0	182
Total Volume	0	108	398	506	2	133	47	182	4	129	0	133	0	0	0	0	821
% App. Total	0	21.3	78.7		1.1	73.1	25.8		3	97	0		0	0	0		
PHF	.000	.675	.754	.767	.500	.811	.653	.813	.333	.733	.000	.739	.000	.000	.000	.000	.873

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25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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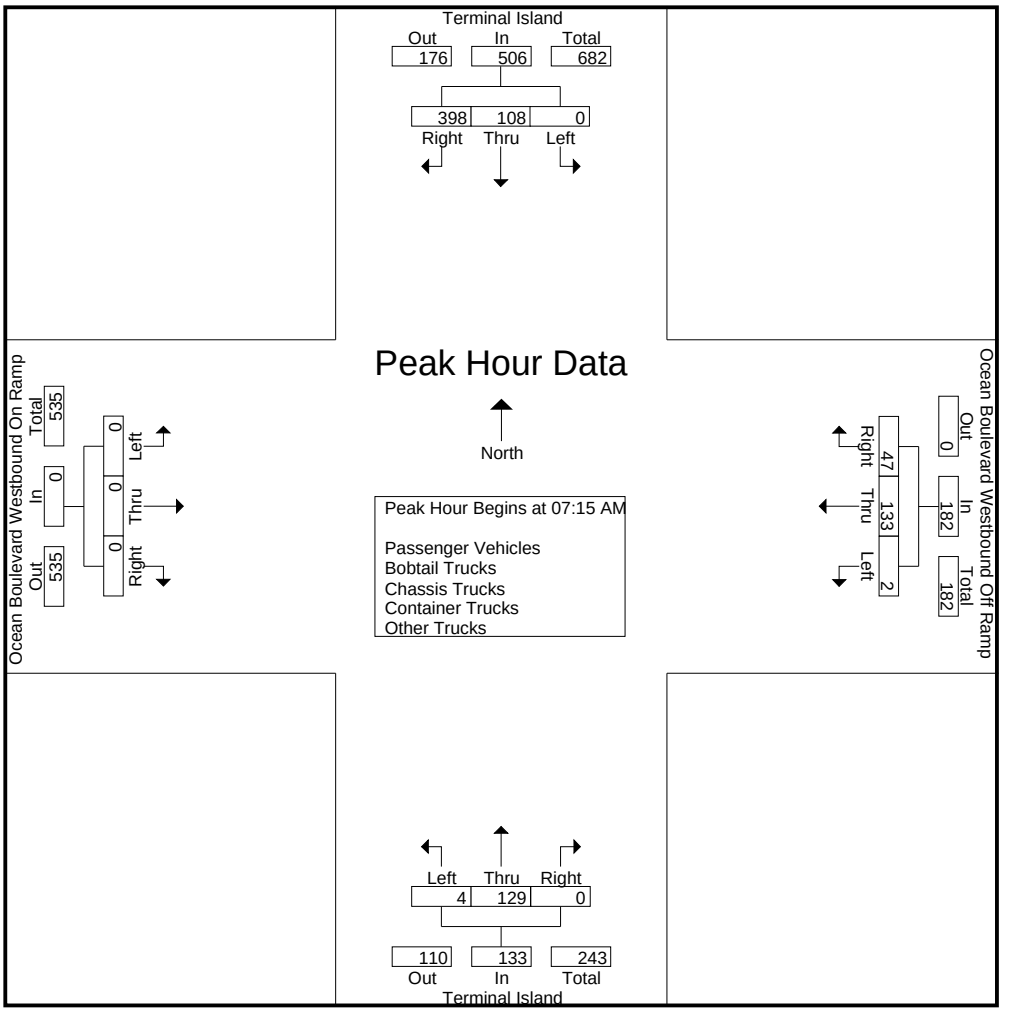
File Name : LBHTIOCWAM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**40**	109	149	**1**	23	10	34	0	28	0	28	0	0	0	0
+15 mins.	0	33	**132**	**165**	0	31	10	41	0	29	0	29	0	0	0	0
+30 mins.	0	19	73	92	0	38	**18**	**56**	1	**44**	0	**45**	0	0	0	0
+45 mins.	0	16	84	100	1	**41**	9	51	**3**	28	0	31	0	0	0	0
Total Volume	0	108	398	506	2	133	47	182	4	129	0	133	0	0	0	0
% App. Total	0	21.3	78.7		1.1	73.1	25.8		3	97	0		0	0	0	
PHF	.000	.675	.754	.767	.500	.811	.653	.813	.333	.733	.000	.739	.000	.000	.000	.000

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Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Passenger Vehicles

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	14	17	2	7	1	10	0	19	0	19	0	0	0	0	46
06:15 AM	0	5	23	28	1	13	8	22	1	14	0	15	0	0	0	0	65
06:30 AM	0	10	26	36	0	13	5	18	0	29	0	29	0	0	0	0	83
06:45 AM	0	11	46	57	1	35	12	48	1	15	0	16	0	0	0	0	121
Total	0	29	109	138	4	68	26	98	2	77	0	79	0	0	0	0	315
07:00 AM	0	20	57	77	1	10	11	22	0	20	0	20	0	0	0	0	119
07:15 AM	0	31	85	116	1	11	8	20	0	27	0	27	0	0	0	0	163
07:30 AM	0	25	83	108	0	13	8	21	0	24	0	24	0	0	0	0	153
07:45 AM	0	9	39	48	0	15	16	31	1	41	0	42	0	0	0	0	121
Total	0	85	264	349	2	49	43	94	1	112	0	113	0	0	0	0	556
08:00 AM	0	2	28	30	0	16	8	24	1	24	0	25	0	0	0	0	79
08:15 AM	0	4	15	19	0	2	3	5	1	22	0	23	0	0	0	0	47
08:30 AM	0	2	19	21	1	9	5	15	2	15	0	17	0	0	0	0	53
08:45 AM	0	4	22	26	1	8	2	11	1	16	0	17	0	0	0	0	54
Total	0	12	84	96	2	35	18	55	5	77	0	82	0	0	0	0	233
09:00 AM	0	3	13	16	1	8	2	11	0	16	0	16	0	0	0	0	43
09:15 AM	0	3	24	27	1	3	7	11	0	17	0	17	0	0	0	0	55
09:30 AM	0	4	13	17	2	9	4	15	0	18	0	18	0	0	0	0	50
09:45 AM	0	10	19	29	2	10	5	17	1	14	0	15	0	0	0	0	61
Total	0	20	69	89	6	30	18	54	1	65	0	66	0	0	0	0	209
Grand Total	0	146	526	672	14	182	105	301	9	331	0	340	0	0	0	0	1313
Apprch %	0	21.7	78.3		4.7	60.5	34.9		2.6	97.4	0		0	0	0		
Total %	0	11.1	40.1	51.2	1.1	13.9	8	22.9	0.7	25.2	0	25.9	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**31**	**85**	**116**	**1**	11	8	20	0	27	0	27	0	0	0	0	**163**
07:30 AM	0	25	83	108	0	13	8	21	0	24	0	24	0	0	0	0	153
07:45 AM	0	9	39	48	0	15	**16**	**31**	**1**	**41**	0	**42**	0	0	0	0	121
08:00 AM	0	2	28	30	0	**16**	8	24	1	24	0	25	0	0	0	0	79
Total Volume	0	67	235	302	1	55	40	96	2	116	0	118	0	0	0	0	516
% App. Total	0	22.2	77.8		1	57.3	41.7		1.7	98.3	0		0	0	0		
PHF	.000	.540	.691	.651	.250	.859	.625	.774	.500	.707	.000	.702	.000	.000	.000	.000	.791

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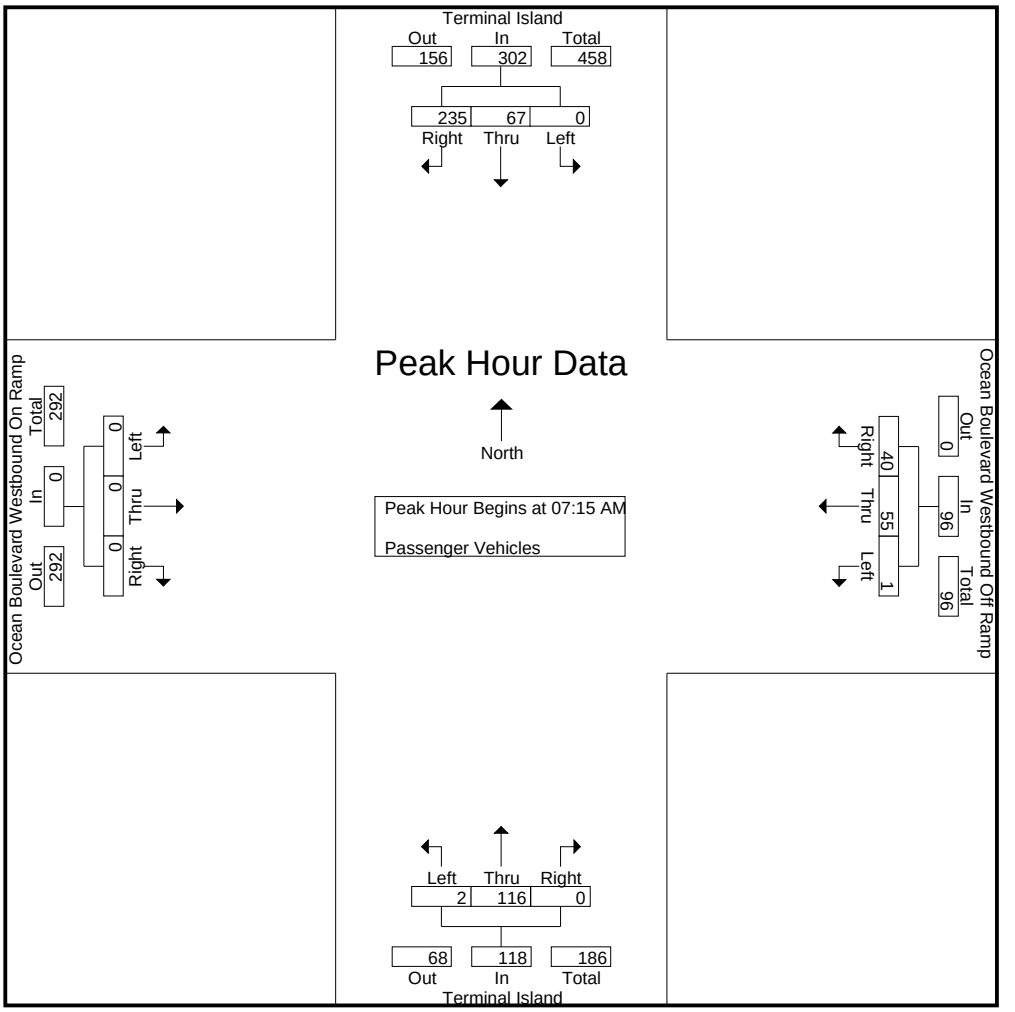

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**31**	**85**	**116**	**1**	11	8	20	0	27	0	27	0	0	0	0
+15 mins.	0	25	83	108	0	13	8	21	0	24	0	24	0	0	0	0
+30 mins.	0	9	39	48	0	15	**16**	**31**	**1**	**41**	0	**42**	0	0	0	0
+45 mins.	0	2	28	30	0	**16**	8	24	1	24	0	25	0	0	0	0
Total Volume	0	67	235	302	1	55	40	96	2	116	0	118	0	0	0	0
% App. Total	0	22.2	77.8		1	57.3	41.7		1.7	98.3	0		0	0	0	
PHF	.000	.540	.691	.651	.250	.859	.625	.774	.500	.707	.000	.702	.000	.000	.000	.000

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Start Date : 6/9/2009

Groups Printed- Bobtail Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	4	5	0	1	0	1	0	0	0	0	0	0	0	0	6
06:45 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	12	13	0	1	0	1	0	0	0	0	0	0	0	0	14
07:00 AM	0	3	6	9	0	0	0	0	0	1	0	1	0	0	0	0	10
07:15 AM	0	4	14	18	0	4	0	4	0	0	0	0	0	0	0	0	22
07:30 AM	0	3	21	24	0	3	0	3	0	1	0	1	0	0	0	0	28
07:45 AM	0	8	18	26	0	3	0	3	0	0	0	0	0	0	0	0	29
Total	0	18	59	77	0	10	0	10	0	2	0	2	0	0	0	0	89
08:00 AM	0	9	19	28	0	5	0	5	0	1	0	1	0	0	0	0	34
08:15 AM	0	2	19	21	0	5	3	8	0	6	0	6	0	0	0	0	35
08:30 AM	0	5	22	27	0	14	0	14	0	4	0	4	0	0	0	0	45
08:45 AM	0	4	22	26	0	5	2	7	0	18	0	18	0	0	0	0	51
Total	0	20	82	102	0	29	5	34	0	29	0	29	0	0	0	0	165
09:00 AM	0	6	27	33	0	5	3	8	0	17	0	17	0	0	0	0	58
09:15 AM	0	2	20	22	1	1	3	5	0	15	0	15	0	0	0	0	42
09:30 AM	0	8	15	23	1	4	4	9	0	14	0	14	0	0	0	0	46
09:45 AM	0	4	13	17	0	4	3	7	0	13	0	13	0	0	0	0	37
Total	0	20	75	95	2	14	13	29	0	59	0	59	0	0	0	0	183
Grand Total	0	59	228	287	2	54	18	74	0	90	0	90	0	0	0	0	451
Apprch %	0	20.6	79.4		2.7	73	24.3		0	100	0		0	0	0		
Total %	0	13.1	50.6	63.6	0.4	12	4	16.4	0	20	0	20	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	14	18	0	4	0	4	0	0	0	0	0	0	0	0	22
07:30 AM	0	3	**21**	24	0	3	0	3	0	**1**	0	**1**	0	0	0	0	28
07:45 AM	0	8	18	26	0	3	0	3	0	0	0	0	0	0	0	0	29
08:00 AM	0	**9**	19	**28**	0	**5**	0	**5**	0	1	0	1	0	0	0	0	**34**
Total Volume	0	24	72	96	0	15	0	15	0	2	0	2	0	0	0	0	113
% App. Total	0	25	75		0	100	0		0	100	0		0	0	0		
PHF	.000	.667	.857	.857	.000	.750	.000	.750	.000	.500	.000	.500	.000	.000	.000	.000	.831

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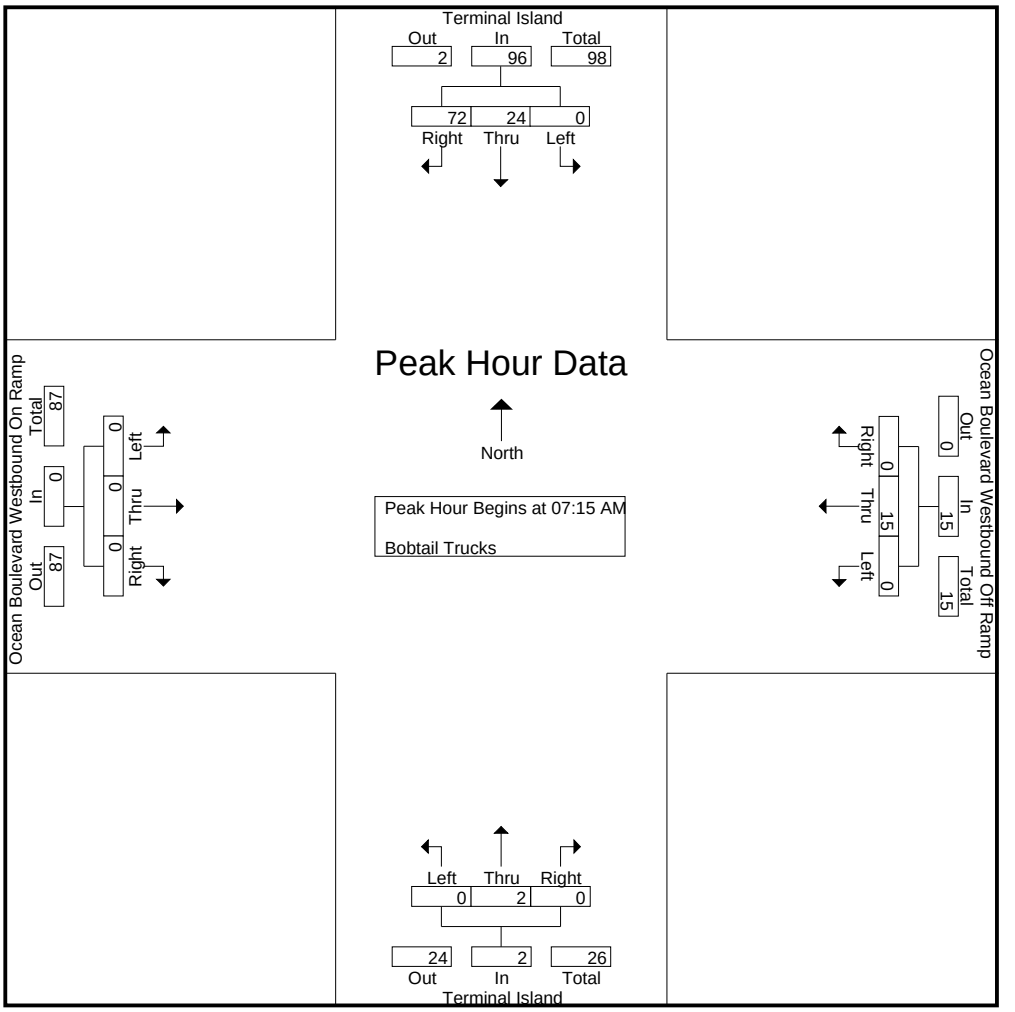

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	14	18	0	4	0	4	0	0	0	0	0	0	0	0
+15 mins.	0	3	**21**	24	0	3	0	3	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	8	18	26	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	**9**	19	**28**	0	**5**	0	**5**	0	1	0	1	0	0	0	0
Total Volume	0	24	72	96	0	15	0	15	0	2	0	2	0	0	0	0
% App. Total	0	25	75		0	100	0		0	100	0		0	0	0	
PHF	.000	.667	.857	.857	.000	.750	.000	.750	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- Chassis Trucks

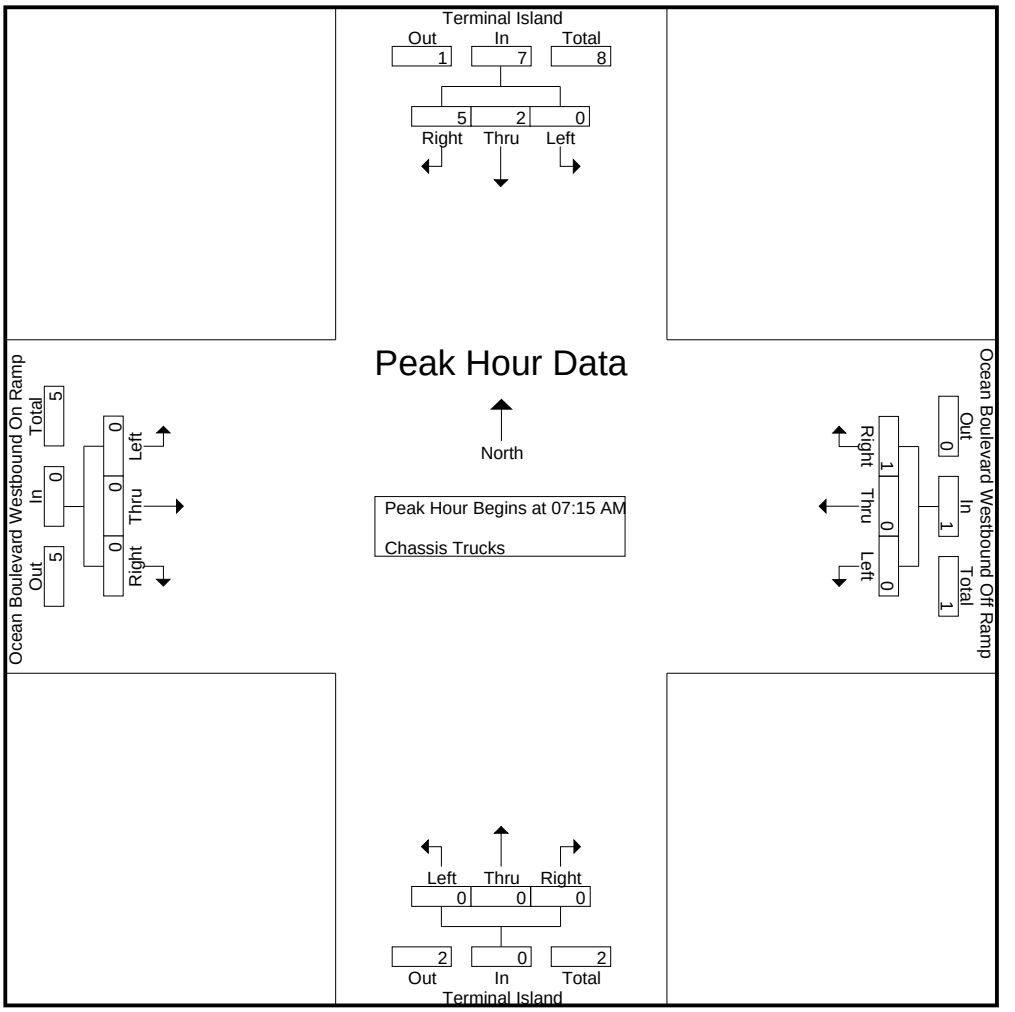
	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	2	9	11	0	0	1	1	0	0	0	0	0	0	0	0	12
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	7	7	0	0	1	1	0	1	0	1	0	0	0	0	9
08:30 AM	0	2	13	15	0	0	0	0	0	3	0	3	0	0	0	0	18
08:45 AM	0	1	3	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	3	25	28	0	0	1	1	0	6	0	6	0	0	0	0	35
09:00 AM	0	1	7	8	0	0	0	0	0	1	0	1	0	0	0	0	9
09:15 AM	0	1	6	7	0	0	1	1	0	0	0	0	0	0	0	0	8
09:30 AM	0	2	8	10	0	1	0	1	0	3	0	3	0	0	0	0	14
09:45 AM	0	1	5	6	0	0	2	2	0	1	0	1	0	0	0	0	9
Total	0	5	26	31	0	1	3	4	0	5	0	5	0	0	0	0	40
Grand Total	0	10	64	74	0	1	5	6	0	11	0	11	0	0	0	0	91
Apprch %	0	13.5	86.5		0	16.7	83.3		0	100	0		0	0	0		
Total %	0	11	70.3	81.3	0	1.1	5.5	6.6	0	12.1	0	12.1	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	**3**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	2	5	7	0	0	1	1	0	0	0	0	0	0	0	0	8
% App. Total	0	28.6	71.4		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.417	.438	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWAM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	**3**	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	5	7	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	28.6	71.4		0	0	100		0	0	0		0	0	0	
PHF	.000	.500	.417	.438	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Long Beach
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File Name : LBHTIOCWAM
Site Code : 9174035
Start Date : 6/9/2009
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Groups Printed- Container Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	1	0	2	0	2	0	1	0	1	0	0	0	0	4
06:15 AM	0	0	2	2	0	2	1	3	0	2	0	2	0	0	0	0	7
06:30 AM	0	1	2	3	0	8	0	8	0	0	0	0	0	0	0	0	11
06:45 AM	0	0	2	2	0	2	2	4	0	4	0	4	0	0	0	0	10
Total	0	1	7	8	0	14	3	17	0	7	0	7	0	0	0	0	32
07:00 AM	0	1	3	4	0	6	2	8	0	1	0	1	0	0	0	0	13
07:15 AM	0	0	3	3	0	6	2	8	0	1	0	1	0	0	0	0	12
07:30 AM	0	2	4	6	0	8	2	10	0	3	0	3	0	0	0	0	19
07:45 AM	0	2	3	5	0	8	1	9	0	3	0	3	0	0	0	0	17
Total	0	5	13	18	0	28	7	35	0	8	0	8	0	0	0	0	61
08:00 AM	0	0	7	7	0	11	1	12	2	3	0	5	0	0	0	0	24
08:15 AM	0	2	2	4	0	8	1	9	0	0	0	0	0	0	0	0	13
08:30 AM	0	1	3	4	1	9	0	10	0	2	0	2	0	0	0	0	16
08:45 AM	0	2	6	8	0	8	2	10	0	2	0	2	0	0	0	0	20
Total	0	5	18	23	1	36	4	41	2	7	0	9	0	0	0	0	73
09:00 AM	0	1	2	3	0	9	3	12	0	3	0	3	0	0	0	0	18
09:15 AM	0	1	6	7	1	17	1	19	1	0	0	1	0	0	0	0	27
09:30 AM	0	1	1	2	0	7	0	7	0	1	0	1	0	0	0	0	10
09:45 AM	0	0	5	5	0	9	1	10	0	2	0	2	0	0	0	0	17
Total	0	3	14	17	1	42	5	48	1	6	0	7	0	0	0	0	72
Grand Total	0	14	52	66	2	120	19	141	3	28	0	31	0	0	0	0	238
Apprch %	0	21.2	78.8		1.4	85.1	13.5		9.7	90.3	0		0	0	0		
Total %	0	5.9	21.8	27.7	0.8	50.4	8	59.2	1.3	11.8	0	13	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	3	3	0	6	**2**	8	0	1	0	1	0	0	0	0	12
07:30 AM	0	**2**	4	6	0	8	2	10	0	**3**	0	3	0	0	0	0	19
07:45 AM	0	2	3	5	0	8	1	9	0	3	0	3	0	0	0	0	17
08:00 AM	0	0	**7**	**7**	0	**11**	1	**12**	**2**	3	0	**5**	0	0	0	0	**24**
Total Volume	0	4	17	21	0	33	6	39	2	10	0	12	0	0	0	0	72
% App. Total	0	19	81		0	84.6	15.4		16.7	83.3	0		0	0	0		
PHF	.000	.500	.607	.750	.000	.750	.750	.813	.250	.833	.000	.600	.000	.000	.000	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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File Name : LBHTIOCWAM
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Start Date : 6/9/2009
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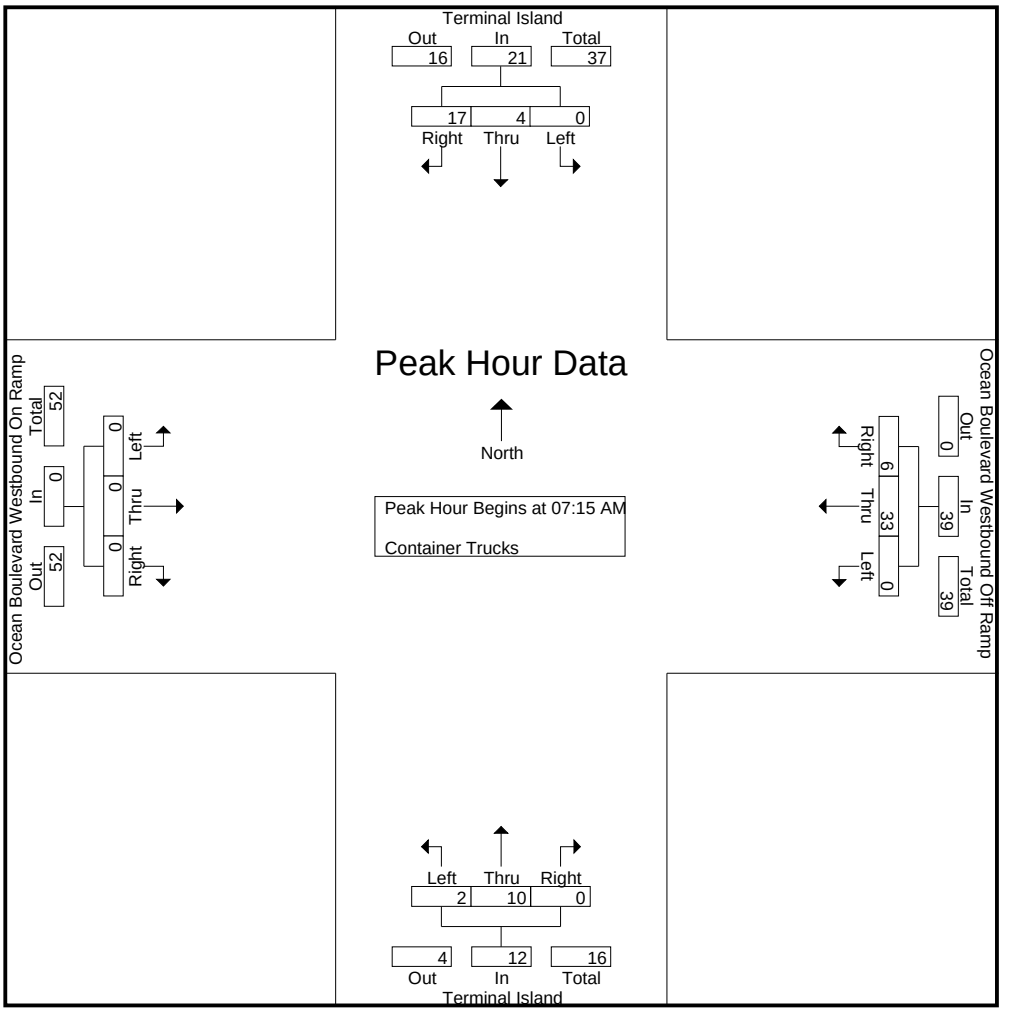

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	3	3	0	6	**2**	8	0	1	0	1	0	0	0	0
+15 mins.	0	**2**	4	6	0	8	2	10	0	**3**	0	3	0	0	0	0
+30 mins.	0	2	3	5	0	8	1	9	0	3	0	3	0	0	0	0
+45 mins.	0	0	**7**	**7**	0	**11**	1	**12**	**2**	3	0	**5**	0	0	0	0
Total Volume	0	4	17	21	0	33	6	39	2	10	0	12	0	0	0	0
% App. Total	0	19	81		0	84.6	15.4		16.7	83.3	0		0	0	0	
PHF	.000	.500	.607	.750	.000	.750	.750	.813	.250	.833	.000	.600	.000	.000	.000	.000

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File Name : LBHTIOCWAM
Site Code : 9174035
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Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
06:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	0	0	3
06:30 AM	0	0	2	2	0	2	0	2	0	1	0	1	0	0	0	0	5
06:45 AM	0	2	10	12	0	5	0	5	0	0	0	0	0	0	0	0	17
Total	0	3	15	18	0	9	0	9	0	1	0	1	0	0	0	0	28
07:00 AM	0	6	10	16	0	1	0	1	0	0	0	0	0	0	0	0	17
07:15 AM	0	4	7	11	0	2	0	2	0	0	0	0	0	0	0	0	13
07:30 AM	0	2	21	23	0	7	0	7	0	1	0	1	0	0	0	0	31
07:45 AM	0	0	13	13	0	12	0	12	0	0	0	0	0	0	0	0	25
Total	0	12	51	63	0	22	0	22	0	1	0	1	0	0	0	0	86
08:00 AM	0	5	28	33	1	9	0	10	0	0	0	0	0	0	0	0	43
08:15 AM	0	2	30	32	0	8	1	9	0	0	0	0	0	0	0	0	41
08:30 AM	0	7	22	29	0	11	3	14	0	3	0	3	0	0	0	0	46
08:45 AM	0	5	20	25	0	11	5	16	0	8	0	8	0	0	0	0	49
Total	0	19	100	119	1	39	9	49	0	11	0	11	0	0	0	0	179
09:00 AM	0	2	15	17	1	11	2	14	0	17	0	17	0	0	0	0	48
09:15 AM	0	2	13	15	0	11	5	16	0	13	0	13	0	0	0	0	44
09:30 AM	0	1	17	18	0	14	2	16	0	16	0	16	0	0	0	0	50
09:45 AM	0	2	18	20	0	12	9	21	0	27	0	27	0	0	0	0	68
Total	0	7	63	70	1	48	18	67	0	73	0	73	0	0	0	0	210
Grand Total	0	41	229	270	2	118	27	147	0	86	0	86	0	0	0	0	503
Apprch %	0	15.2	84.8		1.4	80.3	18.4		0	100	0		0	0	0		
Total %	0	8.2	45.5	53.7	0.4	23.5	5.4	29.2	0	17.1	0	17.1	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	7	11	0	2	0	2	0	0	0	0	0	0	0	0	13
07:30 AM	0	2	21	23	0	7	0	7	0	**1**	0	**1**	0	0	0	0	31
07:45 AM	0	0	13	13	0	**12**	0	**12**	0	0	0	0	0	0	0	0	25
08:00 AM	0	**5**	**28**	**33**	**1**	9	0	10	0	0	0	0	0	0	0	0	**43**
Total Volume	0	11	69	80	1	30	0	31	0	1	0	1	0	0	0	0	112
% App. Total	0	13.8	86.2		3.2	96.8	0		0	100	0		0	0	0		
PHF	.000	.550	.616	.606	.250	.625	.000	.646	.000	.250	.000	.250	.000	.000	.000	.000	.651

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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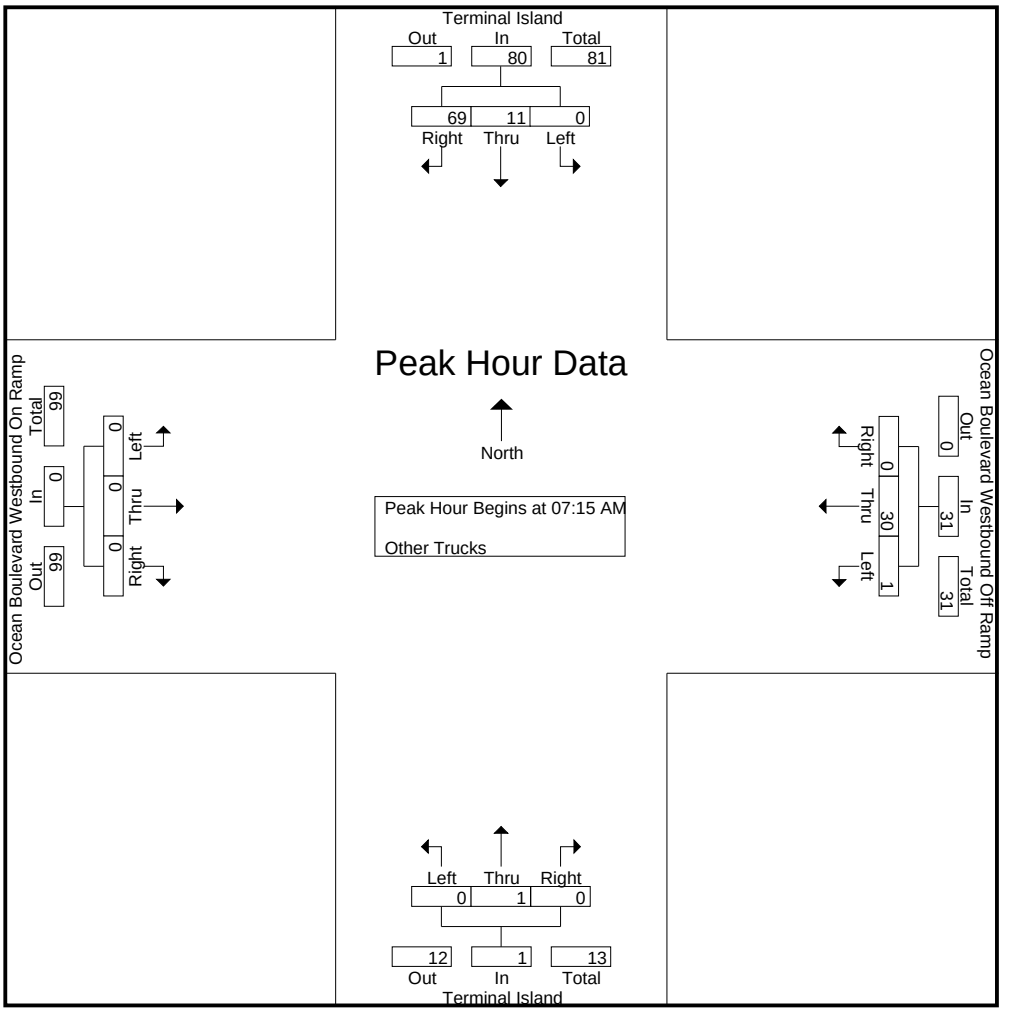
File Name : LBHTIOCWAM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	7	11	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	2	21	23	0	7	0	7	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	13	13	0	**12**	0	**12**	0	0	0	0	0	0	0	0
+45 mins.	0	**5**	**28**	**33**	**1**	9	0	10	0	0	0	0	0	0	0	0
Total Volume	0	11	69	80	1	30	0	31	0	1	0	1	0	0	0	0
% App. Total	0	13.8	86.2		3.2	96.8	0		0	100	0		0	0	0	
PHF	.000	.550	.616	.606	.250	.625	.000	.646	.000	.250	.000	.250	.000	.000	.000	.000

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File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	23	66	89	0	36	19	55	1	59	0	60	0	0	0	0	204
10:15 AM	0	32	56	88	5	25	9	39	1	41	0	42	0	0	0	0	169
10:30 AM	0	19	66	85	1	34	9	44	2	62	0	64	0	0	0	0	193
10:45 AM	0	9	51	60	0	25	11	36	4	59	0	63	0	0	0	0	159
Total	0	83	239	322	6	120	48	174	8	221	0	229	0	0	0	0	725
11:00 AM	0	22	83	105	2	40	24	66	0	48	0	48	0	0	0	0	219
11:15 AM	0	19	71	90	0	40	16	56	1	47	0	48	0	0	0	0	194
11:30 AM	0	14	67	81	1	23	15	39	0	67	0	67	0	0	0	0	187
11:45 AM	0	18	49	67	0	36	21	57	2	80	0	82	0	0	0	0	206
Total	0	73	270	343	3	139	76	218	3	242	0	245	0	0	0	0	806
12:00 PM	0	17	68	85	3	25	17	45	0	54	0	54	0	0	0	0	184
12:15 PM	0	23	45	68	5	35	9	49	0	37	0	37	0	0	0	0	154
12:30 PM	0	25	76	101	1	34	6	41	1	60	0	61	0	0	0	0	203
12:45 PM	0	32	78	110	1	29	6	36	1	54	0	55	0	0	0	0	201
Total	0	97	267	364	10	123	38	171	2	205	0	207	0	0	0	0	742
01:00 PM	0	14	54	68	6	39	6	51	1	61	0	62	0	0	0	0	181
01:15 PM	0	21	60	81	5	41	14	60	2	53	0	55	0	0	0	0	196
01:30 PM	0	21	55	76	2	37	24	63	1	71	0	72	0	0	0	0	211
01:45 PM	0	28	47	75	3	32	21	56	0	74	0	74	0	0	0	0	205
Total	0	84	216	300	16	149	65	230	4	259	0	263	0	0	0	0	793
02:00 PM	0	23	75	98	1	48	31	80	0	76	0	76	0	0	0	0	254
02:15 PM	0	21	69	90	1	31	39	71	0	81	0	81	0	0	0	0	242
02:30 PM	0	23	62	85	2	26	14	42	2	94	0	96	0	0	0	0	223
02:45 PM	0	23	74	97	2	27	19	48	0	116	0	116	0	0	0	0	261
Total	0	90	280	370	6	132	103	241	2	367	0	369	0	0	0	0	980
03:00 PM	0	20	83	103	2	38	11	51	3	81	0	84	0	0	0	0	238
03:15 PM	0	17	83	100	4	34	20	58	3	88	0	91	0	0	0	0	249
03:30 PM	0	23	87	110	6	33	11	50	0	70	0	70	0	0	0	0	230
03:45 PM	0	21	83	104	2	30	27	59	0	91	0	91	0	0	0	0	254
Total	0	81	336	417	14	135	69	218	6	330	0	336	0	0	0	0	971
Grand Total	0	508	1608	2116	55	798	399	1252	25	1624	0	1649	0	0	0	0	5017
Apprch %	0	24	76		4.4	63.7	31.9		1.5	98.5	0		0	0	0		
Total %	0	10.1	32.1	42.2	1.1	15.9	8	25	0.5	32.4	0	32.9	0	0	0	0	
Passenger Vehicles	0	184	514	698	48	127	100	275	11	481	0	492	0	0	0	0	1465
% Passenger Vehicles	0	36.2	32	33	87.3	15.9	25.1	22	44	29.6	0	29.8	0	0	0	0	29.2
Bobtail Trucks	0	145	398	543	6	80	129	215	8	472	0	480	0	0	0	0	1238
% Bobtail Trucks	0	28.5	24.8	25.7	10.9	10	32.3	17.2	32	29.1	0	29.1	0	0	0	0	24.7
Chassis Trucks	0	47	162	209	0	101	25	126	2	142	0	144	0	0	0	0	479
% Chassis Trucks	0	9.3	10.1	9.9	0	12.7	6.3	10.1	8	8.7	0	8.7	0	0	0	0	9.5
Container Trucks	0	38	64	102	0	208	32	240	1	50	0	51	0	0	0	0	393
% Container Trucks	0	7.5	4	4.8	0	26.1	8	19.2	4	3.1	0	3.1	0	0	0	0	7.8
Other Trucks	0	94	470	564	1	282	113	396	3	479	0	482	0	0	0	0	1442
% Other Trucks	0	18.5	29.2	26.7	1.8	35.3	28.3	31.6	12	29.5	0	29.2	0	0	0	0	28.7

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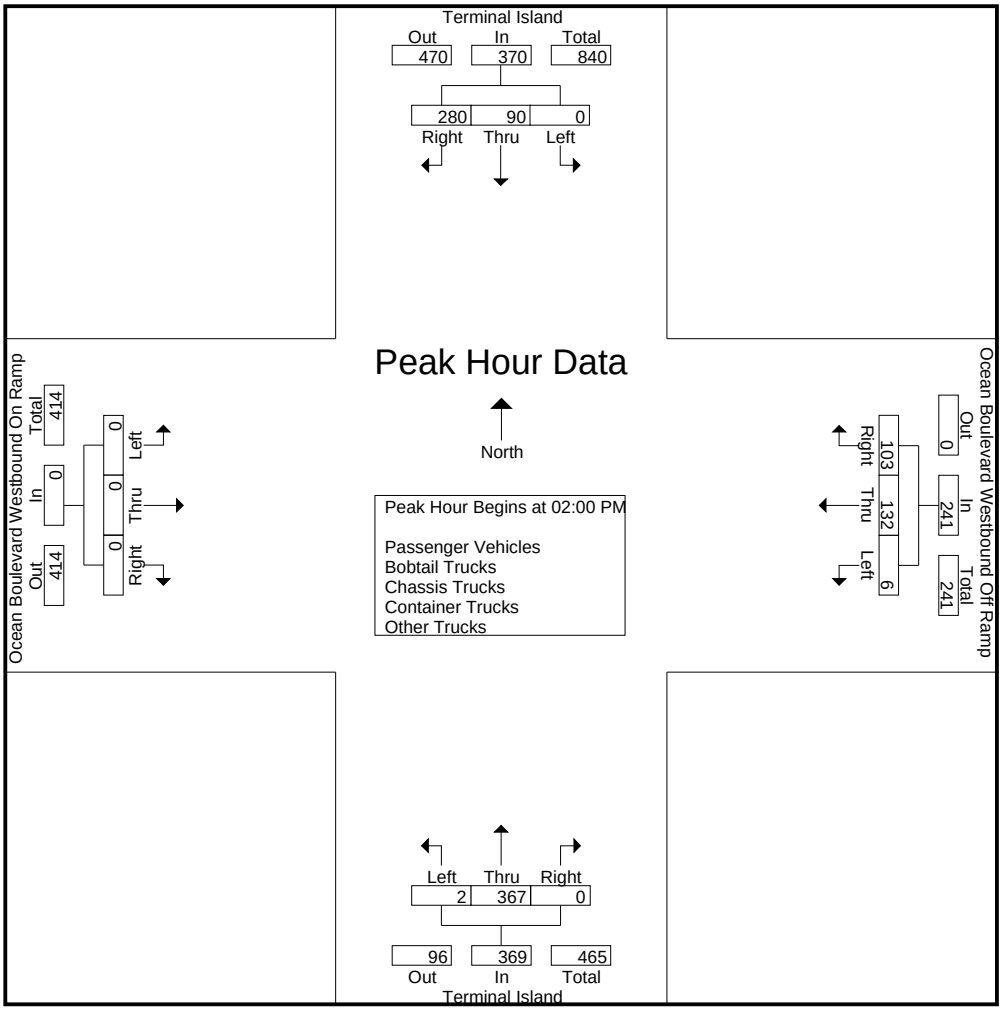
File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	**23**	**75**	**98**	1	**48**	31	**80**	0	76	0	76	0	0	0	0	254
02:15 PM	0	21	69	90	1	31	**39**	71	0	81	0	81	0	0	0	0	242
02:30 PM	0	23	62	85	**2**	26	14	42	**2**	94	0	96	0	0	0	0	223
02:45 PM	0	23	74	97	2	27	19	48	0	**116**	0	**116**	0	0	0	0	**261**
Total Volume	0	90	280	370	6	132	103	241	2	367	0	369	0	0	0	0	980
% App. Total	0	24.3	75.7		2.5	54.8	42.7		0.5	99.5	0		0	0	0		
PHF	.000	.978	.933	.944	.750	.688	.660	.753	.250	.791	.000	.795	.000	.000	.000	.000	.939



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City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 1

Groups Printed- Passenger Vehicles

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	3	23	26	0	10	4	14	0	19	0	19	0	0	0	0	59
10:15 AM	0	9	11	20	4	6	3	13	0	12	0	12	0	0	0	0	45
10:30 AM	0	5	15	20	1	5	5	11	2	15	0	17	0	0	0	0	48
10:45 AM	0	3	17	20	0	5	2	7	1	19	0	20	0	0	0	0	47
Total	0	20	66	86	5	26	14	45	3	65	0	68	0	0	0	0	199
11:00 AM	0	9	11	20	2	4	8	14	0	13	0	13	0	0	0	0	47
11:15 AM	0	4	24	28	0	4	0	4	0	10	0	10	0	0	0	0	42
11:30 AM	0	6	17	23	1	3	2	6	0	20	0	20	0	0	0	0	49
11:45 AM	0	5	20	25	0	6	6	12	1	44	0	45	0	0	0	0	82
Total	0	24	72	96	3	17	16	36	1	87	0	88	0	0	0	0	220
12:00 PM	0	11	28	39	3	2	6	11	0	22	0	22	0	0	0	0	72
12:15 PM	0	6	15	21	5	6	6	17	0	12	0	12	0	0	0	0	50
12:30 PM	0	14	36	50	1	6	4	11	1	19	0	20	0	0	0	0	81
12:45 PM	0	17	36	53	1	8	4	13	1	12	0	13	0	0	0	0	79
Total	0	48	115	163	10	22	20	52	2	65	0	67	0	0	0	0	282
01:00 PM	0	7	18	25	6	8	2	16	1	12	0	13	0	0	0	0	54
01:15 PM	0	8	22	30	3	6	1	10	1	17	0	18	0	0	0	0	58
01:30 PM	0	6	10	16	1	8	5	14	0	22	0	22	0	0	0	0	52
01:45 PM	0	10	17	27	1	8	4	13	0	11	0	11	0	0	0	0	51
Total	0	31	67	98	11	30	12	53	2	62	0	64	0	0	0	0	215
02:00 PM	0	4	23	27	1	4	4	9	0	19	0	19	0	0	0	0	55
02:15 PM	0	4	31	35	1	7	9	17	0	29	0	29	0	0	0	0	81
02:30 PM	0	9	16	25	2	5	4	11	0	31	0	31	0	0	0	0	67
02:45 PM	0	7	26	33	2	5	3	10	0	33	0	33	0	0	0	0	76
Total	0	24	96	120	6	21	20	47	0	112	0	112	0	0	0	0	279
03:00 PM	0	11	29	40	1	2	0	3	2	18	0	20	0	0	0	0	63
03:15 PM	0	8	22	30	4	3	8	15	1	16	0	17	0	0	0	0	62
03:30 PM	0	9	22	31	6	5	3	14	0	22	0	22	0	0	0	0	67
03:45 PM	0	9	25	34	2	1	7	10	0	34	0	34	0	0	0	0	78
Total	0	37	98	135	13	11	18	42	3	90	0	93	0	0	0	0	270
Grand Total	0	184	514	698	48	127	100	275	11	481	0	492	0	0	0	0	1465
Apprch %	0	26.4	73.6		17.5	46.2	36.4		2.2	97.8	0		0	0	0		
Total %	0	12.6	35.1	47.6	3.3	8.7	6.8	18.8	0.8	32.8	0	33.6	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	4	23	27	1	4	4	9	0	19	0	19	0	0	0	0	55
02:15 PM	0	4	**31**	**35**	1	**7**	**9**	**17**	0	29	0	29	0	0	0	0	**81**
02:30 PM	0	**9**	16	25	**2**	5	4	11	0	31	0	31	0	0	0	0	67
02:45 PM	0	7	26	33	2	5	3	10	0	**33**	0	**33**	0	0	0	0	76
Total Volume	0	24	96	120	6	21	20	47	0	112	0	112	0	0	0	0	279
% App. Total	0	20	80		12.8	44.7	42.6		0	100	0		0	0	0		
PHF	.000	.667	.774	.857	.750	.750	.556	.691	.000	.848	.000	.848	.000	.000	.000	.000	.861

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
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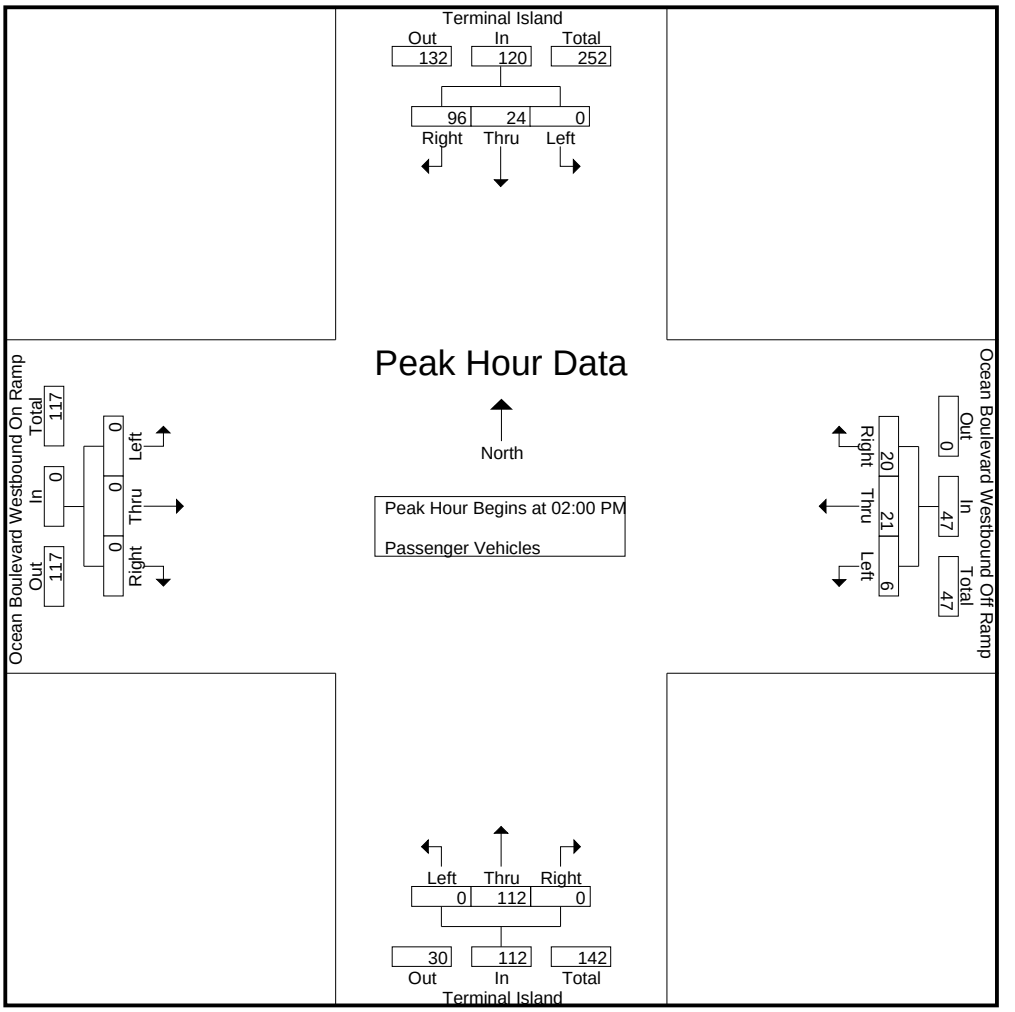
File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	4	23	27	1	4	4	9	0	19	0	19	0	0	0	0
+15 mins.	0	4	**31**	**35**	1	**7**	**9**	**17**	0	29	0	29	0	0	0	0
+30 mins.	0	**9**	16	25	**2**	5	4	11	0	31	0	31	0	0	0	0
+45 mins.	0	7	26	33	2	5	3	10	0	**33**	0	**33**	0	0	0	0
Total Volume	0	24	96	120	6	21	20	47	0	112	0	112	0	0	0	0
% App. Total	0	20	80		12.8	44.7	42.6		0	100	0		0	0	0	
PHF	.000	.667	.774	.857	.750	.750	.556	.691	.000	.848	.000	.848	.000	.000	.000	.000

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File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 1

Groups Printed- Bobtail Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	11	18	29	0	3	3	6	1	14	0	15	0	0	0	0	50
10:15 AM	0	13	19	32	1	2	2	5	1	9	0	10	0	0	0	0	47
10:30 AM	0	6	18	24	0	3	2	5	0	18	0	18	0	0	0	0	47
10:45 AM	0	2	12	14	0	1	3	4	1	20	0	21	0	0	0	0	39
Total	0	32	67	99	1	9	10	20	3	61	0	64	0	0	0	0	183
11:00 AM	0	5	33	38	0	3	5	8	0	11	0	11	0	0	0	0	57
11:15 AM	0	8	12	20	0	1	2	3	1	18	0	19	0	0	0	0	42
11:30 AM	0	5	14	19	0	3	6	9	0	20	0	20	0	0	0	0	48
11:45 AM	0	2	15	17	0	3	5	8	0	19	0	19	0	0	0	0	44
Total	0	20	74	94	0	10	18	28	1	68	0	69	0	0	0	0	191
12:00 PM	0	1	19	20	0	0	5	5	0	14	0	14	0	0	0	0	39
12:15 PM	0	6	6	12	0	5	1	6	0	8	0	8	0	0	0	0	26
12:30 PM	0	5	10	15	0	2	0	2	0	22	0	22	0	0	0	0	39
12:45 PM	0	4	15	19	0	2	1	3	0	23	0	23	0	0	0	0	45
Total	0	16	50	66	0	9	7	16	0	67	0	67	0	0	0	0	149
01:00 PM	0	2	15	17	0	3	1	4	0	13	0	13	0	0	0	0	34
01:15 PM	0	8	18	26	2	5	8	15	0	13	0	13	0	0	0	0	54
01:30 PM	0	8	21	29	1	8	6	15	1	25	0	26	0	0	0	0	70
01:45 PM	0	7	13	20	1	4	11	16	0	29	0	29	0	0	0	0	65
Total	0	25	67	92	4	20	26	50	1	80	0	81	0	0	0	0	223
02:00 PM	0	5	24	29	0	7	18	25	0	23	0	23	0	0	0	0	77
02:15 PM	0	9	14	23	0	4	16	20	0	25	0	25	0	0	0	0	68
02:30 PM	0	7	16	23	0	0	4	4	0	15	0	15	0	0	0	0	42
02:45 PM	0	7	14	21	0	2	8	10	0	29	0	29	0	0	0	0	60
Total	0	28	68	96	0	13	46	59	0	92	0	92	0	0	0	0	247
03:00 PM	0	4	17	21	1	7	7	15	1	25	0	26	0	0	0	0	62
03:15 PM	0	7	17	24	0	3	3	6	2	36	0	38	0	0	0	0	68
03:30 PM	0	7	14	21	0	2	1	3	0	21	0	21	0	0	0	0	45
03:45 PM	0	6	24	30	0	7	11	18	0	22	0	22	0	0	0	0	70
Total	0	24	72	96	1	19	22	42	3	104	0	107	0	0	0	0	245
Grand Total	0	145	398	543	6	80	129	215	8	472	0	480	0	0	0	0	1238
Apprch %	0	26.7	73.3		2.8	37.2	60		1.7	98.3	0		0	0	0		
Total %	0	11.7	32.1	43.9	0.5	6.5	10.4	17.4	0.6	38.1	0	38.8	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	5	**24**	**29**	0	**7**	**18**	**25**	0	23	0	23	0	0	0	0	**77**
02:15 PM	0	**9**	14	23	0	4	16	20	0	25	0	25	0	0	0	0	68
02:30 PM	0	7	16	23	0	0	4	4	0	15	0	15	0	0	0	0	42
02:45 PM	0	7	14	21	0	2	8	10	0	**29**	0	**29**	0	0	0	0	60
Total Volume	0	28	68	96	0	13	46	59	0	92	0	92	0	0	0	0	247
% App. Total	0	29.2	70.8		0	22	78		0	100	0		0	0	0		
PHF	.000	.778	.708	.828	.000	.464	.639	.590	.000	.793	.000	.793	.000	.000	.000	.000	.802

Counts Unlimited Inc.
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Moreno Valley, CA 92557
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File Name : LBHTIOCWMD
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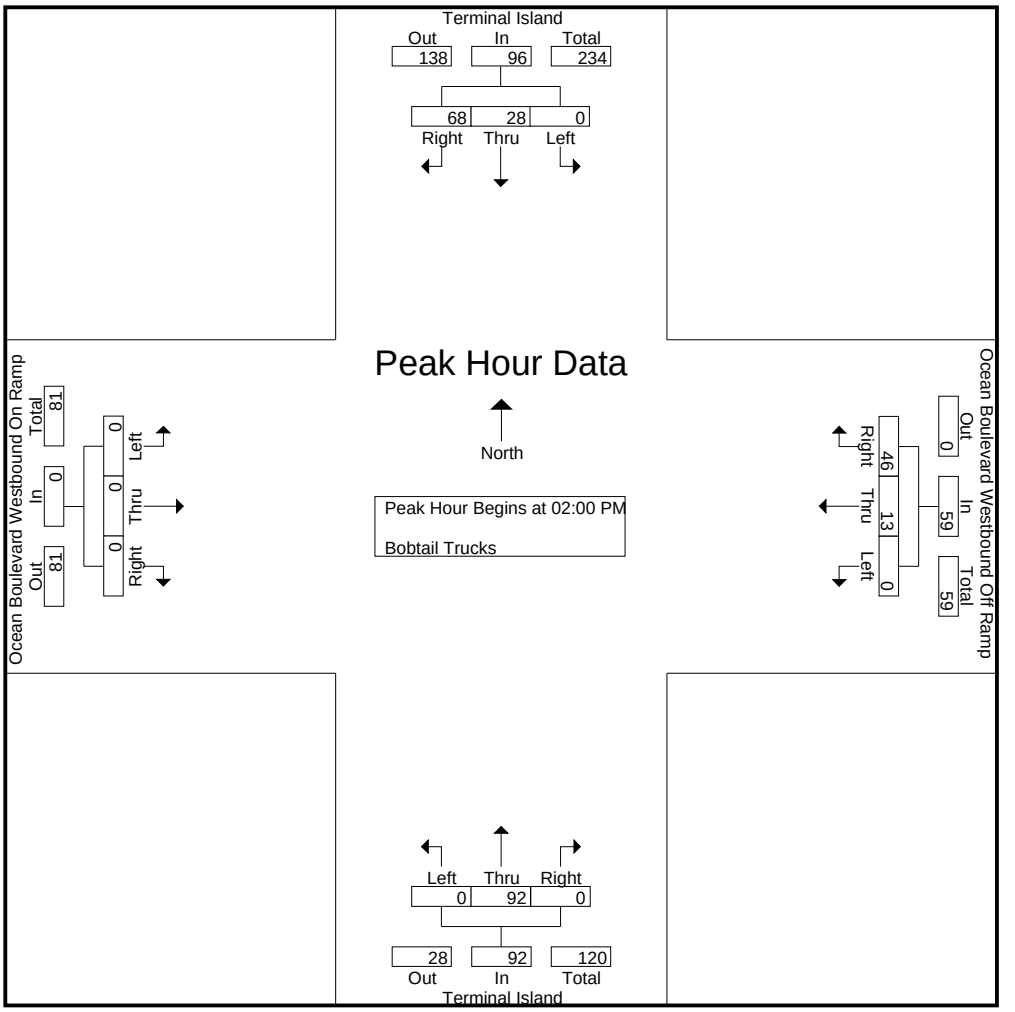
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	5	**24**	**29**	0	**7**	**18**	**25**	0	23	0	23	0	0	0	0
+15 mins.	0	**9**	14	23	0	4	16	20	0	25	0	25	0	0	0	0
+30 mins.	0	7	16	23	0	0	4	4	0	15	0	15	0	0	0	0
+45 mins.	0	7	14	21	0	2	8	10	0	**29**	0	**29**	0	0	0	0
Total Volume	0	28	68	96	0	13	46	59	0	92	0	92	0	0	0	0
% App. Total	0	29.2	70.8		0	22	78		0	100	0		0	0	0	
PHF	.000	.778	.708	.828	.000	.464	.639	.590	.000	.793	.000	.793	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Chassis Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	1	5	6	0	1	1	2	0	2	0	2	0	0	0	0	10
10:15 AM	0	1	4	5	0	0	1	1	0	1	0	1	0	0	0	0	7
10:30 AM	0	2	5	7	0	2	0	2	0	2	0	2	0	0	0	0	11
10:45 AM	0	1	3	4	0	1	1	2	1	1	0	2	0	0	0	0	8
Total	0	5	17	22	0	4	3	7	1	6	0	7	0	0	0	0	36
11:00 AM	0	2	10	12	0	3	1	4	0	2	0	2	0	0	0	0	18
11:15 AM	0	1	9	10	0	10	0	10	0	2	0	2	0	0	0	0	22
11:30 AM	0	1	11	12	0	1	0	1	0	5	0	5	0	0	0	0	18
11:45 AM	0	2	5	7	0	4	1	5	0	4	0	4	0	0	0	0	16
Total	0	6	35	41	0	18	2	20	0	13	0	13	0	0	0	0	74
12:00 PM	0	2	7	9	0	3	0	3	0	4	0	4	0	0	0	0	16
12:15 PM	0	6	2	8	0	0	0	0	0	2	0	2	0	0	0	0	10
12:30 PM	0	1	8	9	0	0	0	0	0	7	0	7	0	0	0	0	16
12:45 PM	0	1	7	8	0	0	0	0	0	8	0	8	0	0	0	0	16
Total	0	10	24	34	0	3	0	3	0	21	0	21	0	0	0	0	58
01:00 PM	0	0	3	3	0	6	0	6	0	12	0	12	0	0	0	0	21
01:15 PM	0	1	2	3	0	5	0	5	0	14	0	14	0	0	0	0	22
01:30 PM	0	2	11	13	0	8	2	10	0	8	0	8	0	0	0	0	31
01:45 PM	0	3	7	10	0	5	0	5	0	15	0	15	0	0	0	0	30
Total	0	6	23	29	0	24	2	26	0	49	0	49	0	0	0	0	104
02:00 PM	0	4	8	12	0	13	4	17	0	5	0	5	0	0	0	0	34
02:15 PM	0	6	4	10	0	6	4	10	0	6	0	6	0	0	0	0	26
02:30 PM	0	3	5	8	0	5	1	6	1	10	0	11	0	0	0	0	25
02:45 PM	0	5	5	10	0	3	0	3	0	13	0	13	0	0	0	0	26
Total	0	18	22	40	0	27	9	36	1	34	0	35	0	0	0	0	111
03:00 PM	0	1	7	8	0	7	2	9	0	7	0	7	0	0	0	0	24
03:15 PM	0	0	8	8	0	6	5	11	0	3	0	3	0	0	0	0	22
03:30 PM	0	0	15	15	0	6	1	7	0	4	0	4	0	0	0	0	26
03:45 PM	0	1	11	12	0	6	1	7	0	5	0	5	0	0	0	0	24
Total	0	2	41	43	0	25	9	34	0	19	0	19	0	0	0	0	96
Grand Total	0	47	162	209	0	101	25	126	2	142	0	144	0	0	0	0	479
Apprch %	0	22.5	77.5		0	80.2	19.8		1.4	98.6	0		0	0	0		
Total %	0	9.8	33.8	43.6	0	21.1	5.2	26.3	0.4	29.6	0	30.1	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	4	**8**	**12**	0	**13**	**4**	**17**	0	5	0	5	0	0	0	0	**34**
02:15 PM	0	**6**	4	10	0	6	4	10	0	6	0	6	0	0	0	0	26
02:30 PM	0	3	5	8	0	5	1	6	**1**	10	0	11	0	0	0	0	25
02:45 PM	0	5	5	10	0	3	0	3	0	**13**	0	**13**	0	0	0	0	26
Total Volume	0	18	22	40	0	27	9	36	1	34	0	35	0	0	0	0	111
% App. Total	0	45	55		0	75	25		2.9	97.1	0		0	0	0		
PHF	.000	.750	.688	.833	.000	.519	.563	.529	.250	.654	.000	.673	.000	.000	.000	.000	.816

Counts Unlimited Inc.
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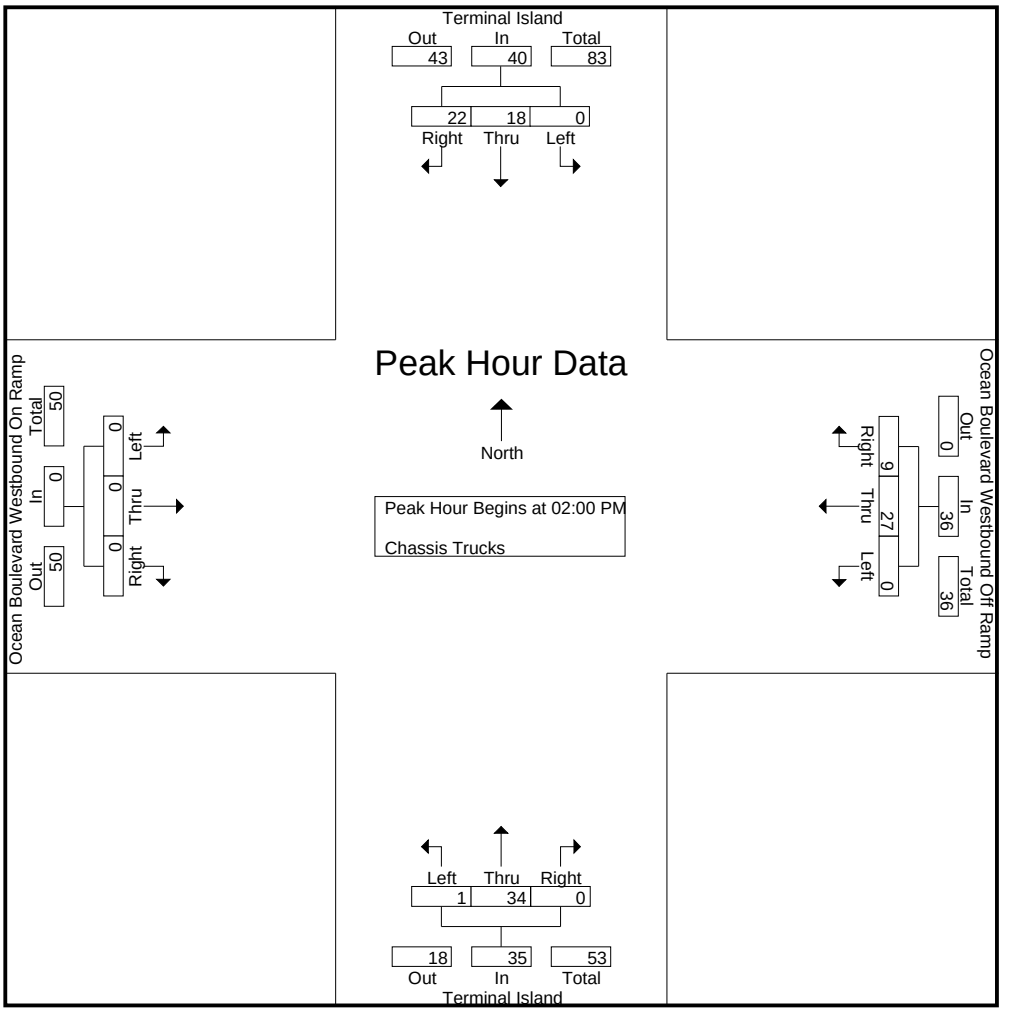

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	4	**8**	**12**	0	**13**	**4**	**17**	0	5	0	5	0	0	0	0
+15 mins.	0	**6**	4	10	0	6	4	10	0	6	0	6	0	0	0	0
+30 mins.	0	3	5	8	0	5	1	6	**1**	10	0	11	0	0	0	0
+45 mins.	0	5	5	10	0	3	0	3	0	**13**	0	**13**	0	0	0	0
Total Volume	0	18	22	40	0	27	9	36	1	34	0	35	0	0	0	0
% App. Total	0	45	55		0	75	25		2.9	97.1	0		0	0	0	
PHF	.000	.750	.688	.833	.000	.519	.563	.529	.250	.654	.000	.673	.000	.000	.000	.000

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E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 1

Groups Printed- Container Trucks

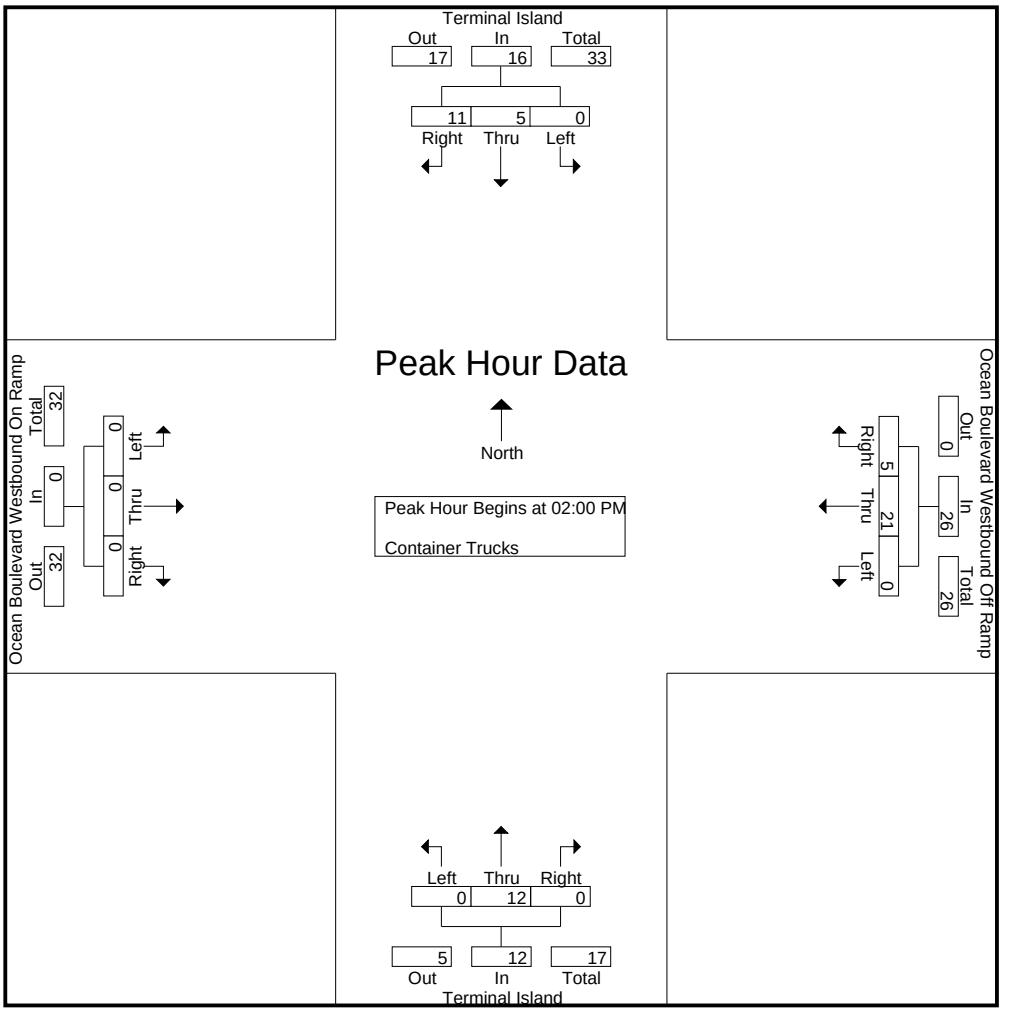
	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	3	6	9	0	9	4	13	0	6	0	6	0	0	0	0	28
10:15 AM	0	3	3	6	0	9	0	9	0	1	0	1	0	0	0	0	16
10:30 AM	0	1	5	6	0	12	0	12	0	1	0	1	0	0	0	0	19
10:45 AM	0	0	2	2	0	9	0	9	0	1	0	1	0	0	0	0	12
Total	0	7	16	23	0	39	4	43	0	9	0	9	0	0	0	0	75
11:00 AM	0	2	5	7	0	11	3	14	0	2	0	2	0	0	0	0	23
11:15 AM	0	2	4	6	0	13	2	15	0	3	0	3	0	0	0	0	24
11:30 AM	0	0	3	3	0	8	2	10	0	3	0	3	0	0	0	0	16
11:45 AM	0	3	3	6	0	12	2	14	1	2	0	3	0	0	0	0	23
Total	0	7	15	22	0	44	9	53	1	10	0	11	0	0	0	0	86
12:00 PM	0	2	3	5	0	9	3	12	0	4	0	4	0	0	0	0	21
12:15 PM	0	3	0	3	0	14	1	15	0	2	0	2	0	0	0	0	20
12:30 PM	0	2	3	5	0	11	0	11	0	3	0	3	0	0	0	0	19
12:45 PM	0	1	3	4	0	8	0	8	0	1	0	1	0	0	0	0	13
Total	0	8	9	17	0	42	4	46	0	10	0	10	0	0	0	0	73
01:00 PM	0	2	0	2	0	10	2	12	0	1	0	1	0	0	0	0	15
01:15 PM	0	1	4	5	0	10	1	11	0	0	0	0	0	0	0	0	16
01:30 PM	0	1	0	1	0	7	0	7	0	0	0	0	0	0	0	0	8
01:45 PM	0	6	0	6	0	7	3	10	0	1	0	1	0	0	0	0	17
Total	0	10	4	14	0	34	6	40	0	2	0	2	0	0	0	0	56
02:00 PM	0	1	1	2	0	7	0	7	0	2	0	2	0	0	0	0	11
02:15 PM	0	0	3	3	0	4	4	8	0	5	0	5	0	0	0	0	16
02:30 PM	0	1	4	5	0	6	1	7	0	0	0	0	0	0	0	0	12
02:45 PM	0	3	3	6	0	4	0	4	0	5	0	5	0	0	0	0	15
Total	0	5	11	16	0	21	5	26	0	12	0	12	0	0	0	0	54
03:00 PM	0	0	1	1	0	9	0	9	0	2	0	2	0	0	0	0	12
03:15 PM	0	0	6	6	0	9	1	10	0	4	0	4	0	0	0	0	20
03:30 PM	0	0	2	2	0	7	1	8	0	0	0	0	0	0	0	0	10
03:45 PM	0	1	0	1	0	3	2	5	0	1	0	1	0	0	0	0	7
Total	0	1	9	10	0	28	4	32	0	7	0	7	0	0	0	0	49
Grand Total	0	38	64	102	0	208	32	240	1	50	0	51	0	0	0	0	393
Apprch %	0	37.3	62.7		0	86.7	13.3		2	98	0		0	0	0		
Total %	0	9.7	16.3	26	0	52.9	8.1	61.1	0.3	12.7	0	13	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	1	2	0	**7**	0	7	0	2	0	2	0	0	0	0	11
02:15 PM	0	0	3	3	0	4	**4**	**8**	0	**5**	0	**5**	0	0	0	0	**16**
02:30 PM	0	1	**4**	5	0	6	1	7	0	0	0	0	0	0	0	0	12
02:45 PM	0	**3**	3	**6**	0	4	0	4	0	5	0	5	0	0	0	0	15
Total Volume	0	5	11	16	0	21	5	26	0	12	0	12	0	0	0	0	54
% App. Total	0	31.2	68.8		0	80.8	19.2		0	100	0		0	0	0		
PHF	.000	.417	.688	.667	.000	.750	.313	.813	.000	.600	.000	.600	.000	.000	.000	.000	.844

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	1	2	0	**7**	0	7	0	2	0	2	0	0	0	0
+15 mins.	0	0	3	3	0	4	**4**	**8**	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	1	**4**	5	0	6	1	7	0	0	0	0	0	0	0	0
+45 mins.	0	**3**	3	**6**	0	4	0	4	0	5	0	5	0	0	0	0
Total Volume	0	5	11	16	0	21	5	26	0	12	0	12	0	0	0	0
% App. Total	0	31.2	68.8		0	80.8	19.2		0	100	0		0	0	0	
PHF	.000	.417	.688	.667	.000	.750	.313	.813	.000	.600	.000	.600	.000	.000	.000	.000

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25286 Jaclyn Avenue
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Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	5	14	19	0	13	7	20	0	18	0	18	0	0	0	0	57
10:15 AM	0	6	19	25	0	8	3	11	0	18	0	18	0	0	0	0	54
10:30 AM	0	5	23	28	0	12	2	14	0	26	0	26	0	0	0	0	68
10:45 AM	0	3	17	20	0	9	5	14	1	18	0	19	0	0	0	0	53
Total	0	19	73	92	0	42	17	59	1	80	0	81	0	0	0	0	232
11:00 AM	0	4	24	28	0	19	7	26	0	20	0	20	0	0	0	0	74
11:15 AM	0	4	22	26	0	12	12	24	0	14	0	14	0	0	0	0	64
11:30 AM	0	2	22	24	0	8	5	13	0	19	0	19	0	0	0	0	56
11:45 AM	0	6	6	12	0	11	7	18	0	11	0	11	0	0	0	0	41
Total	0	16	74	90	0	50	31	81	0	64	0	64	0	0	0	0	235
12:00 PM	0	1	11	12	0	11	3	14	0	10	0	10	0	0	0	0	36
12:15 PM	0	2	22	24	0	10	1	11	0	13	0	13	0	0	0	0	48
12:30 PM	0	3	19	22	0	15	2	17	0	9	0	9	0	0	0	0	48
12:45 PM	0	9	17	26	0	11	1	12	0	10	0	10	0	0	0	0	48
Total	0	15	69	84	0	47	7	54	0	42	0	42	0	0	0	0	180
01:00 PM	0	3	18	21	0	12	1	13	0	23	0	23	0	0	0	0	57
01:15 PM	0	3	14	17	0	15	4	19	1	9	0	10	0	0	0	0	46
01:30 PM	0	4	13	17	0	6	11	17	0	16	0	16	0	0	0	0	50
01:45 PM	0	2	10	12	1	8	3	12	0	18	0	18	0	0	0	0	42
Total	0	12	55	67	1	41	19	61	1	66	0	67	0	0	0	0	195
02:00 PM	0	9	19	28	0	17	5	22	0	27	0	27	0	0	0	0	77
02:15 PM	0	2	17	19	0	10	6	16	0	16	0	16	0	0	0	0	51
02:30 PM	0	3	21	24	0	10	4	14	1	38	0	39	0	0	0	0	77
02:45 PM	0	1	26	27	0	13	8	21	0	36	0	36	0	0	0	0	84
Total	0	15	83	98	0	50	23	73	1	117	0	118	0	0	0	0	289
03:00 PM	0	4	29	33	0	13	2	15	0	29	0	29	0	0	0	0	77
03:15 PM	0	2	30	32	0	13	3	16	0	29	0	29	0	0	0	0	77
03:30 PM	0	7	34	41	0	13	5	18	0	23	0	23	0	0	0	0	82
03:45 PM	0	4	23	27	0	13	6	19	0	29	0	29	0	0	0	0	75
Total	0	17	116	133	0	52	16	68	0	110	0	110	0	0	0	0	311
Grand Total	0	94	470	564	1	282	113	396	3	479	0	482	0	0	0	0	1442
Apprch %	0	16.7	83.3		0.3	71.2	28.5		0.6	99.4	0		0	0	0		
Total %	0	6.5	32.6	39.1	0.1	19.6	7.8	27.5	0.2	33.2	0	33.4	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	**9**	19	**28**	0	**17**	5	**22**	0	27	0	27	0	0	0	0	77
02:15 PM	0	2	17	19	0	10	6	16	0	16	0	16	0	0	0	0	51
02:30 PM	0	3	21	24	0	10	4	14	**1**	**38**	0	**39**	0	0	0	0	77
02:45 PM	0	1	**26**	27	0	13	**8**	21	0	36	0	36	0	0	0	0	**84**
Total Volume	0	15	83	98	0	50	23	73	1	117	0	118	0	0	0	0	289
% App. Total	0	15.3	84.7		0	68.5	31.5		0.8	99.2	0		0	0	0		
PHF	.000	.417	.798	.875	.000	.735	.719	.830	.250	.770	.000	.756	.000	.000	.000	.000	.860

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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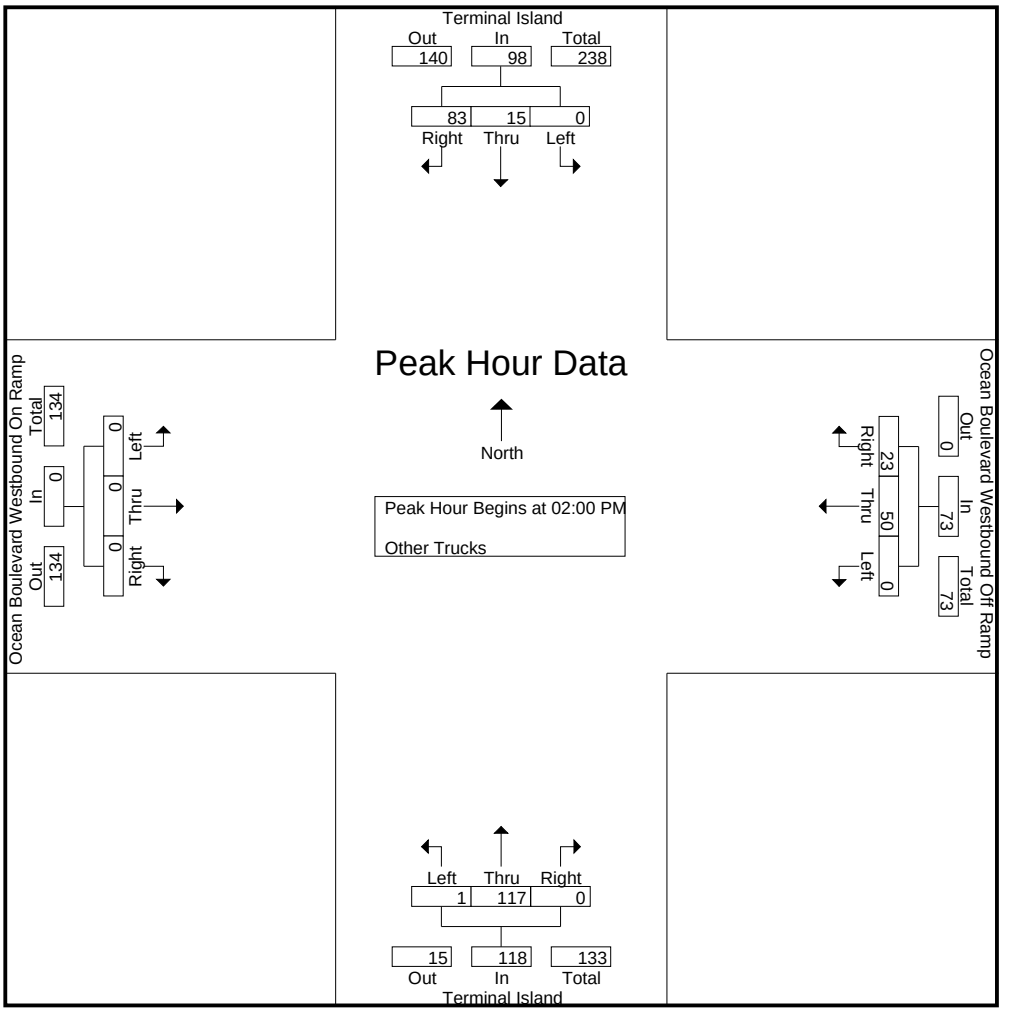
File Name : LBHTIOCWMD
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	**9**	19	**28**	0	**17**	5	**22**	0	27	0	27	0	0	0	0
+15 mins.	0	2	17	19	0	10	6	16	0	16	0	16	0	0	0	0
+30 mins.	0	3	21	24	0	10	4	14	**1**	**38**	0	**39**	0	0	0	0
+45 mins.	0	1	**26**	27	0	13	**8**	21	0	36	0	36	0	0	0	0
Total Volume	0	15	83	98	0	50	23	73	1	117	0	118	0	0	0	0
% App. Total	0	15.3	84.7		0	68.5	31.5		0.8	99.2	0		0	0	0	
PHF	.000	.417	.798	.875	.000	.735	.719	.830	.250	.770	.000	.756	.000	.000	.000	.000

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Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	85	103	0	35	32	67	1	89	0	90	0	0	0	0	260
04:15 PM	0	26	80	106	0	25	33	58	1	96	0	97	0	0	0	0	261
04:30 PM	0	15	84	99	1	20	26	47	0	74	0	74	0	0	0	0	220
04:45 PM	0	23	88	111	4	26	16	46	0	128	0	128	0	0	0	0	285
Total	0	82	337	419	5	106	107	218	2	387	0	389	0	0	0	0	1026
05:00 PM	0	27	116	143	3	20	11	34	1	61	0	62	0	0	0	0	239
05:15 PM	0	34	111	145	2	12	11	25	1	31	0	32	0	0	0	0	202
05:30 PM	0	24	75	99	1	21	7	29	2	23	0	25	0	0	0	0	153
05:45 PM	0	22	91	113	1	21	9	31	1	45	0	46	0	0	0	0	190
Total	0	107	393	500	7	74	38	119	5	160	0	165	0	0	0	0	784
Grand Total	0	189	730	919	12	180	145	337	7	547	0	554	0	0	0	0	1810
Apprch %	0	20.6	79.4		3.6	53.4	43		1.3	98.7	0		0	0	0		
Total %	0	10.4	40.3	50.8	0.7	9.9	8	18.6	0.4	30.2	0	30.6	0	0	0	0	
Passenger Vehicles	0	82	304	386	11	46	60	117	5	312	0	317	0	0	0	0	820
% Passenger Vehicles	0	43.4	41.6	42	91.7	25.6	41.4	34.7	71.4	57	0	57.2	0	0	0	0	45.3
Bobtail Trucks	0	72	193	265	0	29	45	74	1	94	0	95	0	0	0	0	434
% Bobtail Trucks	0	38.1	26.4	28.8	0	16.1	31	22	14.3	17.2	0	17.1	0	0	0	0	24
Chassis Trucks	0	3	35	38	0	26	13	39	0	17	0	17	0	0	0	0	94
% Chassis Trucks	0	1.6	4.8	4.1	0	14.4	9	11.6	0	3.1	0	3.1	0	0	0	0	5.2
Container Trucks	0	5	17	22	1	26	6	33	0	15	0	15	0	0	0	0	70
% Container Trucks	0	2.6	2.3	2.4	8.3	14.4	4.1	9.8	0	2.7	0	2.7	0	0	0	0	3.9
Other Trucks	0	27	181	208	0	53	21	74	1	109	0	110	0	0	0	0	392
% Other Trucks	0	14.3	24.8	22.6	0	29.4	14.5	22	14.3	19.9	0	19.9	0	0	0	0	21.7

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	18	85	103	0	**35**	32	**67**	**1**	89	0	90	0	0	0	0	260
04:15 PM	0	**26**	80	106	0	25	**33**	58	1	96	0	97	0	0	0	0	261
04:30 PM	0	15	84	99	1	20	26	47	0	74	0	74	0	0	0	0	220
04:45 PM	0	23	**88**	**111**	**4**	26	16	46	0	**128**	0	**128**	0	0	0	0	**285**
Total Volume	0	82	337	419	5	106	107	218	2	387	0	389	0	0	0	0	1026
% App. Total	0	19.6	80.4		2.3	48.6	49.1		0.5	99.5	0		0	0	0		
PHF	.000	.788	.957	.944	.313	.757	.811	.813	.500	.756	.000	.760	.000	.000	.000	.000	.900

Counts Unlimited Inc.
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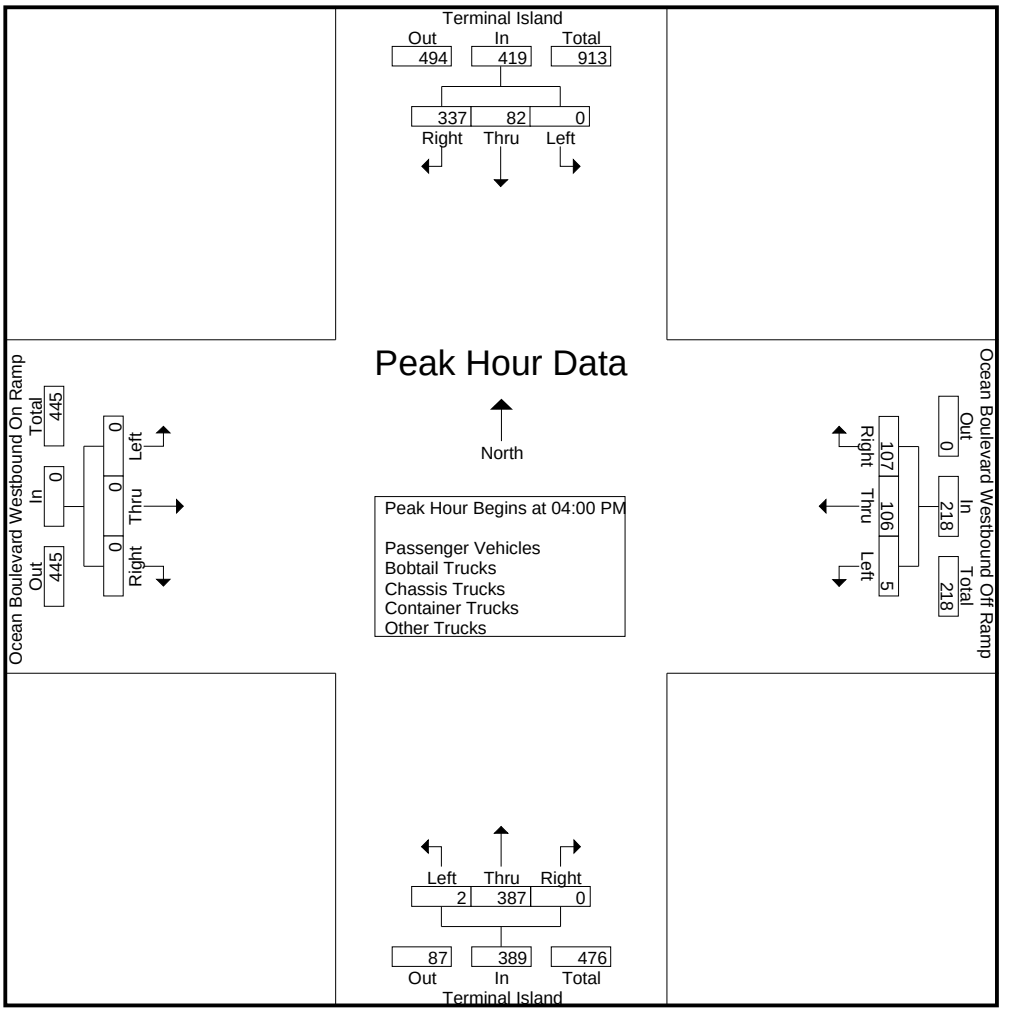

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	27	**116**	143	0	**35**	32	**67**	**1**	89	0	90	0	0	0	0
+15 mins.	0	**34**	111	**145**	0	25	**33**	58	1	96	0	97	0	0	0	0
+30 mins.	0	24	75	99	1	20	26	47	0	74	0	74	0	0	0	0
+45 mins.	0	22	91	113	**4**	26	16	46	0	**128**	0	**128**	0	0	0	0
Total Volume	0	107	393	500	5	106	107	218	2	387	0	389	0	0	0	0
% App. Total	0	21.4	78.6		2.3	48.6	49.1		0.5	99.5	0		0	0	0	
PHF	.000	.787	.847	.862	.313	.757	.811	.813	.500	.756	.000	.760	.000	.000	.000	.000

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File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Passenger Vehicles

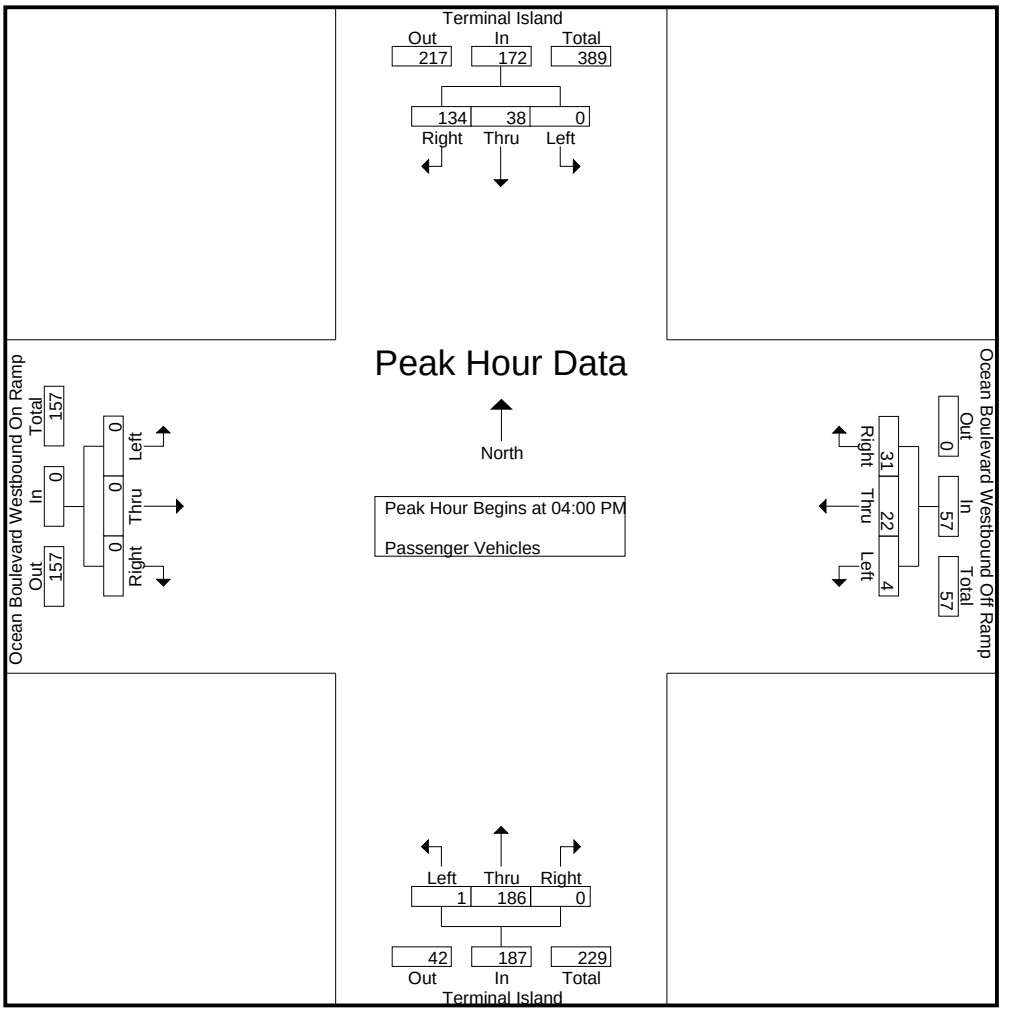
	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	27	33	0	7	7	14	1	33	0	34	0	0	0	0	81
04:15 PM	0	10	34	44	0	3	8	11	0	36	0	36	0	0	0	0	91
04:30 PM	0	7	29	36	1	4	8	13	0	37	0	37	0	0	0	0	86
04:45 PM	0	15	44	59	3	8	8	19	0	80	0	80	0	0	0	0	158
Total	0	38	134	172	4	22	31	57	1	186	0	187	0	0	0	0	416
05:00 PM	0	17	61	78	3	9	8	20	1	51	0	52	0	0	0	0	150
05:15 PM	0	13	50	63	2	2	8	12	1	27	0	28	0	0	0	0	103
05:30 PM	0	6	31	37	1	6	6	13	2	20	0	22	0	0	0	0	72
05:45 PM	0	8	28	36	1	7	7	15	0	28	0	28	0	0	0	0	79
Total	0	44	170	214	7	24	29	60	4	126	0	130	0	0	0	0	404
Grand Total	0	82	304	386	11	46	60	117	5	312	0	317	0	0	0	0	820
Apprch %	0	21.2	78.8		9.4	39.3	51.3		1.6	98.4	0		0	0	0		
Total %	0	10	37.1	47.1	1.3	5.6	7.3	14.3	0.6	38	0	38.7	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	6	27	33	0	7	7	14	**1**	33	0	34	0	0	0	0	81
04:15 PM	0	10	34	44	0	3	**8**	11	0	36	0	36	0	0	0	0	91
04:30 PM	0	7	29	36	1	4	8	13	0	37	0	37	0	0	0	0	86
04:45 PM	0	**15**	**44**	**59**	**3**	**8**	8	**19**	0	**80**	0	**80**	0	0	0	0	**158**
Total Volume	0	38	134	172	4	22	31	57	1	186	0	187	0	0	0	0	416
% App. Total	0	22.1	77.9		7	38.6	54.4		0.5	99.5	0		0	0	0		
PHF	.000	.633	.761	.729	.333	.688	.969	.750	.250	.581	.000	.584	.000	.000	.000	.000	.658

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	6	27	33	0	7	7	14	**1**	33	0	34	0	0	0	0
+15 mins.	0	10	34	44	0	3	**8**	11	0	36	0	36	0	0	0	0
+30 mins.	0	7	29	36	1	4	8	13	0	37	0	37	0	0	0	0
+45 mins.	0	**15**	**44**	**59**	**3**	**8**	8	**19**	0	**80**	0	**80**	0	0	0	0
Total Volume	0	38	134	172	4	22	31	57	1	186	0	187	0	0	0	0
% App. Total	0	22.1	77.9		7	38.6	54.4		0.5	99.5	0		0	0	0	
PHF	.000	.633	.761	.729	.333	.688	.969	.750	.250	.581	.000	.584	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Bobtail Trucks

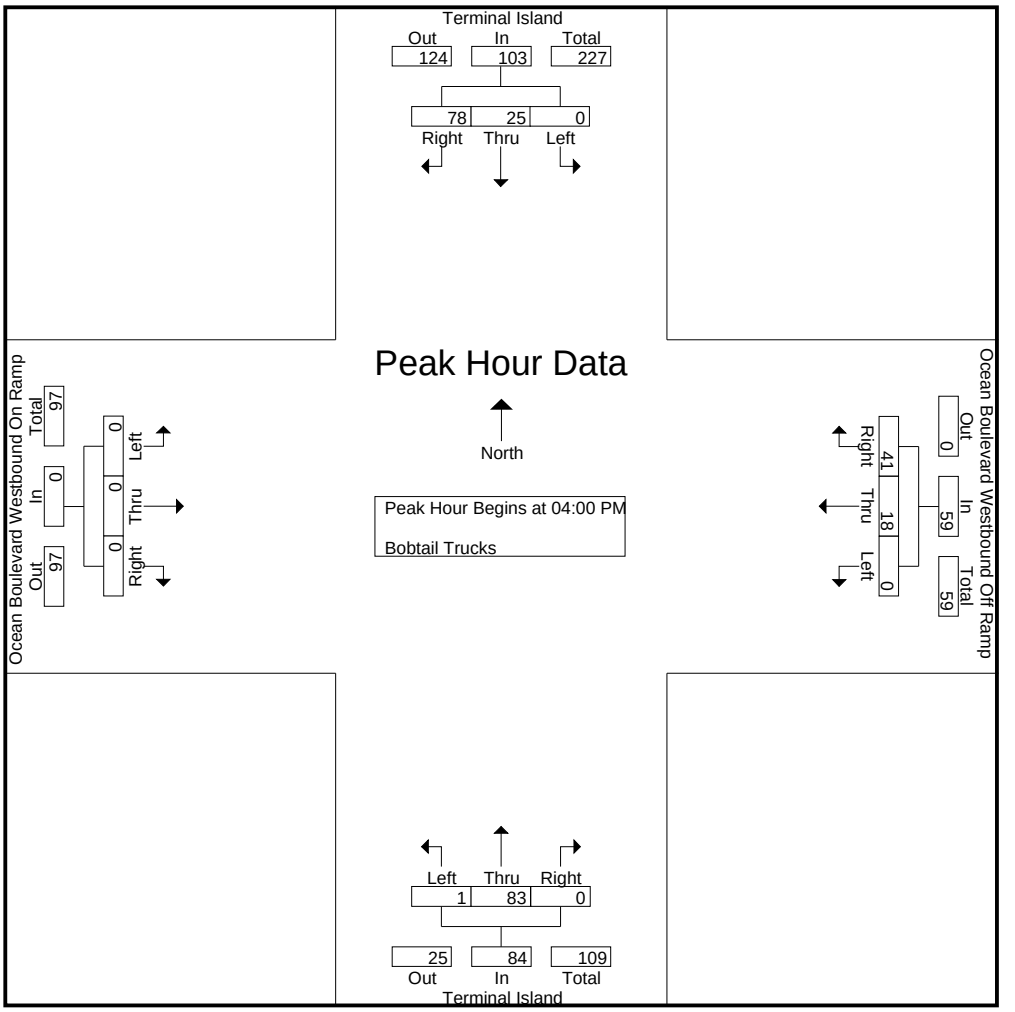
	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	9	13	22	0	4	11	15	0	24	0	24	0	0	0	0	61
04:15 PM	0	8	20	28	0	6	15	21	1	25	0	26	0	0	0	0	75
04:30 PM	0	4	29	33	0	6	8	14	0	16	0	16	0	0	0	0	63
04:45 PM	0	4	16	20	0	2	7	9	0	18	0	18	0	0	0	0	47
Total	0	25	78	103	0	18	41	59	1	83	0	84	0	0	0	0	246
05:00 PM	0	5	26	31	0	3	2	5	0	5	0	5	0	0	0	0	41
05:15 PM	0	16	31	47	0	3	1	4	0	1	0	1	0	0	0	0	52
05:30 PM	0	14	26	40	0	4	0	4	0	1	0	1	0	0	0	0	45
05:45 PM	0	12	32	44	0	1	1	2	0	4	0	4	0	0	0	0	50
Total	0	47	115	162	0	11	4	15	0	11	0	11	0	0	0	0	188
Grand Total	0	72	193	265	0	29	45	74	1	94	0	95	0	0	0	0	434
Apprch %	0	27.2	72.8		0	39.2	60.8		1.1	98.9	0		0	0	0		
Total %	0	16.6	44.5	61.1	0	6.7	10.4	17.1	0.2	21.7	0	21.9	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**9**	13	22	0	4	11	15	0	24	0	24	0	0	0	0	61
04:15 PM	0	8	20	28	0	**6**	**15**	**21**	**1**	**25**	0	**26**	0	0	0	0	**75**
04:30 PM	0	4	**29**	**33**	0	6	8	14	0	16	0	16	0	0	0	0	63
04:45 PM	0	4	16	20	0	2	7	9	0	18	0	18	0	0	0	0	47
Total Volume	0	25	78	103	0	18	41	59	1	83	0	84	0	0	0	0	246
% App. Total	0	24.3	75.7		0	30.5	69.5		1.2	98.8	0		0	0	0		
PHF	.000	.694	.672	.780	.000	.750	.683	.702	.250	.830	.000	.808	.000	.000	.000	.000	.820

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**9**	13	22	0	4	11	15	0	24	0	24	0	0	0	0
+15 mins.	0	8	20	28	0	**6**	**15**	**21**	**1**	**25**	0	**26**	0	0	0	0
+30 mins.	0	4	**29**	**33**	0	6	8	14	0	16	0	16	0	0	0	0
+45 mins.	0	4	16	20	0	2	7	9	0	18	0	18	0	0	0	0
Total Volume	0	25	78	103	0	18	41	59	1	83	0	84	0	0	0	0
% App. Total	0	24.3	75.7		0	30.5	69.5		1.2	98.8	0		0	0	0	
PHF	.000	.694	.672	.780	.000	.750	.683	.702	.250	.830	.000	.808	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Chassis Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	9	10	0	10	6	16	0	8	0	8	0	0	0	0	34
04:15 PM	0	2	7	9	0	7	4	11	0	5	0	5	0	0	0	0	25
04:30 PM	0	0	4	4	0	3	3	6	0	2	0	2	0	0	0	0	12
04:45 PM	0	0	5	5	0	3	0	3	0	2	0	2	0	0	0	0	10
Total	0	3	25	28	0	23	13	36	0	17	0	17	0	0	0	0	81
05:00 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	10	10	0	3	0	3	0	0	0	0	0	0	0	0	13
Grand Total	0	3	35	38	0	26	13	39	0	17	0	17	0	0	0	0	94
Apprch %	0	7.9	92.1		0	66.7	33.3		0	100	0		0	0	0		
Total %	0	3.2	37.2	40.4	0	27.7	13.8	41.5	0	18.1	0	18.1	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**9**	**10**	0	**10**	**6**	**16**	0	**8**	0	**8**	0	0	0	0	**34**
04:15 PM	0	**2**	7	9	0	7	4	11	0	5	0	5	0	0	0	0	25
04:30 PM	0	0	4	4	0	3	3	6	0	2	0	2	0	0	0	0	12
04:45 PM	0	0	5	5	0	3	0	3	0	2	0	2	0	0	0	0	10
Total Volume	0	3	25	28	0	23	13	36	0	17	0	17	0	0	0	0	81
% App. Total	0	10.7	89.3		0	63.9	36.1		0	100	0		0	0	0		
PHF	.000	.375	.694	.700	.000	.575	.542	.563	.000	.531	.000	.531	.000	.000	.000	.000	.596

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
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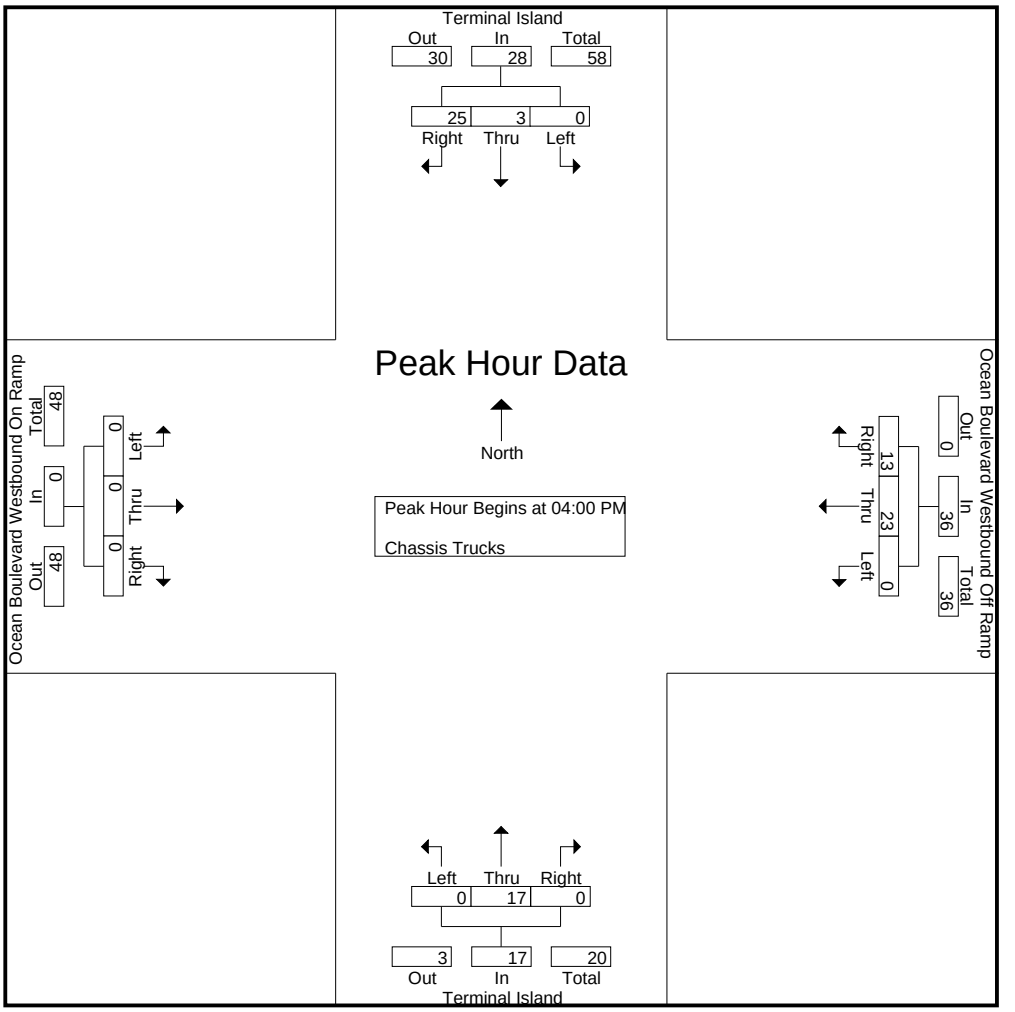

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	**9**	**10**	0	**10**	**6**	**16**	0	**8**	0	**8**	0	0	0	0
+15 mins.	0	**2**	7	9	0	7	4	11	0	5	0	5	0	0	0	0
+30 mins.	0	0	4	4	0	3	3	6	0	2	0	2	0	0	0	0
+45 mins.	0	0	5	5	0	3	0	3	0	2	0	2	0	0	0	0
Total Volume	0	3	25	28	0	23	13	36	0	17	0	17	0	0	0	0
% App. Total	0	10.7	89.3		0	63.9	36.1		0	100	0		0	0	0	
PHF	.000	.375	.694	.700	.000	.575	.542	.563	.000	.531	.000	.531	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
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Groups Printed- Container Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	6	7	0	3	0	3	0	3	0	3	0	0	0	0	13
04:15 PM	0	1	1	2	0	2	3	5	0	4	0	4	0	0	0	0	11
04:30 PM	0	0	2	2	0	4	2	6	0	1	0	1	0	0	0	0	9
04:45 PM	0	2	3	5	1	3	0	4	0	1	0	1	0	0	0	0	10
Total	0	4	12	16	1	12	5	18	0	9	0	9	0	0	0	0	43
05:00 PM	0	0	2	2	0	4	0	4	0	1	0	1	0	0	0	0	7
05:15 PM	0	0	2	2	0	3	1	4	0	3	0	3	0	0	0	0	9
05:30 PM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	1	1	0	2	0	2	0	2	0	2	0	0	0	0	5
Total	0	1	5	6	0	14	1	15	0	6	0	6	0	0	0	0	27
Grand Total	0	5	17	22	1	26	6	33	0	15	0	15	0	0	0	0	70
Apprch %	0	22.7	77.3		3	78.8	18.2		0	100	0		0	0	0		
Total %	0	7.1	24.3	31.4	1.4	37.1	8.6	47.1	0	21.4	0	21.4	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**6**	**7**	0	3	0	3	0	3	0	3	0	0	0	0	**13**
04:15 PM	0	1	1	2	0	2	**3**	5	0	**4**	0	**4**	0	0	0	0	11
04:30 PM	0	0	2	2	0	**4**	2	**6**	0	1	0	1	0	0	0	0	9
04:45 PM	0	**2**	3	5	**1**	3	0	4	0	1	0	1	0	0	0	0	10
Total Volume	0	4	12	16	1	12	5	18	0	9	0	9	0	0	0	0	43
% App. Total	0	25	75		5.6	66.7	27.8		0	100	0		0	0	0		
PHF	.000	.500	.500	.571	.250	.750	.417	.750	.000	.563	.000	.563	.000	.000	.000	.000	.827

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
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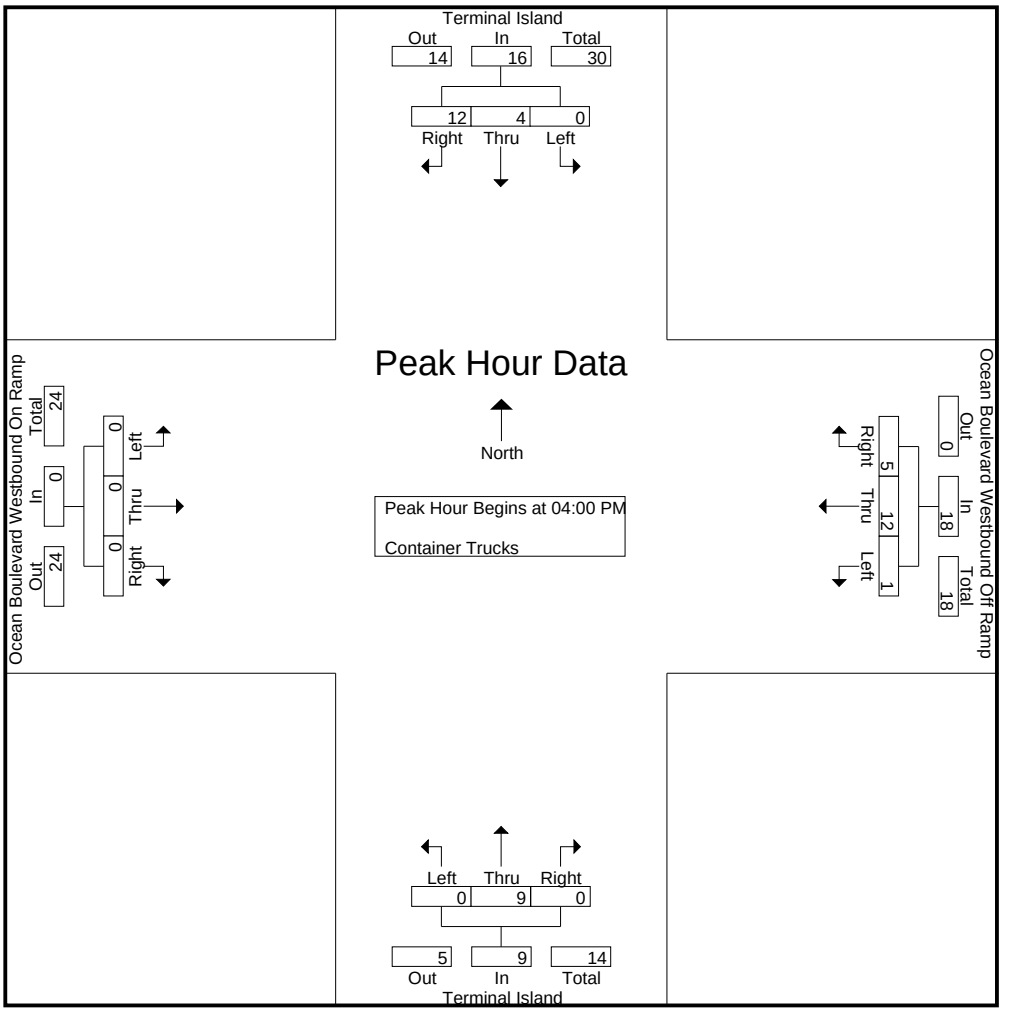

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	**6**	**7**	0	3	0	3	0	3	0	3	0	0	0	0
+15 mins.	0	1	1	2	0	2	**3**	5	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	0	2	2	0	**4**	2	**6**	0	1	0	1	0	0	0	0
+45 mins.	0	**2**	3	5	**1**	3	0	4	0	1	0	1	0	0	0	0
Total Volume	0	4	12	16	1	12	5	18	0	9	0	9	0	0	0	0
% App. Total	0	25	75		5.6	66.7	27.8		0	100	0		0	0	0	
PHF	.000	.500	.500	.571	.250	.750	.417	.750	.000	.563	.000	.563	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009

Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	30	31	0	11	8	19	0	21	0	21	0	0	0	0	71
04:15 PM	0	5	18	23	0	7	3	10	0	26	0	26	0	0	0	0	59
04:30 PM	0	4	20	24	0	3	5	8	0	18	0	18	0	0	0	0	50
04:45 PM	0	2	20	22	0	10	1	11	0	27	0	27	0	0	0	0	60
Total	0	12	88	100	0	31	17	48	0	92	0	92	0	0	0	0	240
05:00 PM	0	5	24	29	0	3	1	4	0	4	0	4	0	0	0	0	37
05:15 PM	0	5	23	28	0	3	1	4	0	0	0	0	0	0	0	0	32
05:30 PM	0	3	17	20	0	6	1	7	0	2	0	2	0	0	0	0	29
05:45 PM	0	2	29	31	0	10	1	11	1	11	0	12	0	0	0	0	54
Total	0	15	93	108	0	22	4	26	1	17	0	18	0	0	0	0	152
Grand Total	0	27	181	208	0	53	21	74	1	109	0	110	0	0	0	0	392
Apprch %	0	13	87		0	71.6	28.4		0.9	99.1	0		0	0	0		
Total %	0	6.9	46.2	53.1	0	13.5	5.4	18.9	0.3	27.8	0	28.1	0	0	0	0	

	Terminal Island Southbound				Ocean Boulevard Westbound Off Ramp Westbound				Terminal Island Northbound				Ocean Boulevard Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**30**	**31**	0	**11**	**8**	**19**	0	21	0	21	0	0	0	0	**71**
04:15 PM	0	**5**	18	23	0	7	3	10	0	26	0	26	0	0	0	0	59
04:30 PM	0	4	20	24	0	3	5	8	0	18	0	18	0	0	0	0	50
04:45 PM	0	2	20	22	0	10	1	11	0	**27**	0	**27**	0	0	0	0	60
Total Volume	0	12	88	100	0	31	17	48	0	92	0	92	0	0	0	0	240
% App. Total	0	12	88		0	64.6	35.4		0	100	0		0	0	0		
PHF	.000	.600	.733	.806	.000	.705	.531	.632	.000	.852	.000	.852	.000	.000	.000	.000	.845

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard Westbound Ramps
Weather: Sunny

File Name : LBHTIOCWPM
Site Code : 9174035
Start Date : 6/9/2009
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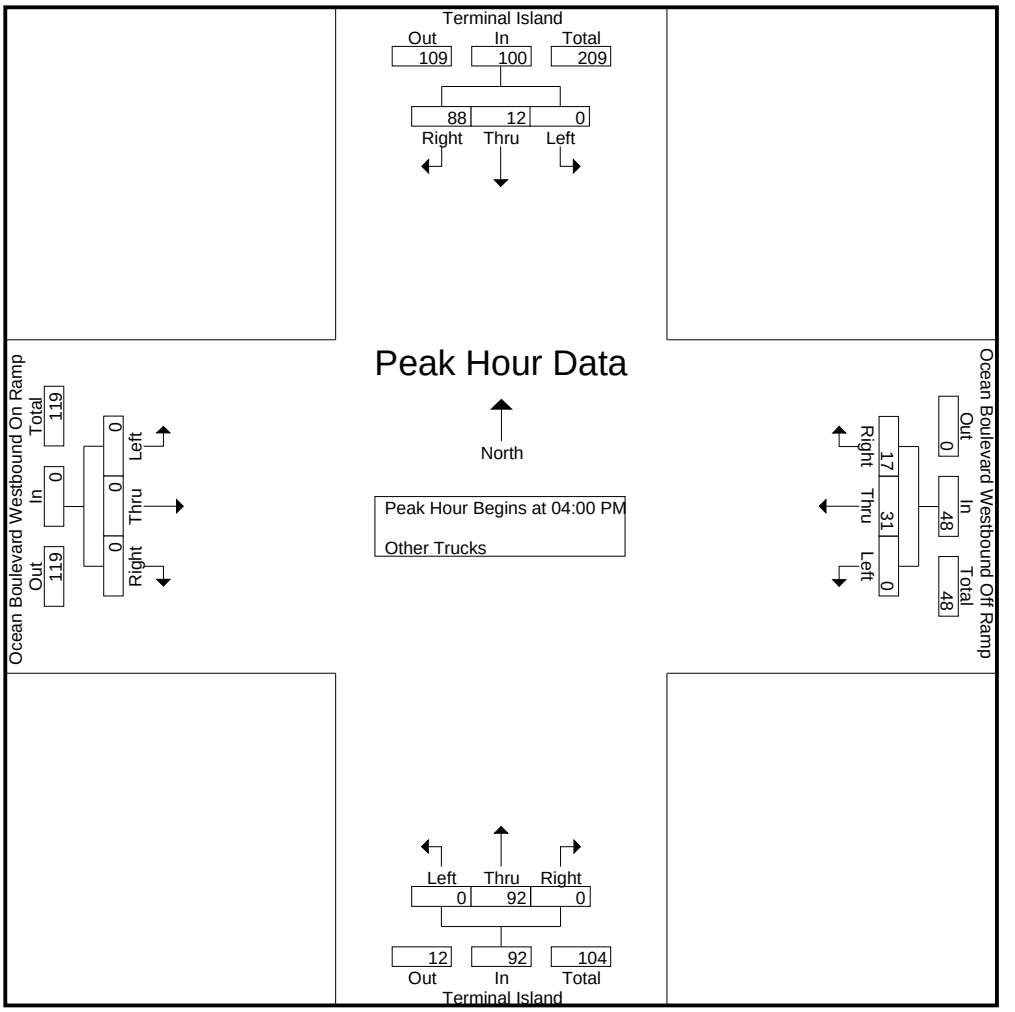

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	**30**	**31**	0	**11**	**8**	**19**	0	21	0	21	0	0	0	0
+15 mins.	0	**5**	18	23	0	7	3	10	0	26	0	26	0	0	0	0
+30 mins.	0	4	20	24	0	3	5	8	0	18	0	18	0	0	0	0
+45 mins.	0	2	20	22	0	10	1	11	0	**27**	0	**27**	0	0	0	0
Total Volume	0	12	88	100	0	31	17	48	0	92	0	92	0	0	0	0
% App. Total	0	12	88		0	64.6	35.4		0	100	0		0	0	0	
PHF	.000	.600	.733	.806	.000	.705	.531	.632	.000	.852	.000	.852	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEAM
Site Code : 9174051
Start Date : 6/9/2009
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	6	0	0	6	0	0	0	0	0	2	0	2	20	9	0	29	37
06:15 AM	6	0	0	6	0	0	0	0	0	0	1	1	17	13	0	30	37
06:30 AM	12	0	0	12	0	0	0	0	0	0	0	0	31	15	0	46	58
06:45 AM	14	0	0	14	0	0	0	0	0	0	0	0	21	30	0	51	65
Total	38	0	0	38	0	0	0	0	0	2	1	3	89	67	0	156	197
07:00 AM	31	0	0	31	0	0	0	0	0	0	0	0	21	21	0	42	73
07:15 AM	39	0	0	39	0	0	0	0	0	0	1	1	28	28	0	56	96
07:30 AM	34	0	0	34	0	0	0	0	0	0	0	0	28	23	0	51	85
07:45 AM	18	0	0	18	0	0	0	0	0	0	0	0	47	27	0	74	92
Total	122	0	0	122	0	0	0	0	0	0	1	1	124	99	0	223	346
08:00 AM	18	0	0	18	0	0	0	0	0	0	0	0	30	16	0	46	64
08:15 AM	9	0	0	9	0	0	0	0	0	0	0	0	30	31	0	61	70
08:30 AM	18	0	0	18	0	0	0	0	0	0	0	0	29	19	0	48	66
08:45 AM	17	0	0	17	0	0	0	0	0	0	0	0	48	38	0	86	103
Total	62	0	0	62	0	0	0	0	0	0	0	0	137	104	0	241	303
09:00 AM	14	0	0	14	0	0	0	0	0	1	0	1	53	55	0	108	123
09:15 AM	13	0	0	13	0	0	0	0	0	0	0	0	47	57	0	104	117
09:30 AM	19	0	0	19	0	0	0	0	0	0	0	0	53	38	0	91	110
09:45 AM	17	1	0	18	0	0	0	0	0	1	0	1	59	39	0	98	117
Total	63	1	0	64	0	0	0	0	0	2	0	2	212	189	0	401	467
Grand Total	285	1	0	286	0	0	0	0	0	4	2	6	562	459	0	1021	1313
Apprch %	99.7	0.3	0		0	0	0		0	66.7	33.3		55	45	0		
Total %	21.7	0.1	0	21.8	0	0	0	0	0	0.3	0.2	0.5	42.8	35	0	77.8	
Passenger Vehicles	157	1	0	158	0	0	0	0	0	3	0	3	343	139	0	482	643
% Passenger Vehicles	55.1	100	0	55.2	0	0	0	0	0	75	0	50	61	30.3	0	47.2	49
Bobtail Trucks	61	0	0	61	0	0	0	0	0	1	0	1	90	62	0	152	214
% Bobtail Trucks	21.4	0	0	21.3	0	0	0	0	0	25	0	16.7	16	13.5	0	14.9	16.3
Chassis Trucks	10	0	0	10	0	0	0	0	0	0	0	0	10	3	0	13	23
% Chassis Trucks	3.5	0	0	3.5	0	0	0	0	0	0	0	0	1.8	0.7	0	1.3	1.8
Container Trucks	15	0	0	15	0	0	0	0	0	0	0	0	32	133	0	165	180
% Container Trucks	5.3	0	0	5.2	0	0	0	0	0	0	0	0	5.7	29	0	16.2	13.7
Other Trucks	42	0	0	42	0	0	0	0	0	0	2	2	87	122	0	209	253
% Other Trucks	14.7	0	0	14.7	0	0	0	0	0	0	100	33.3	15.5	26.6	0	20.5	19.3

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	14	0	0	14	0	0	0	0	0	**1**	0	**1**	53	55	0	**108**	**123**
09:15 AM	13	0	0	13	0	0	0	0	0	0	0	0	47	**57**	0	104	117
09:30 AM	**19**	0	0	**19**	0	0	0	0	0	0	0	0	53	38	0	91	110
09:45 AM	17	**1**	0	18	0	0	0	0	0	1	0	1	**59**	39	0	98	117
Total Volume	63	1	0	64	0	0	0	0	0	2	0	2	212	189	0	401	467
% App. Total	98.4	1.6	0		0	0	0		0	100	0		52.9	47.1	0		
PHF	.829	.250	.000	.842	.000	.000	.000	.000	.000	.500	.000	.500	.898	.829	.000	.928	.949

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

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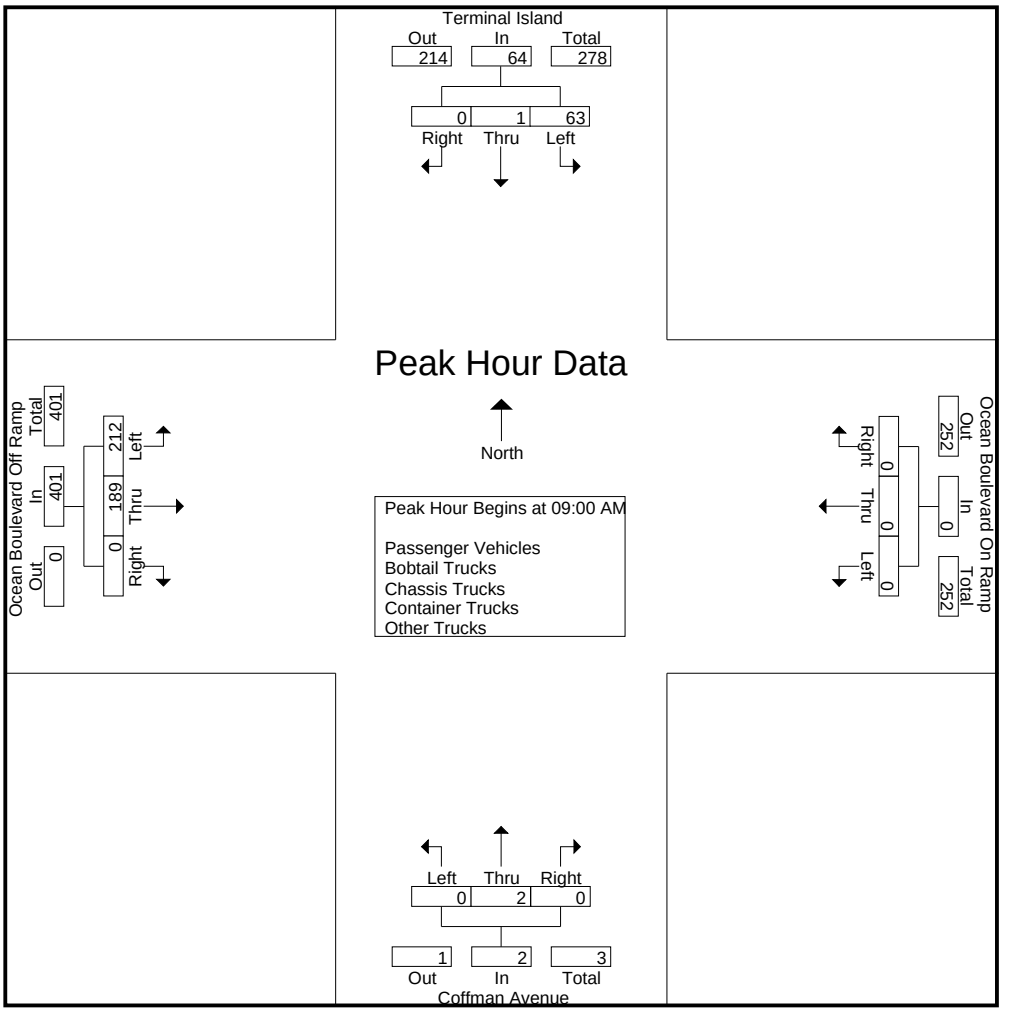
Site Code : 9174051
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				06:00 AM				06:00 AM				09:00 AM			
+0 mins.	31	0	0	31	0	0	0	0	0	**2**	0	**2**	53	55	0	**108**
+15 mins.	**39**	0	0	**39**	0	0	0	0	0	0	**1**	1	47	**57**	0	104
+30 mins.	34	0	0	34	0	0	0	0	0	0	0	0	53	38	0	91
+45 mins.	18	0	0	18	0	0	0	0	0	0	0	0	**59**	39	0	98
Total Volume	122	0	0	122	0	0	0	0	0	2	1	3	212	189	0	401
% App. Total	100	0	0		0	0	0		0	66.7	33.3		52.9	47.1	0	
PHF	.782	.000	.000	.782	.000	.000	.000	.000	.000	.250	.250	.375	.898	.829	.000	.928

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951-485-7934

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Site Code : 9174051
Start Date : 6/9/2009
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Groups Printed- Passenger Vehicles

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	5	0	0	5	0	0	0	0	0	1	0	1	19	5	0	24	30
06:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	15	4	0	19	25
06:30 AM	10	0	0	10	0	0	0	0	0	0	0	0	30	7	0	37	47
06:45 AM	12	0	0	12	0	0	0	0	0	0	0	0	17	17	0	34	46
Total	33	0	0	33	0	0	0	0	0	1	0	1	81	33	0	114	148
07:00 AM	21	0	0	21	0	0	0	0	0	0	0	0	19	9	0	28	49
07:15 AM	31	0	0	31	0	0	0	0	0	0	0	0	27	13	0	40	71
07:30 AM	25	0	0	25	0	0	0	0	0	0	0	0	23	17	0	40	65
07:45 AM	9	0	0	9	0	0	0	0	0	0	0	0	44	19	0	63	72
Total	86	0	0	86	0	0	0	0	0	0	0	0	113	58	0	171	257
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	24	6	0	30	32
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	23	7	0	30	34
08:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19	22
08:45 AM	6	0	0	6	0	0	0	0	0	0	0	0	18	8	0	26	32
Total	15	0	0	15	0	0	0	0	0	0	0	0	82	23	0	105	120
09:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	17	6	0	23	27
09:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	17	7	0	24	28
09:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	17	4	0	21	27
09:45 AM	10	1	0	11	0	0	0	0	0	1	0	1	16	8	0	24	36
Total	23	1	0	24	0	0	0	0	0	2	0	2	67	25	0	92	118
Grand Total	157	1	0	158	0	0	0	0	0	3	0	3	343	139	0	482	643
Apprch %	99.4	0.6	0		0	0	0		0	100	0		71.2	28.8	0		
Total %	24.4	0.2	0	24.6	0	0	0	0	0	0.5	0	0.5	53.3	21.6	0	75	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	3	0	0	3	0	0	0	0	0	**1**	0	**1**	**17**	6	0	23	27
09:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	17	7	0	**24**	28
09:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	17	4	0	21	27
09:45 AM	**10**	**1**	0	**11**	0	0	0	0	0	1	0	1	16	**8**	0	24	**36**
Total Volume	23	1	0	24	0	0	0	0	0	2	0	2	67	25	0	92	118
% App. Total	95.8	4.2	0		0	0	0		0	100	0		72.8	27.2	0		
PHF	.575	.250	.000	.545	.000	.000	.000	.000	.000	.500	.000	.500	.985	.781	.000	.958	.819

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

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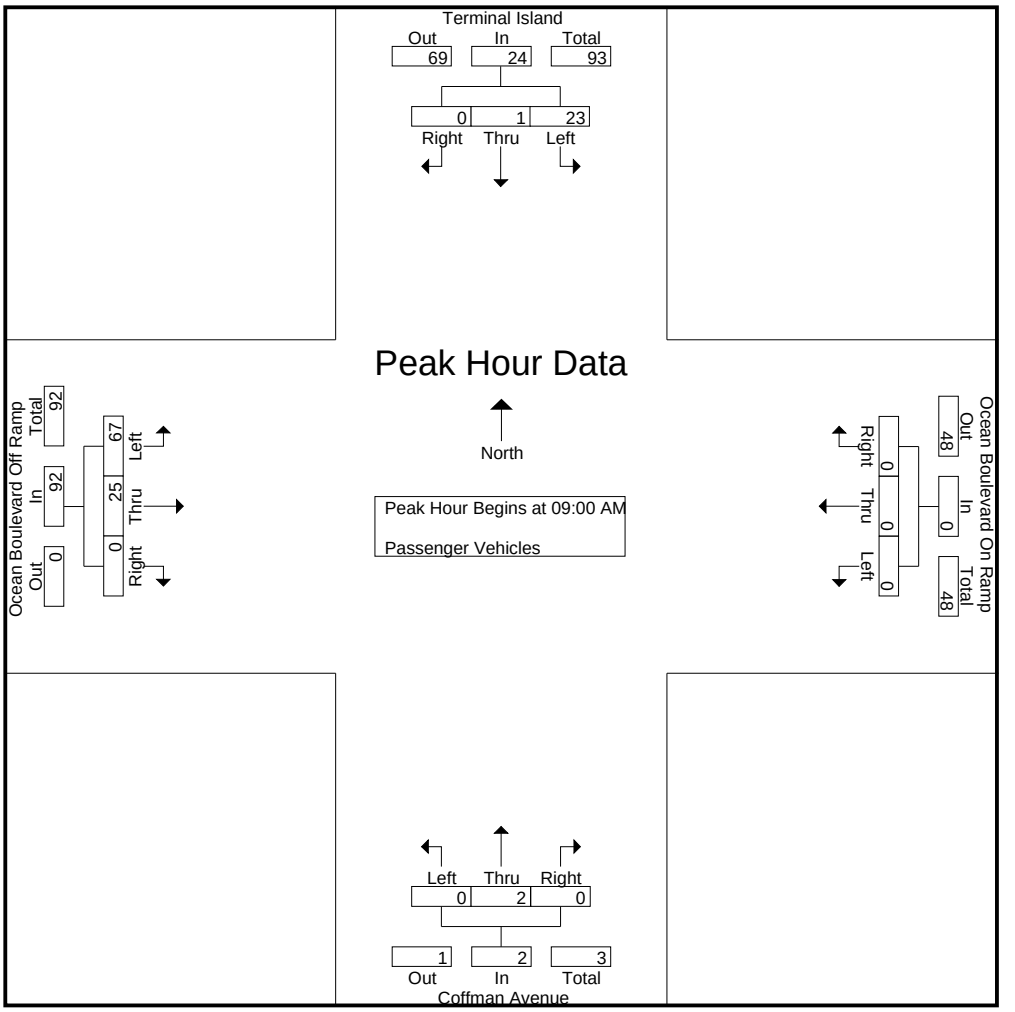

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	**1**	0	**1**	**17**	6	0	23
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	17	7	0	**24**
+30 mins.	6	0	0	6	0	0	0	0	0	0	0	0	17	4	0	21
+45 mins.	**10**	**1**	0	**11**	0	0	0	0	0	1	0	1	16	**8**	0	24
Total Volume	23	1	0	24	0	0	0	0	0	2	0	2	67	25	0	92
% App. Total	95.8	4.2	0		0	0	0		0	100	0		72.8	27.2	0	
PHF	.575	.250	.000	.545	.000	.000	.000	.000	.000	.500	.000	.500	.985	.781	.000	.958

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Site Code : 9174051
Start Date : 6/9/2009

Groups Printed- Bobtail Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	3	0	3	5
07:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	2	0	3	6
07:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	6	0	6	9
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	1	1	0	2	6
07:45 AM	7	0	0	7	0	0	0	0	0	0	0	0	0	1	0	1	8
Total	17	0	0	17	0	0	0	0	0	0	0	0	2	10	0	12	29
08:00 AM	10	0	0	10	0	0	0	0	0	0	0	0	1	1	0	2	12
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	6	5	0	11	13
08:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	4	4	0	8	13
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	18	5	0	23	27
Total	21	0	0	21	0	0	0	0	0	0	0	0	29	15	0	44	65
09:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	15	9	0	24	30
09:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	16	14	0	30	33
09:30 AM	9	0	0	9	0	0	0	0	0	0	0	0	16	5	0	21	30
09:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	12	6	0	18	22
Total	22	0	0	22	0	0	0	0	0	0	0	0	59	34	0	93	115
Grand Total	61	0	0	61	0	0	0	0	0	1	0	1	90	62	0	152	214
Apprch %	100	0	0		0	0	0		0	100	0		59.2	40.8	0		
Total %	28.5	0	0	28.5	0	0	0	0	0	0.5	0	0.5	42.1	29	0	71	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	15	9	0	24	30
09:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	**16**	**14**	0	**30**	**33**
09:30 AM	**9**	0	0	**9**	0	0	0	0	0	0	0	0	16	5	0	21	30
09:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	12	6	0	18	22
Total Volume	22	0	0	22	0	0	0	0	0	0	0	0	59	34	0	93	115
% App. Total	100	0	0		0	0	0		0	0	0		63.4	36.6	0		
PHF	.611	.000	.000	.611	.000	.000	.000	.000	.000	.000	.000	.000	.922	.607	.000	.775	.871

Counts Unlimited Inc.
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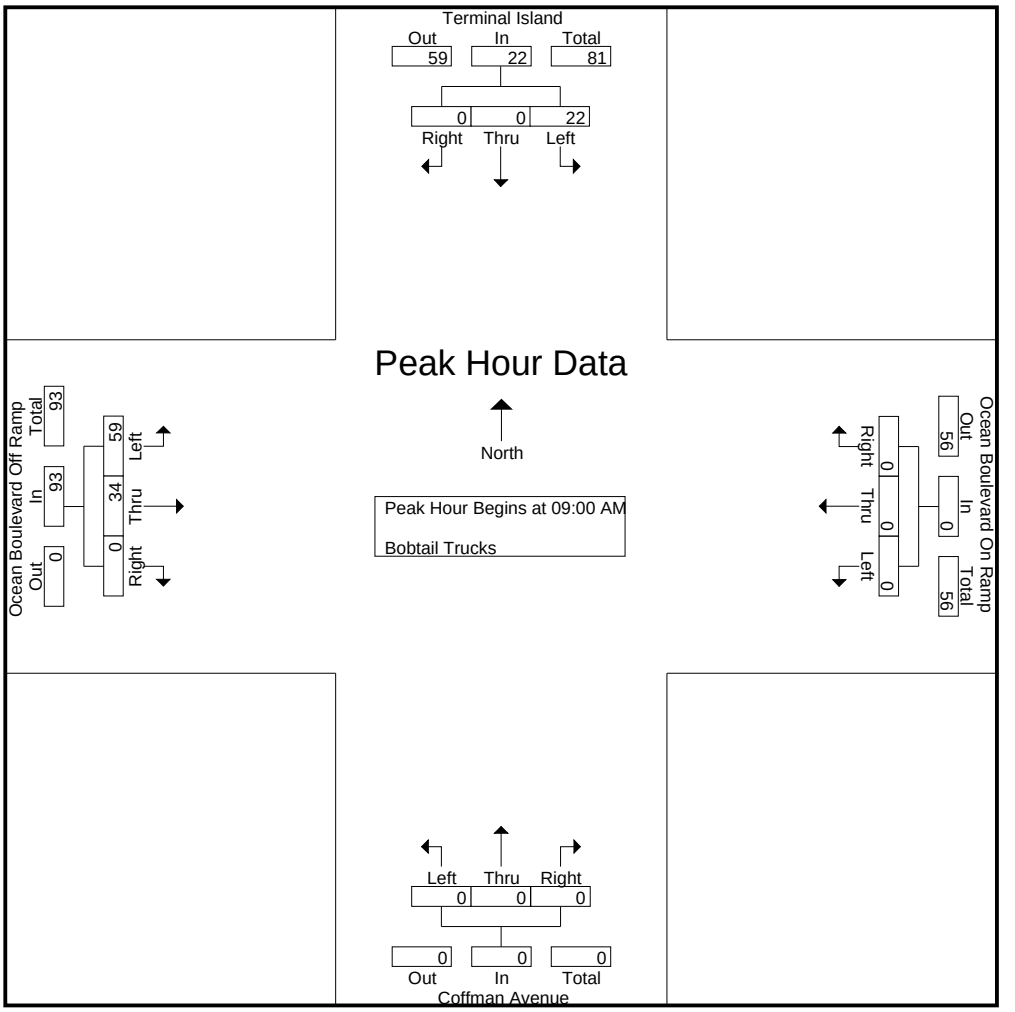

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	6	0	0	6	0	0	0	0	0	0	0	0	15	9	0	24
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	**16**	**14**	0	**30**
+30 mins.	**9**	0	0	**9**	0	0	0	0	0	0	0	0	16	5	0	21
+45 mins.	4	0	0	4	0	0	0	0	0	0	0	0	12	6	0	18
Total Volume	22	0	0	22	0	0	0	0	0	0	0	0	59	34	0	93
% App. Total	100	0	0		0	0	0		0	0	0		63.4	36.6	0	
PHF	.611	.000	.000	.611	.000	.000	.000	.000	.000	.000	.000	.000	.922	.607	.000	.775

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Site Code : 9174051
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Groups Printed- Chassis Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	8
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	2	0	5	7
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	5	0	0	5	0	0	0	0	0	0	0	0	5	3	0	8	13
Grand Total	10	0	0	10	0	0	0	0	0	0	0	0	10	3	0	13	23
Apprch %	100	0	0		0	0	0		0	0	0		76.9	23.1	0		
Total %	43.5	0	0	43.5	0	0	0	0	0	0	0	0	43.5	13	0	56.5	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**	**2**	0	**5**	**7**
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	5	3	0	8	13
% App. Total	100	0	0		0	0	0		0	0	0		62.5	37.5	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.417	.375	.000	.400	.464

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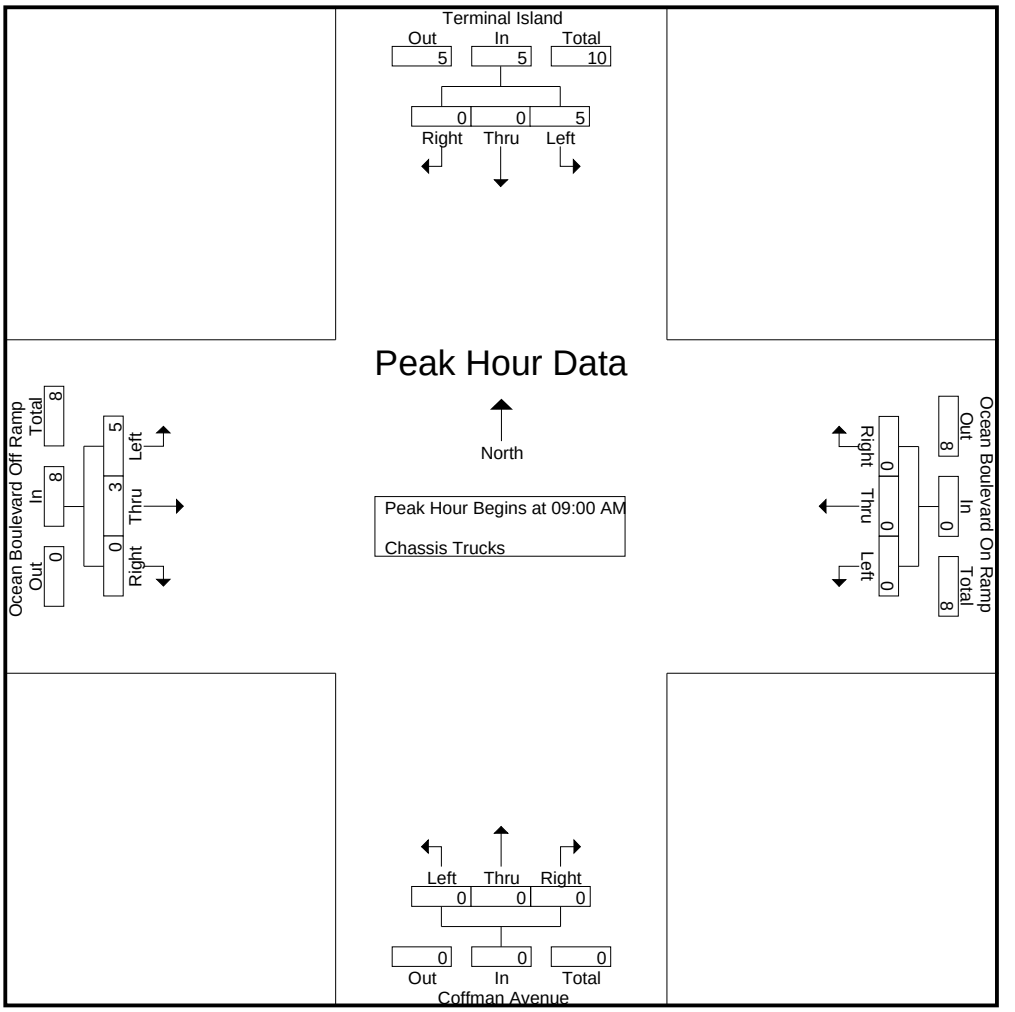
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEAM
Site Code : 9174051
Start Date : 6/9/2009



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**	**2**	0	**5**
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	5	3	0	8
% App. Total	100	0	0		0	0	0		0	0	0		62.5	37.5	0	
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.417	.375	.000	.400

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEAM
Site Code : 9174051
Start Date : 6/9/2009

Groups Printed- Container Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	11	11
06:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	7	0	7	8
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	10	0	14	14
Total	1	0	0	1	0	0	0	0	0	0	0	0	7	26	0	33	34
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	9	0	10	11
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	6	0	7	8
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	5	0	8	10
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	7	0	10	12
Total	6	0	0	6	0	0	0	0	0	0	0	0	8	27	0	35	41
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	11	11
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	11	0	11	12
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	2	0	5	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	14	0	16	16
Total	3	0	0	3	0	0	0	0	0	0	0	0	10	33	0	43	46
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	11	0	13	14
09:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	12	0	13	16
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	11	0	12	13
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	13	0	16	16
Total	5	0	0	5	0	0	0	0	0	0	0	0	7	47	0	54	59
Grand Total	15	0	0	15	0	0	0	0	0	0	0	0	32	133	0	165	180
Apprch %	100	0	0		0	0	0		0	0	0		19.4	80.6	0		
Total %	8.3	0	0	8.3	0	0	0	0	0	0	0	0	17.8	73.9	0	91.7	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	11	0	13	14
09:15 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	1	12	0	13	**16**
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	11	0	12	13
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**13**	0	**16**	16
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	7	47	0	54	59
% App. Total	100	0	0		0	0	0		0	0	0		13	87	0		
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.583	.904	.000	.844	.922

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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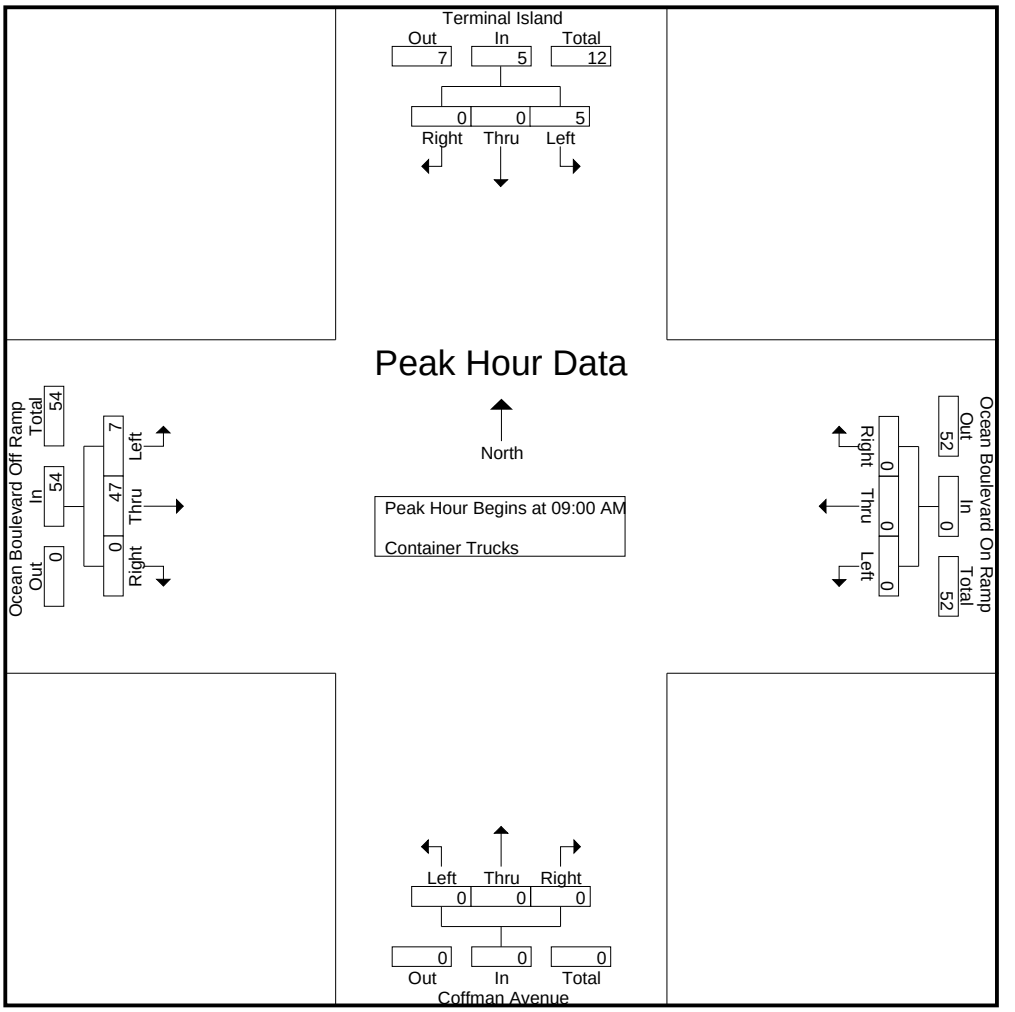
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	2	11	0	13
+15 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	1	12	0	13
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	11	0	12
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**13**	0	**16**
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	7	47	0	54
% App. Total	100	0	0		0	0	0		0	0	0		13	87	0	
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.583	.904	.000	.844

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Start Date : 6/9/2009
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Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	3	0	0	3	0	0	0	0	0	0	1	1	1	5	0	6	10
07:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	1	0	1	7
07:15 AM	3	0	0	3	0	0	0	0	0	0	1	1	0	3	0	3	7
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	0	11	0	0	0	0	0	0	1	1	1	4	0	5	17
08:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	3	0	3	9
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	8	0	8	10
08:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	3	11	0	14	20
08:45 AM	6	0	0	6	0	0	0	0	0	0	0	0	8	11	0	19	25
Total	20	0	0	20	0	0	0	0	0	0	0	0	11	33	0	44	64
09:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	18	28	0	46	49
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	13	24	0	37	39
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	16	16	0	32	33
09:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	27	12	0	39	41
Total	8	0	0	8	0	0	0	0	0	0	0	0	74	80	0	154	162
Grand Total	42	0	0	42	0	0	0	0	0	0	2	2	87	122	0	209	253
Apprch %	100	0	0		0	0	0		0	0	100		41.6	58.4	0		
Total %	16.6	0	0	16.6	0	0	0	0	0	0	0.8	0.8	34.4	48.2	0	82.6	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	18	**28**	0	**46**	**49**
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	13	24	0	37	39
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	16	16	0	32	33
09:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	**27**	12	0	39	41
Total Volume	8	0	0	8	0	0	0	0	0	0	0	0	74	80	0	154	162
% App. Total	100	0	0		0	0	0		0	0	0		48.1	51.9	0		
PHF	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.685	.714	.000	.837	.827

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

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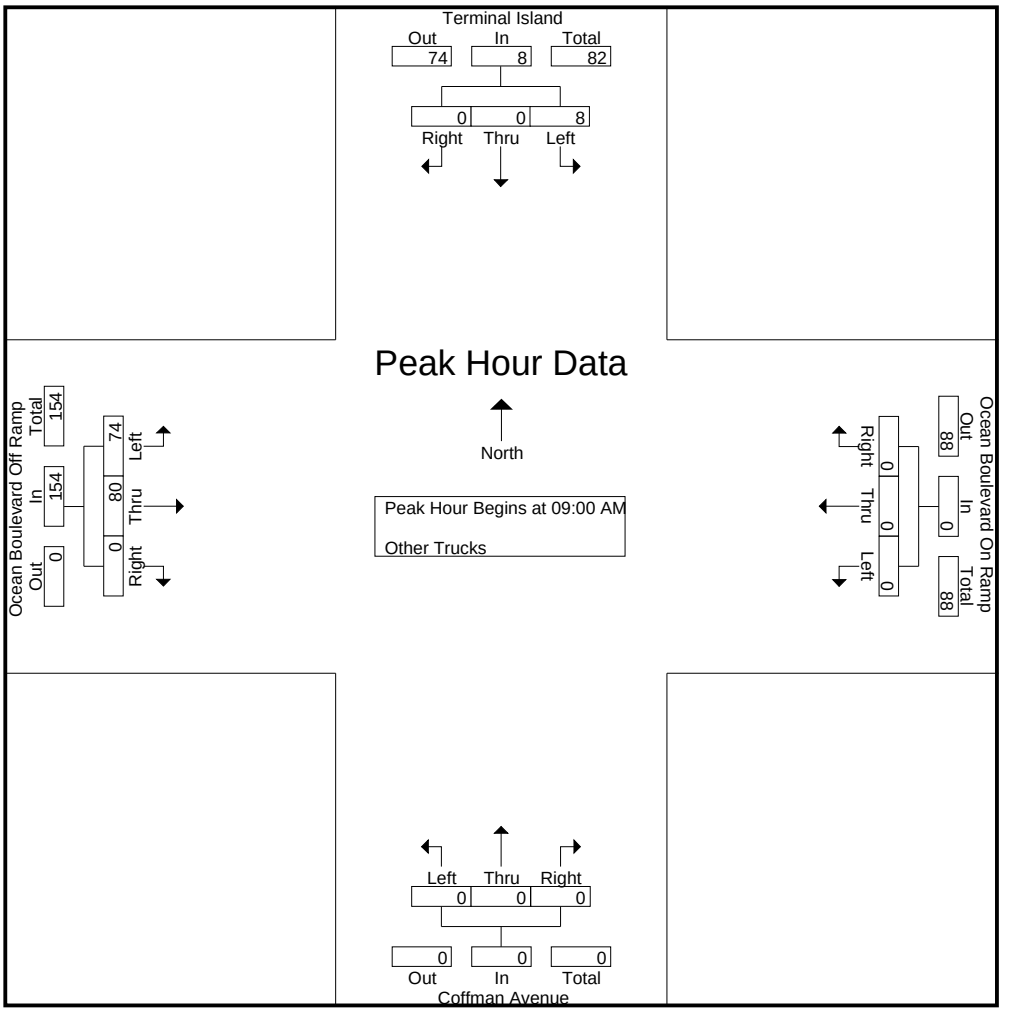

Peak Hour Analysis From 09:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				09:00 AM				09:00 AM				09:00 AM			
+0 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	18	**28**	0	**46**
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	13	24	0	37
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	16	16	0	32
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	**27**	12	0	39
Total Volume	8	0	0	8	0	0	0	0	0	0	0	0	74	80	0	154
% App. Total	100	0	0		0	0	0		0	0	0		48.1	51.9	0	
PHF	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.685	.714	.000	.837

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Site Code : 9174051
Start Date : 6/9/2009
Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	22	0	0	22	0	0	0	0	0	0	0	0	62	30	0	92	114
10:15 AM	37	2	0	39	0	0	0	0	0	1	1	2	43	36	0	79	120
10:30 AM	20	0	0	20	0	0	0	0	0	0	0	0	66	46	0	112	132
10:45 AM	8	0	0	8	0	0	0	0	0	0	0	0	62	50	1	113	121
Total	87	2	0	89	0	0	0	0	0	1	1	2	233	162	1	396	487
11:00 AM	24	0	0	24	0	0	0	0	0	0	1	1	50	43	0	93	118
11:15 AM	19	0	0	19	0	0	0	0	0	0	0	0	48	36	0	84	103
11:30 AM	17	1	0	18	0	0	0	0	0	1	0	1	68	45	0	113	132
11:45 AM	19	0	0	19	0	0	0	0	0	0	0	0	83	36	0	119	138
Total	79	1	0	80	0	0	0	0	0	1	1	2	249	160	0	409	491
12:00 PM	20	0	0	20	0	0	0	0	0	0	0	0	55	41	0	96	116
12:15 PM	28	0	0	28	0	0	0	0	0	0	0	0	38	34	0	72	100
12:30 PM	25	1	0	26	0	0	0	0	0	0	0	0	60	31	1	92	118
12:45 PM	31	0	0	31	0	0	0	0	0	0	0	0	56	35	0	91	122
Total	104	1	0	105	0	0	0	0	0	0	0	0	209	141	1	351	456
01:00 PM	21	0	0	21	0	0	0	0	0	0	1	1	62	35	0	97	119
01:15 PM	24	2	0	26	0	0	0	0	0	2	0	2	53	39	0	92	120
01:30 PM	23	0	0	23	0	0	0	0	0	1	0	1	74	50	0	124	148
01:45 PM	30	1	0	31	0	0	0	0	0	1	0	1	78	55	1	134	166
Total	98	3	0	101	0	0	0	0	0	4	1	5	267	179	1	447	553
02:00 PM	25	0	0	25	0	0	0	0	0	0	0	0	77	66	0	143	168
02:15 PM	21	1	0	22	0	0	0	0	0	1	0	1	79	47	2	128	151
02:30 PM	23	1	0	24	0	0	0	0	0	2	0	2	95	36	0	131	157
02:45 PM	25	1	0	26	0	0	0	0	0	1	0	1	117	38	0	155	182
Total	94	3	0	97	0	0	0	0	0	4	0	4	368	187	2	557	658
03:00 PM	22	0	0	22	0	0	0	0	0	2	0	2	86	56	3	145	169
03:15 PM	22	1	0	23	0	0	0	0	0	2	0	2	94	46	0	140	165
03:30 PM	30	0	0	30	0	0	0	0	0	1	1	2	75	40	0	115	147
03:45 PM	22	0	0	22	0	0	0	0	0	0	0	0	88	36	0	124	146
Total	96	1	0	97	0	0	0	0	0	5	1	6	343	178	3	524	627
Grand Total	558	11	0	569	0	0	0	0	0	15	4	19	1669	1007	8	2684	3272
Apprch %	98.1	1.9	0		0	0	0		0	78.9	21.1		62.2	37.5	0.3		
Total %	17.1	0.3	0	17.4	0	0	0	0	0	0.5	0.1	0.6	51	30.8	0.2	82	
Passenger Vehicles	236	4	0	240	0	0	0	0	0	3	1	4	518	288	0	806	1050
% Passenger Vehicles	42.3	36.4	0	42.2	0	0	0	0	0	20	25	21.1	31	28.6	0	30	32.1
Bobtail Trucks	145	3	0	148	0	0	0	0	0	8	0	8	469	212	5	686	842
% Bobtail Trucks	26	27.3	0	26	0	0	0	0	0	53.3	0	42.1	28.1	21.1	62.5	25.6	25.7
Chassis Trucks	42	2	0	44	0	0	0	0	0	2	1	3	144	21	1	166	213
% Chassis Trucks	7.5	18.2	0	7.7	0	0	0	0	0	13.3	25	15.8	8.6	2.1	12.5	6.2	6.5
Container Trucks	42	0	0	42	0	0	0	0	0	0	0	0	53	178	0	231	273
% Container Trucks	7.5	0	0	7.4	0	0	0	0	0	0	0	0	3.2	17.7	0	8.6	8.3
Other Trucks	93	2	0	95	0	0	0	0	0	2	2	4	485	308	2	795	894
% Other Trucks	16.7	18.2	0	16.7	0	0	0	0	0	13.3	50	21.1	29.1	30.6	25	29.6	27.3

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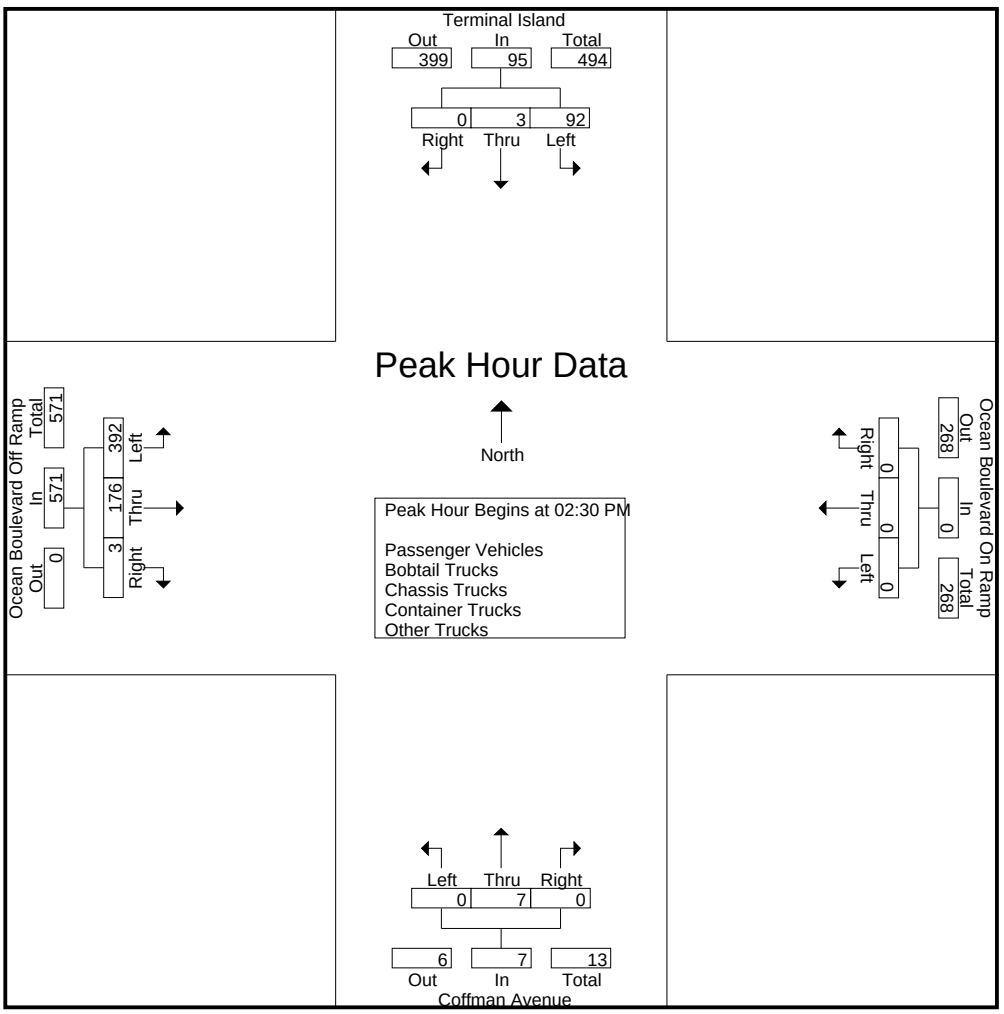
Start Date : 6/9/2009

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	23	**1**	0	24	0	0	0	0	0	**2**	0	**2**	95	36	0	131	157
02:45 PM	**25**	1	0	**26**	0	0	0	0	0	1	0	1	**117**	38	0	**155**	**182**
03:00 PM	22	0	0	22	0	0	0	0	0	2	0	2	86	**56**	**3**	145	169
03:15 PM	22	1	0	23	0	0	0	0	0	2	0	2	94	46	0	140	165
Total Volume	92	3	0	95	0	0	0	0	0	7	0	7	392	176	3	571	673
% App. Total	96.8	3.2	0		0	0	0		0	100	0		68.7	30.8	0.5		
PHF	.920	.750	.000	.913	.000	.000	.000	.000	.000	.875	.000	.875	.838	.786	.250	.921	.924



Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM				10:00 AM				02:30 PM				02:30 PM			
+0 mins.	28	0	0	28	0	0	0	0	0	**2**	0	**2**	95	36	0	131
+15 mins.	25	**1**	0	26	0	0	0	0	0	1	0	1	**117**	38	0	**155**
+30 mins.	**31**	0	0	**31**	0	0	0	0	0	2	0	2	86	**56**	**3**	145
+45 mins.	21	0	0	21	0	0	0	0	0	2	0	2	94	46	0	140
Total Volume	105	1	0	106	0	0	0	0	0	7	0	7	392	176	3	571
% App. Total	99.1	0.9	0		0	0	0		0	100	0		68.7	30.8	0.5	
PHF	.847	.250	.000	.855	.000	.000	.000	.000	.000	.875	.000	.875	.838	.786	.250	.921

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Page No : 1

Groups Printed- Passenger Vehicles

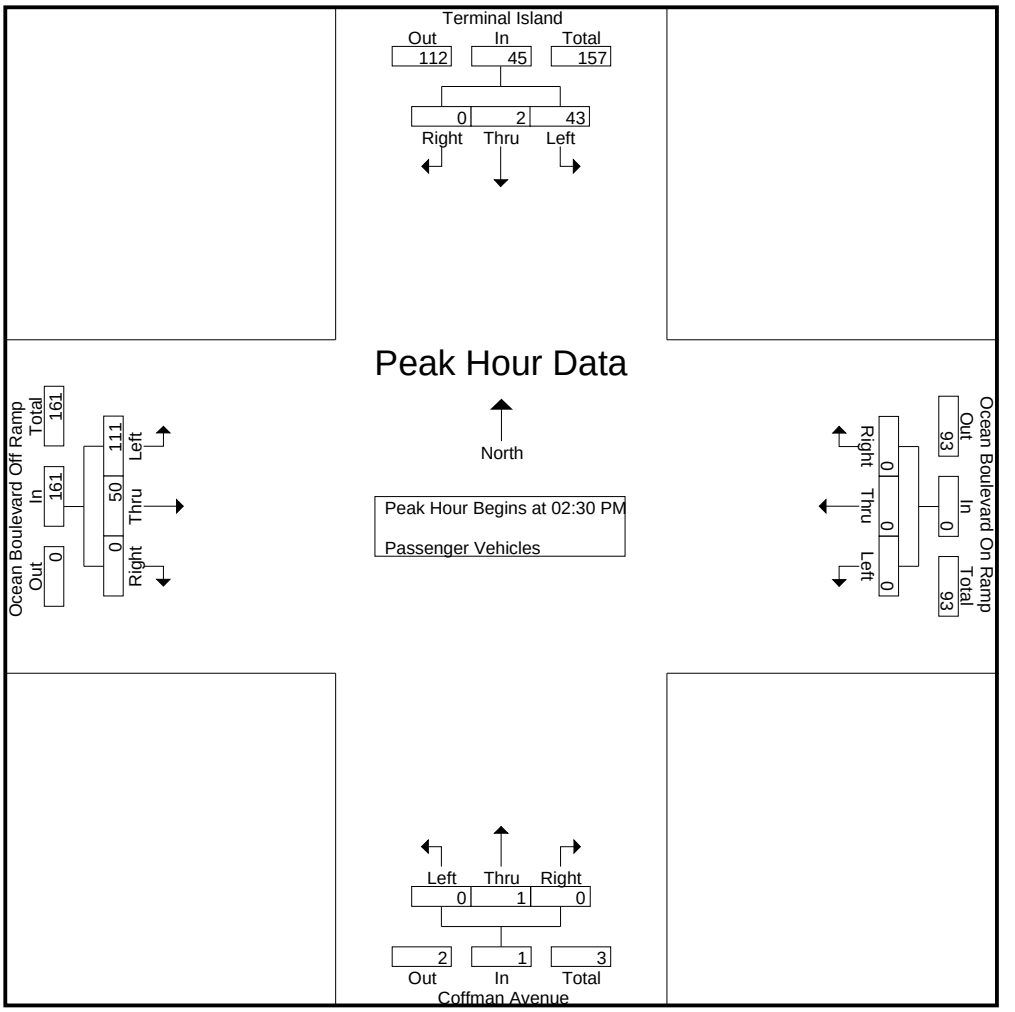
	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	19	6	0	25	27
10:15 AM	15	0	0	15	0	0	0	0	0	0	0	0	13	12	0	25	40
10:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	18	14	0	32	38
10:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	19	9	0	28	30
Total	25	0	0	25	0	0	0	0	0	0	0	0	69	41	0	110	135
11:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	16	10	0	26	37
11:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	10	9	0	19	23
11:30 AM	8	1	0	9	0	0	0	0	0	1	0	1	21	9	0	30	40
11:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	47	11	0	58	63
Total	28	1	0	29	0	0	0	0	0	1	0	1	94	39	0	133	163
12:00 PM	14	0	0	14	0	0	0	0	0	0	0	0	22	16	0	38	52
12:15 PM	12	0	0	12	0	0	0	0	0	0	0	0	13	13	0	26	38
12:30 PM	15	0	0	15	0	0	0	0	0	0	0	0	19	14	0	33	48
12:45 PM	18	0	0	18	0	0	0	0	0	0	0	0	13	19	0	32	50
Total	59	0	0	59	0	0	0	0	0	0	0	0	67	62	0	129	188
01:00 PM	14	0	0	14	0	0	0	0	0	0	0	0	14	12	0	26	40
01:15 PM	12	1	0	13	0	0	0	0	0	1	0	1	18	7	0	25	39
01:30 PM	8	0	0	8	0	0	0	0	0	0	0	0	22	10	0	32	40
01:45 PM	10	0	0	10	0	0	0	0	0	0	0	0	14	11	0	25	35
Total	44	1	0	45	0	0	0	0	0	1	0	1	68	40	0	108	154
02:00 PM	6	0	0	6	0	0	0	0	0	0	0	0	21	19	0	40	46
02:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	29	12	0	41	46
02:30 PM	10	1	0	11	0	0	0	0	0	0	0	0	32	14	0	46	57
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	36	13	0	49	58
Total	30	1	0	31	0	0	0	0	0	0	0	0	118	58	0	176	207
03:00 PM	12	0	0	12	0	0	0	0	0	0	0	0	23	15	0	38	50
03:15 PM	12	1	0	13	0	0	0	0	0	1	0	1	20	8	0	28	42
03:30 PM	16	0	0	16	0	0	0	0	0	0	1	1	24	19	0	43	60
03:45 PM	10	0	0	10	0	0	0	0	0	0	0	0	35	6	0	41	51
Total	50	1	0	51	0	0	0	0	0	1	1	2	102	48	0	150	203
Grand Total	236	4	0	240	0	0	0	0	0	3	1	4	518	288	0	806	1050
Apprch %	98.3	1.7	0		0	0	0		0	75	25		64.3	35.7	0		
Total %	22.5	0.4	0	22.9	0	0	0	0	0	0.3	0.1	0.4	49.3	27.4	0	76.8	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	10	**1**	0	11	0	0	0	0	0	0	0	0	32	14	0	46	57
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	**36**	13	0	**49**	**58**
03:00 PM	**12**	0	0	12	0	0	0	0	0	0	0	0	23	**15**	0	38	50
03:15 PM	12	1	0	**13**	0	0	0	0	0	**1**	0	**1**	20	8	0	28	42
Total Volume	43	2	0	45	0	0	0	0	0	1	0	1	111	50	0	161	207
% App. Total	95.6	4.4	0		0	0	0		0	100	0		68.9	31.1	0		
PHF	.896	.500	.000	.865	.000	.000	.000	.000	.000	.250	.000	.250	.771	.833	.000	.821	.892

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEMD
Site Code : 9174051
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM				02:30 PM				02:30 PM				02:30 PM			
+0 mins.	10	**1**	0	11	0	0	0	0	0	0	0	0	32	14	0	46
+15 mins.	9	0	0	9	0	0	0	0	0	0	0	0	**36**	13	0	**49**
+30 mins.	**12**	0	0	12	0	0	0	0	0	0	0	0	23	**15**	0	38
+45 mins.	12	1	0	**13**	0	0	0	0	0	**1**	0	**1**	20	8	0	28
Total Volume	43	2	0	45	0	0	0	0	0	1	0	1	111	50	0	161
% App. Total	95.6	4.4	0		0	0	0		0	100	0		68.9	31.1	0	
PHF	.896	.500	.000	.865	.000	.000	.000	.000	.000	.250	.000	.250	.771	.833	.000	.821

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Site Code : 9174051
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Groups Printed- Bobtail Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	11	0	0	11	0	0	0	0	0	0	0	0	15	4	0	19	30
10:15 AM	13	1	0	14	0	0	0	0	0	1	0	1	9	9	0	18	33
10:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	17	3	0	20	26
10:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	20	12	0	32	34
Total	32	1	0	33	0	0	0	0	0	1	0	1	61	28	0	89	123
11:00 AM	5	0	0	5	0	0	0	0	0	0	0	0	9	11	0	20	25
11:15 AM	8	0	0	8	0	0	0	0	0	0	0	0	19	8	0	27	35
11:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	21	10	0	31	37
11:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	18	7	0	25	28
Total	22	0	0	22	0	0	0	0	0	0	0	0	67	36	0	103	125
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	15	9	0	24	25
12:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	7	4	0	11	16
12:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	22	2	0	24	29
12:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	22	3	0	25	27
Total	13	0	0	13	0	0	0	0	0	0	0	0	66	18	0	84	97
01:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	14	4	0	18	20
01:15 PM	7	1	0	8	0	0	0	0	0	0	0	0	12	11	0	23	31
01:30 PM	8	0	0	8	0	0	0	0	0	1	0	1	27	17	0	44	53
01:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	28	13	0	41	50
Total	26	1	0	27	0	0	0	0	0	1	0	1	81	45	0	126	154
02:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	22	21	0	43	48
02:15 PM	9	0	0	9	0	0	0	0	0	0	0	0	25	11	2	38	47
02:30 PM	6	0	0	6	0	0	0	0	0	1	0	1	15	9	0	24	31
02:45 PM	7	1	0	8	0	0	0	0	0	1	0	1	25	6	0	31	40
Total	27	1	0	28	0	0	0	0	0	2	0	2	87	47	2	136	166
03:00 PM	5	0	0	5	0	0	0	0	0	2	0	2	27	13	3	43	50
03:15 PM	7	0	0	7	0	0	0	0	0	1	0	1	38	8	0	46	54
03:30 PM	7	0	0	7	0	0	0	0	0	1	0	1	20	5	0	25	33
03:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	22	12	0	34	40
Total	25	0	0	25	0	0	0	0	0	4	0	4	107	38	3	148	177
Grand Total	145	3	0	148	0	0	0	0	0	8	0	8	469	212	5	686	842
Apprch %	98	2	0		0	0	0		0	100	0		68.4	30.9	0.7		
Total %	17.2	0.4	0	17.6	0	0	0	0	0	1	0	1	55.7	25.2	0.6	81.5	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	6	0	0	6	0	0	0	0	0	1	0	1	15	9	0	24	31
02:45 PM	**7**	**1**	0	**8**	0	0	0	0	0	1	0	1	25	6	0	31	40
03:00 PM	5	0	0	5	0	0	0	0	0	**2**	0	**2**	27	**13**	**3**	43	50
03:15 PM	7	0	0	7	0	0	0	0	0	1	0	1	**38**	8	0	**46**	**54**
Total Volume	25	1	0	26	0	0	0	0	0	5	0	5	105	36	3	144	175
% App. Total	96.2	3.8	0		0	0	0		0	100	0		72.9	25	2.1		
PHF	.893	.250	.000	.813	.000	.000	.000	.000	.000	.625	.000	.625	.691	.692	.250	.783	.810

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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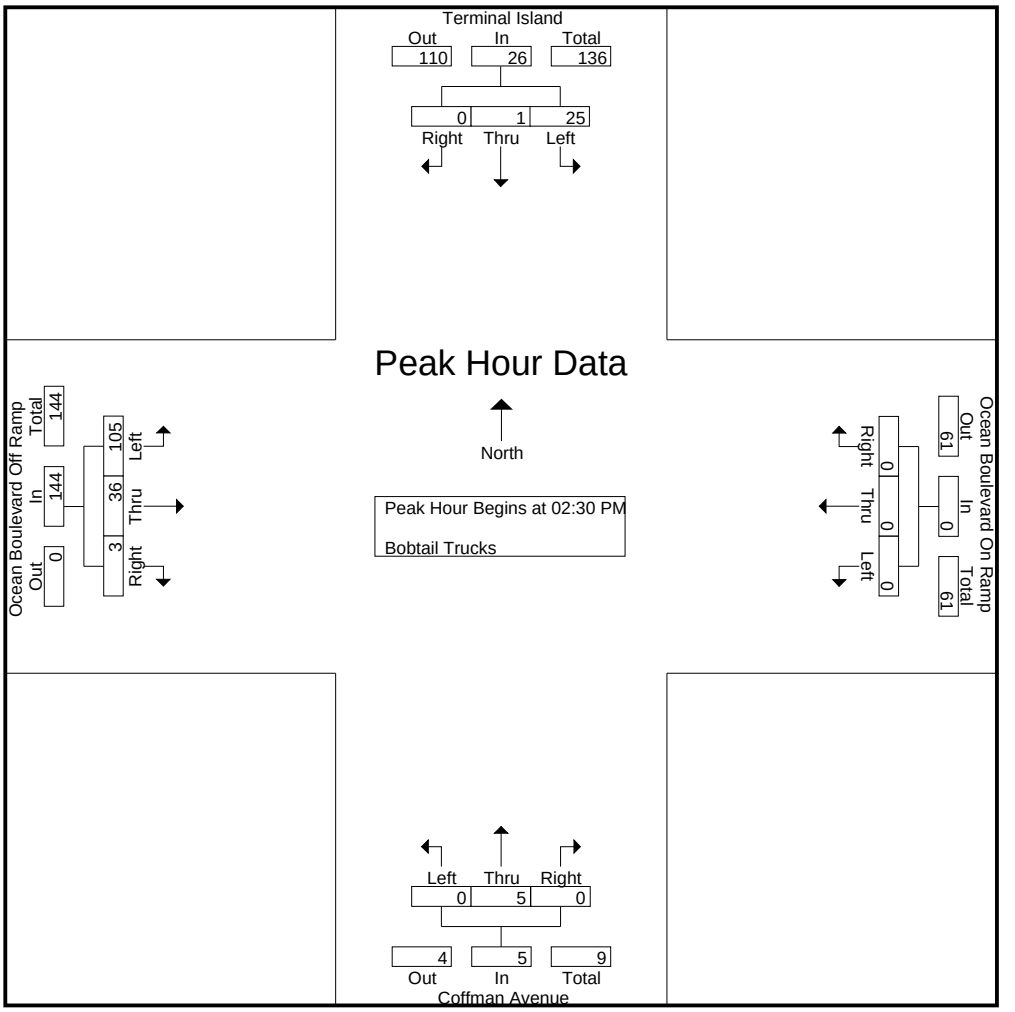
Site Code : 9174051
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM				02:30 PM				02:30 PM				02:30 PM			
+0 mins.	6	0	0	6	0	0	0	0	0	1	0	1	15	9	0	24
+15 mins.	**7**	**1**	0	**8**	0	0	0	0	0	1	0	1	25	6	0	31
+30 mins.	5	0	0	5	0	0	0	0	0	**2**	0	**2**	27	**13**	**3**	43
+45 mins.	7	0	0	7	0	0	0	0	0	1	0	1	**38**	8	0	**46**
Total Volume	25	1	0	26	0	0	0	0	0	5	0	5	105	36	3	144
% App. Total	96.2	3.8	0		0	0	0		0	100	0		72.9	25	2.1	
PHF	.893	.250	.000	.813	.000	.000	.000	.000	.000	.625	.000	.625	.691	.692	.250	.783

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25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
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Weather: Sunny

File Name : LBHTIOCEMD
Site Code : 9174051
Start Date : 6/9/2009
Page No : 1

Groups Printed- Chassis Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
10:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	2	0	0	2	4
10:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	5
Total	4	1	0	5	0	0	0	0	0	0	1	1	9	1	0	10	16
11:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	3	0	5	7
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	3	0	5	6
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	4	4	0	8	9
11:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	7
Total	6	0	0	6	0	0	0	0	0	0	0	0	12	11	0	23	29
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	7
12:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	2	1	0	3	8
12:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	8
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	9	1	0	10	11
Total	9	0	0	9	0	0	0	0	0	0	0	0	22	3	0	25	34
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	14	0	0	14	15
01:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	8	9
01:45 PM	3	0	0	3	0	0	0	0	0	1	0	1	14	3	1	18	22
Total	5	0	0	5	0	0	0	0	0	1	0	1	48	3	1	52	58
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
02:15 PM	5	1	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11
02:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	10	0	0	10	14
02:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	14	0	0	14	18
Total	16	1	0	17	0	0	0	0	0	1	0	1	34	0	0	34	52
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	7	3	0	10	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
Total	2	0	0	2	0	0	0	0	0	0	0	0	19	3	0	22	24
Grand Total	42	2	0	44	0	0	0	0	0	2	1	3	144	21	1	166	213
Apprch %	95.5	4.5	0		0	0	0		0	66.7	33.3		86.7	12.7	0.6		
Total %	19.7	0.9	0	20.7	0	0	0	0	0	0.9	0.5	1.4	67.6	9.9	0.5	77.9	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	3	0	0	3	0	0	0	0	0	**1**	0	**1**	10	0	0	10	14
02:45 PM	**4**	0	0	**4**	0	0	0	0	0	0	0	0	**14**	0	0	**14**	**18**
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	7	**3**	0	10	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	8	0	0	8	0	0	0	0	0	1	0	1	34	3	0	37	46
% App. Total	100	0	0		0	0	0		0	100	0		91.9	8.1	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.607	.250	.000	.661	.639

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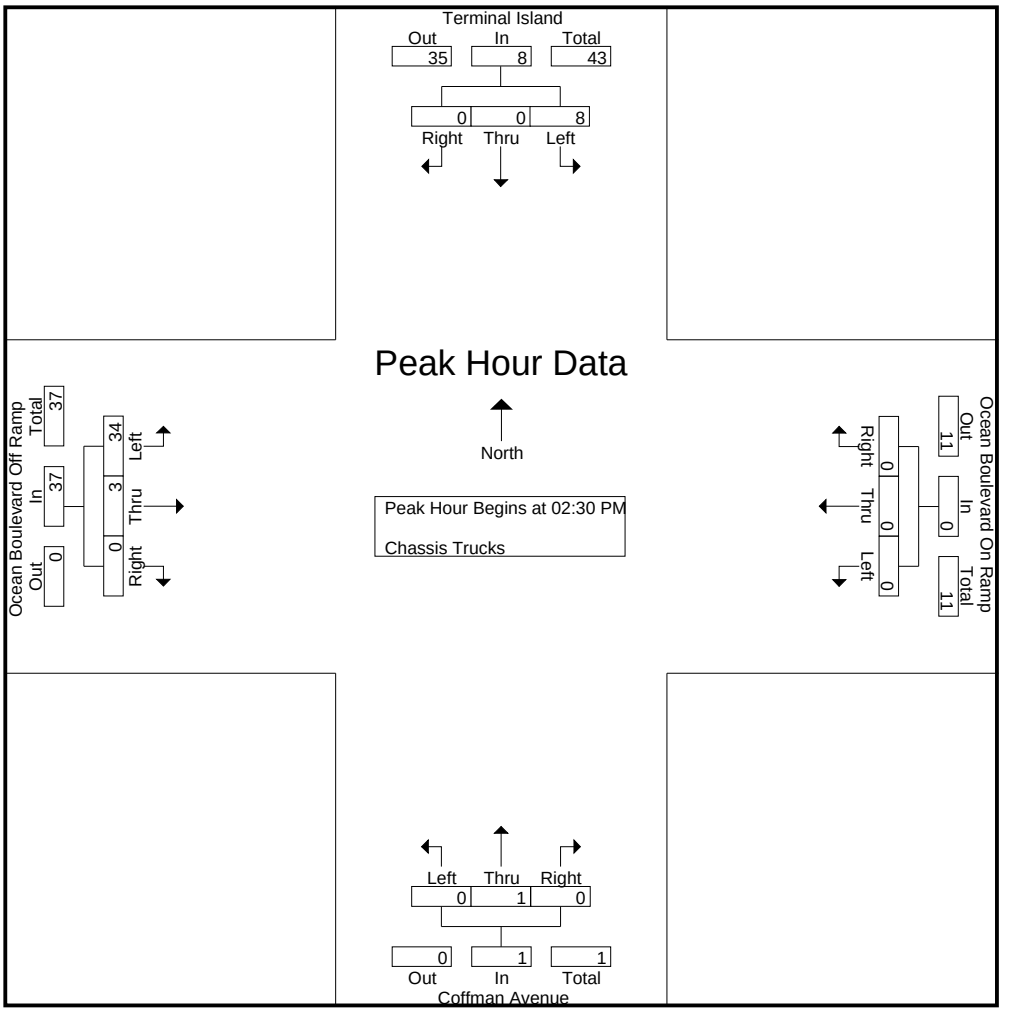

Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM				02:30 PM				02:30 PM				02:30 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	**1**	0	**1**	10	0	0	10
+15 mins.	**4**	0	0	**4**	0	0	0	0	0	0	0	0	**14**	0	0	**14**
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	7	**3**	0	10
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total Volume	8	0	0	8	0	0	0	0	0	1	0	1	34	3	0	37
% App. Total	100	0	0		0	0	0		0	100	0		91.9	8.1	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.607	.250	.000	.661

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File Name : LBHTIOCEMD
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Page No : 1

Groups Printed- Container Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	6	7	0	13	16
10:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	9	0	10	13
10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9	10
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	11	11
Total	7	0	0	7	0	0	0	0	0	0	0	0	11	32	0	43	50
11:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	4	0	7	9
11:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	3	0	6	8
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	8	0	11	11
11:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	6	0	9	12
Total	7	0	0	7	0	0	0	0	0	0	0	0	12	21	0	33	40
12:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	4	12	0	16	18
12:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	2	10	0	12	16
12:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	4	14	0	18	20
12:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	11	0	12	13
Total	9	0	0	9	0	0	0	0	0	0	0	0	11	47	0	58	67
01:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	8	0	9	11
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	8	0	8	9
01:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	6	0	6	10
01:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	6	0	7	13
Total	13	0	0	13	0	0	0	0	0	0	0	0	2	28	0	30	43
02:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	3	9	0	12	13
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	9	9
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
02:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3	9	0	12	15
Total	5	0	0	5	0	0	0	0	0	0	0	0	10	26	0	36	41
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	11	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	10	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	6
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4	5
Total	1	0	0	1	0	0	0	0	0	0	0	0	7	24	0	31	32
Grand Total	42	0	0	42	0	0	0	0	0	0	0	0	53	178	0	231	273
Apprch %	100	0	0		0	0	0		0	0	0		22.9	77.1	0		
Total %	15.4	0	0	15.4	0	0	0	0	0	0	0	0	19.4	65.2	0	84.6	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
02:45 PM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	3	**9**	0	**12**	**15**
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	11	11
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**4**	6	0	10	10
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	9	27	0	36	40
% App. Total	100	0	0		0	0	0		0	0	0		25	75	0		
PHF	.333	.000	.000	.333	.000	.000	.000	.000	.000	.000	.000	.000	.563	.750	.000	.750	.667

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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Weather: Sunny

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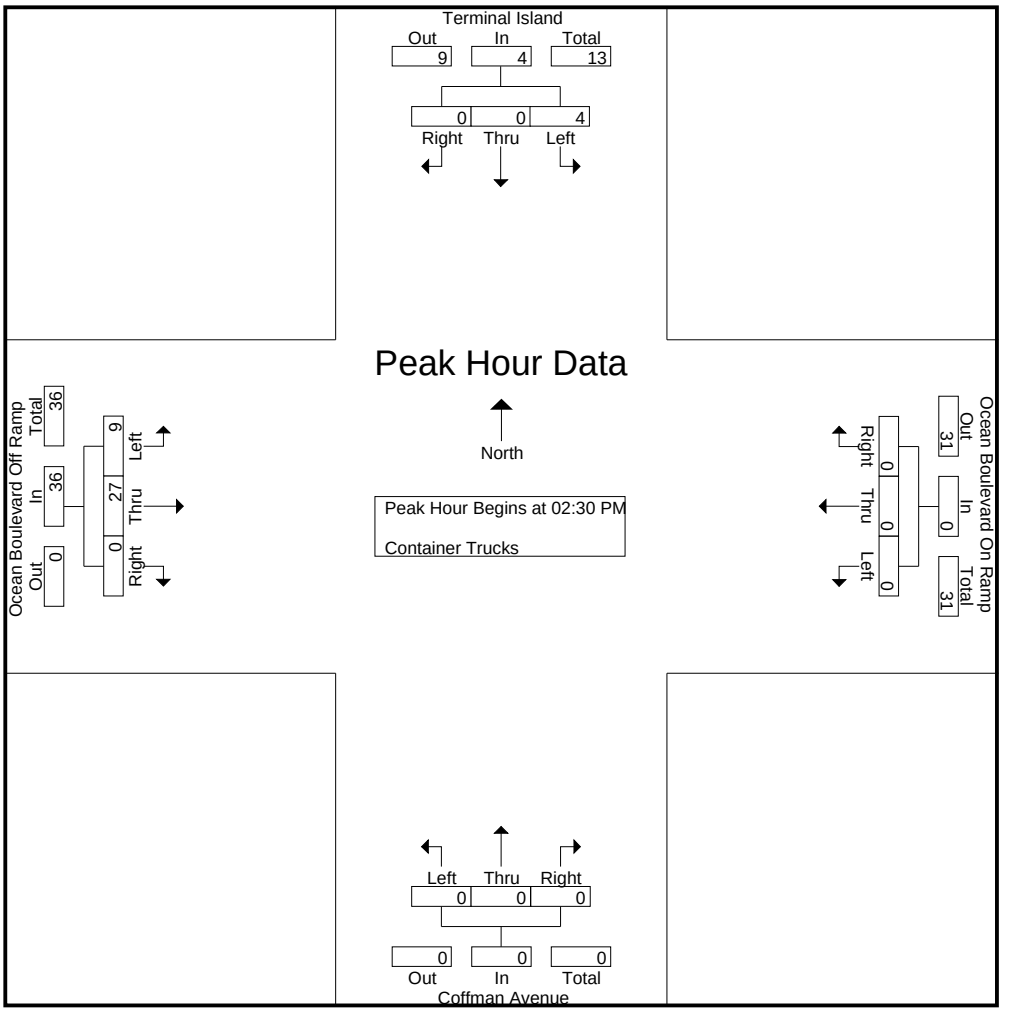
Site Code : 9174051
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM				02:30 PM				02:30 PM				02:30 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	3	**9**	0	**12**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	11
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**4**	6	0	10
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	9	27	0	36
% App. Total	100	0	0		0	0	0		0	0	0		25	75	0	
PHF	.333	.000	.000	.333	.000	.000	.000	.000	.000	.000	.000	.000	.563	.750	.000	.750

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Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	5	0	0	5	0	0	0	0	0	0	0	0	20	13	0	33	38
10:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	18	6	0	24	30
10:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	26	23	0	49	54
10:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	19	18	1	38	41
Total	19	0	0	19	0	0	0	0	0	0	0	0	83	60	1	144	163
11:00 AM	4	0	0	4	0	0	0	0	0	0	1	1	20	15	0	35	40
11:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	14	13	0	27	31
11:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	19	14	0	33	35
11:45 AM	6	0	0	6	0	0	0	0	0	0	0	0	11	11	0	22	28
Total	16	0	0	16	0	0	0	0	0	0	1	1	64	53	0	117	134
12:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	10	3	0	13	14
12:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	14	6	0	20	22
12:30 PM	2	1	0	3	0	0	0	0	0	0	0	0	8	1	1	10	13
12:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	11	1	0	12	21
Total	14	1	0	15	0	0	0	0	0	0	0	0	43	11	1	55	70
01:00 PM	3	0	0	3	0	0	0	0	0	0	1	1	21	11	0	32	36
01:15 PM	3	0	0	3	0	0	0	0	0	1	0	1	9	13	0	22	26
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	17	17	0	34	36
01:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	21	22	0	43	46
Total	10	1	0	11	0	0	0	0	0	1	1	2	68	63	0	131	144
02:00 PM	9	0	0	9	0	0	0	0	0	0	0	0	26	17	0	43	52
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	16	19	0	35	38
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	38	10	0	48	51
02:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	39	10	0	49	51
Total	16	0	0	16	0	0	0	0	0	1	0	1	119	56	0	175	192
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	27	16	0	43	47
03:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	29	24	0	53	56
03:30 PM	7	0	0	7	0	0	0	0	0	0	0	0	26	11	0	37	44
03:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	26	14	0	40	44
Total	18	0	0	18	0	0	0	0	0	0	0	0	108	65	0	173	191
Grand Total	93	2	0	95	0	0	0	0	0	2	2	4	485	308	2	795	894
Apprch %	97.9	2.1	0		0	0	0		0	50	50		61	38.7	0.3		
Total %	10.4	0.2	0	10.6	0	0	0	0	0	0.2	0.2	0.4	54.3	34.5	0.2	88.9	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	38	10	0	48	51
02:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	**39**	10	0	49	51
03:00 PM	**4**	0	0	**4**	0	0	0	0	0	0	0	0	27	16	0	43	47
03:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	29	**24**	0	**53**	**56**
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	133	60	0	193	205
% App. Total	100	0	0		0	0	0		0	0	0		68.9	31.1	0		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.853	.625	.000	.910	.915

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
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Site Code : 9174051
Start Date : 6/9/2009
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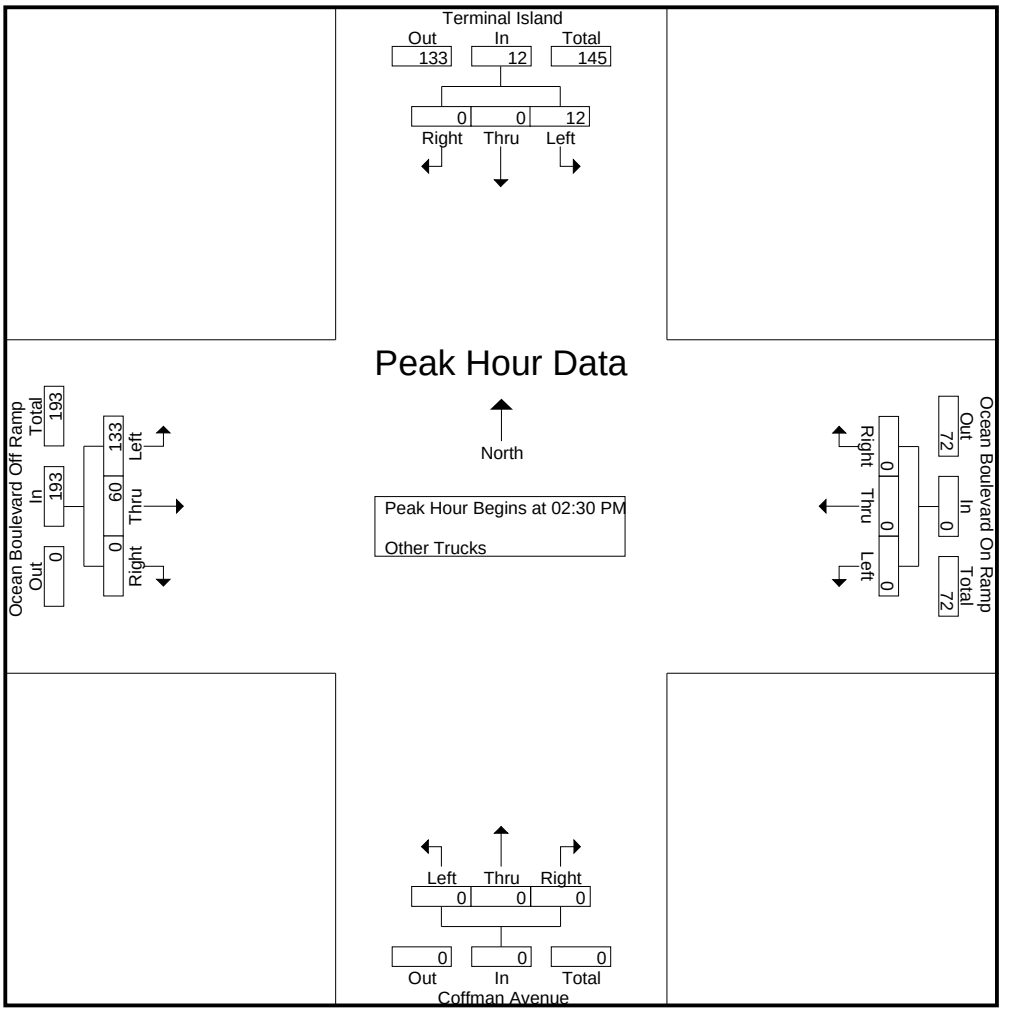

Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM				02:30 PM				02:30 PM				02:30 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	38	10	0	48
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	**39**	10	0	49
+30 mins.	**4**	0	0	**4**	0	0	0	0	0	0	0	0	27	16	0	43
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	29	**24**	0	**53**
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	133	60	0	193
% App. Total	100	0	0		0	0	0		0	0	0		68.9	31.1	0	
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.853	.625	.000	.910

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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	0	0	18	0	0	0	0	0	0	0	0	97	43	1	141	159
04:15 PM	26	0	0	26	0	0	0	0	0	1	0	1	99	50	2	151	178
04:30 PM	15	1	0	16	0	0	0	0	0	2	1	3	74	55	3	132	151
04:45 PM	27	0	0	27	0	0	0	0	0	1	2	3	130	48	0	178	208
Total	86	1	0	87	0	0	0	0	0	4	3	7	400	196	6	602	696
05:00 PM	31	0	0	31	0	0	0	0	0	0	0	0	61	29	0	90	121
05:15 PM	35	1	0	36	0	0	0	0	0	0	1	1	34	19	0	53	90
05:30 PM	24	1	0	25	0	0	0	0	0	1	1	2	26	9	1	36	63
05:45 PM	22	0	0	22	0	0	0	0	0	0	0	0	46	15	0	61	83
Total	112	2	0	114	0	0	0	0	0	1	2	3	167	72	1	240	357
Grand Total	198	3	0	201	0	0	0	0	0	5	5	10	567	268	7	842	1053
Apprch %	98.5	1.5	0		0	0	0		0	50	50		67.3	31.8	0.8		
Total %	18.8	0.3	0	19.1	0	0	0	0	0	0.5	0.5	0.9	53.8	25.5	0.7	80	
Passenger Vehicles	93	1	0	94	0	0	0	0	0	1	4	5	338	111	3	452	551
% Passenger Vehicles	47	33.3	0	46.8	0	0	0	0	0	20	80	50	59.6	41.4	42.9	53.7	52.3
Bobtail Trucks	69	1	0	70	0	0	0	0	0	2	0	2	95	75	1	171	243
% Bobtail Trucks	34.8	33.3	0	34.8	0	0	0	0	0	40	0	20	16.8	28	14.3	20.3	23.1
Chassis Trucks	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19	22
% Chassis Trucks	1.5	0	0	1.5	0	0	0	0	0	0	0	0	3	0.7	0	2.3	2.1
Container Trucks	6	0	0	6	0	0	0	0	0	0	0	0	13	18	0	31	37
% Container Trucks	3	0	0	3	0	0	0	0	0	0	0	0	2.3	6.7	0	3.7	3.5
Other Trucks	27	1	0	28	0	0	0	0	0	2	1	3	104	62	3	169	200
% Other Trucks	13.6	33.3	0	13.9	0	0	0	0	0	40	20	30	18.3	23.1	42.9	20.1	19

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	0	0	18	0	0	0	0	0	0	0	0	97	43	1	141	159
04:15 PM	26	0	0	26	0	0	0	0	0	1	0	1	99	50	2	151	178
04:30 PM	15	**1**	0	16	0	0	0	0	0	**2**	1	**3**	74	**55**	**3**	132	151
04:45 PM	**27**	0	0	**27**	0	0	0	0	0	1	**2**	3	**130**	48	0	**178**	**208**
Total Volume	86	1	0	87	0	0	0	0	0	4	3	7	400	196	6	602	696
% App. Total	98.9	1.1	0		0	0	0		0	57.1	42.9		66.4	32.6	1		
PHF	.796	.250	.000	.806	.000	.000	.000	.000	.000	.500	.375	.583	.769	.891	.500	.846	.837

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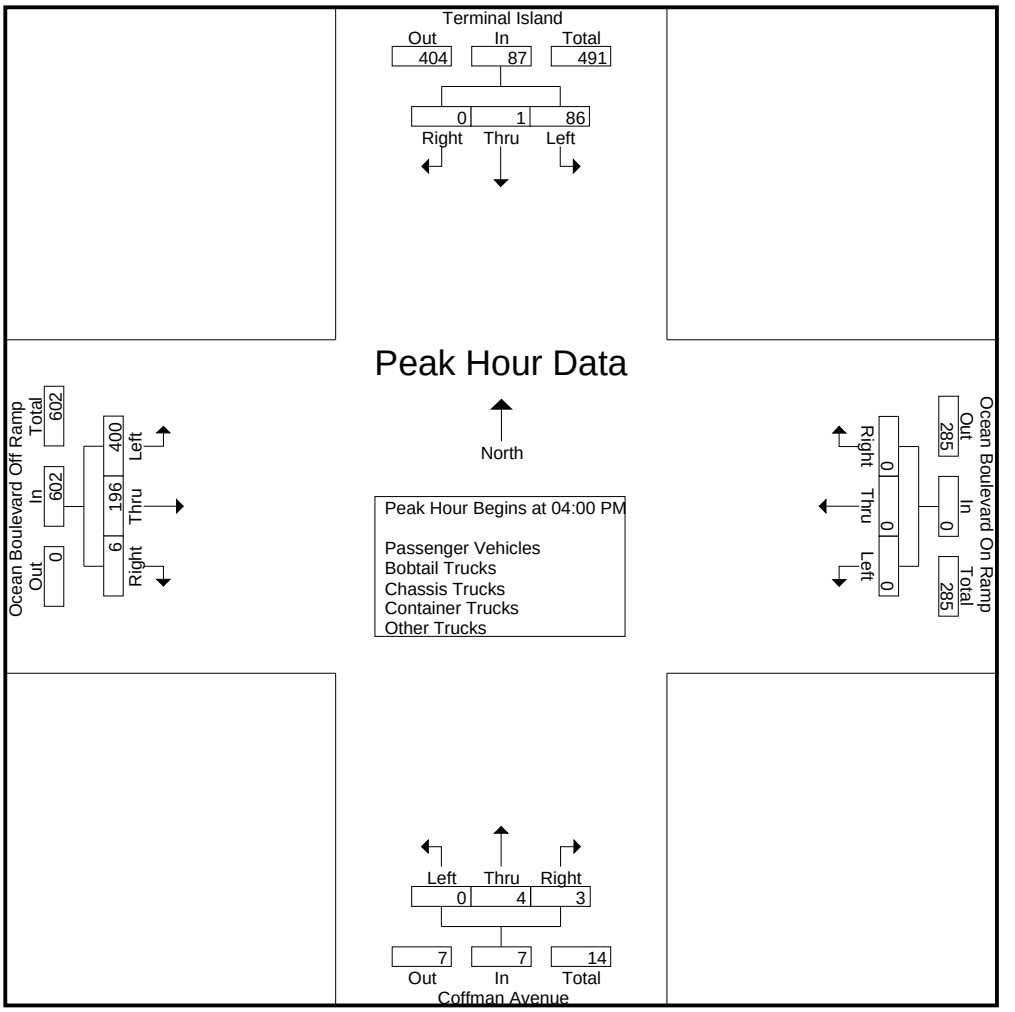

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	18	0	0	18	0	0	0	0	0	0	0	0	97	43	1	141
+15 mins.	26	0	0	26	0	0	0	0	0	1	0	1	99	50	2	151
+30 mins.	15	**1**	0	16	0	0	0	0	0	**2**	1	**3**	74	**55**	**3**	132
+45 mins.	**27**	0	0	**27**	0	0	0	0	0	1	**2**	3	**130**	48	0	**178**
Total Volume	86	1	0	87	0	0	0	0	0	4	3	7	400	196	6	602
% App. Total	98.9	1.1	0		0	0	0		0	57.1	42.9		66.4	32.6	1	
PHF	.796	.250	.000	.806	.000	.000	.000	.000	.000	.500	.375	.583	.769	.891	.500	.846

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Start Date : 6/9/2009

Groups Printed- Passenger Vehicles

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	0	0	6	0	0	0	0	0	0	0	0	39	8	0	47	53
04:15 PM	10	0	0	10	0	0	0	0	0	0	0	0	40	12	1	53	63
04:30 PM	7	1	0	8	0	0	0	0	0	1	1	2	36	18	1	55	65
04:45 PM	18	0	0	18	0	0	0	0	0	0	1	1	88	27	0	115	134
Total	41	1	0	42	0	0	0	0	0	1	2	3	203	65	2	270	315
05:00 PM	21	0	0	21	0	0	0	0	0	0	0	0	52	14	0	66	87
05:15 PM	15	0	0	15	0	0	0	0	0	0	1	1	30	16	0	46	62
05:30 PM	7	0	0	7	0	0	0	0	0	0	1	1	24	7	1	32	40
05:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	29	9	0	38	47
Total	52	0	0	52	0	0	0	0	0	0	2	2	135	46	1	182	236
Grand Total	93	1	0	94	0	0	0	0	0	1	4	5	338	111	3	452	551
Apprch %	98.9	1.1	0		0	0	0		0	20	80		74.8	24.6	0.7		
Total %	16.9	0.2	0	17.1	0	0	0	0	0	0.2	0.7	0.9	61.3	20.1	0.5	82	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	0	0	6	0	0	0	0	0	0	0	0	39	8	0	47	53
04:15 PM	10	0	0	10	0	0	0	0	0	0	0	0	40	12	**1**	53	63
04:30 PM	7	**1**	0	8	0	0	0	0	0	**1**	**1**	**2**	36	18	1	55	65
04:45 PM	**18**	0	0	**18**	0	0	0	0	0	0	1	1	**88**	**27**	0	**115**	**134**
Total Volume	41	1	0	42	0	0	0	0	0	1	2	3	203	65	2	270	315
% App. Total	97.6	2.4	0		0	0	0		0	33.3	66.7		75.2	24.1	0.7		
PHF	.569	.250	.000	.583	.000	.000	.000	.000	.000	.250	.500	.375	.577	.602	.500	.587	.588

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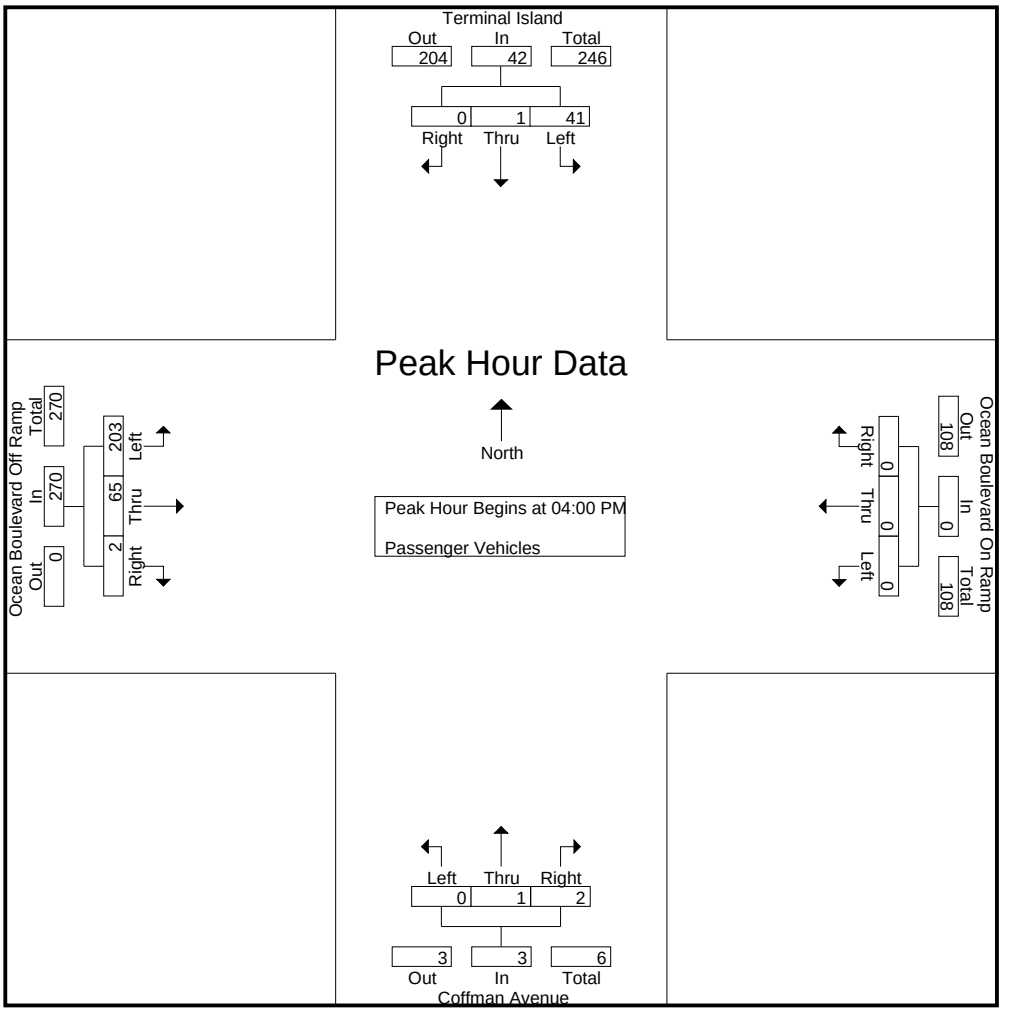

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	0	0	6	0	0	0	0	0	0	0	0	39	8	0	47
+15 mins.	10	0	0	10	0	0	0	0	0	0	0	0	40	12	**1**	53
+30 mins.	7	**1**	0	8	0	0	0	0	0	**1**	**1**	**2**	36	18	1	55
+45 mins.	**18**	0	0	**18**	0	0	0	0	0	0	1	1	**88**	**27**	0	**115**
Total Volume	41	1	0	42	0	0	0	0	0	1	2	3	203	65	2	270
% App. Total	97.6	2.4	0		0	0	0		0	33.3	66.7		75.2	24.1	0.7	
PHF	.569	.250	.000	.583	.000	.000	.000	.000	.000	.250	.500	.375	.577	.602	.500	.587

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
Site Code : 9174051
Start Date : 6/9/2009
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Groups Printed- Bobtail Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	0	0	9	0	0	0	0	0	0	0	0	26	21	1	48	57
04:15 PM	8	0	0	8	0	0	0	0	0	1	0	1	25	16	0	41	50
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	16	20	0	36	40
04:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	19	9	0	28	32
Total	25	0	0	25	0	0	0	0	0	1	0	1	86	66	1	153	179
05:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	4	3	0	7	12
05:15 PM	15	0	0	15	0	0	0	0	0	0	0	0	1	1	0	2	17
05:30 PM	13	1	0	14	0	0	0	0	0	1	0	1	0	1	0	1	16
05:45 PM	11	0	0	11	0	0	0	0	0	0	0	0	4	4	0	8	19
Total	44	1	0	45	0	0	0	0	0	1	0	1	9	9	0	18	64
Grand Total	69	1	0	70	0	0	0	0	0	2	0	2	95	75	1	171	243
Apprch %	98.6	1.4	0		0	0	0		0	100	0		55.6	43.9	0.6		
Total %	28.4	0.4	0	28.8	0	0	0	0	0	0.8	0	0.8	39.1	30.9	0.4	70.4	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**9**	0	0	**9**	0	0	0	0	0	0	0	0	**26**	**21**	**1**	**48**	**57**
04:15 PM	8	0	0	8	0	0	0	0	0	**1**	0	**1**	25	16	0	41	50
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	16	20	0	36	40
04:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	19	9	0	28	32
Total Volume	25	0	0	25	0	0	0	0	0	1	0	1	86	66	1	153	179
% App. Total	100	0	0		0	0	0		0	100	0		56.2	43.1	0.7		
PHF	.694	.000	.000	.694	.000	.000	.000	.000	.000	.250	.000	.250	.827	.786	.250	.797	.785

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
Site Code : 9174051
Start Date : 6/9/2009
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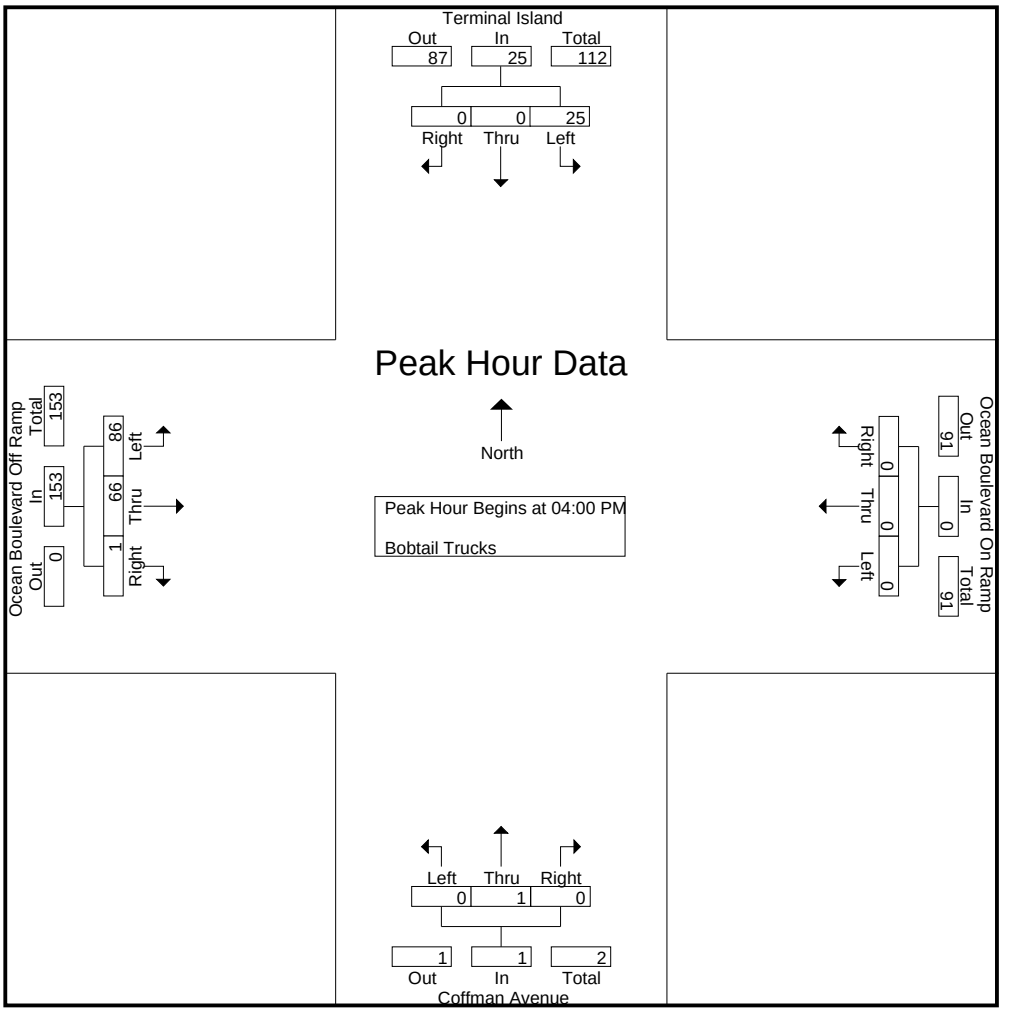

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**9**	0	0	**9**	0	0	0	0	0	0	0	0	**26**	**21**	**1**	**48**
+15 mins.	8	0	0	8	0	0	0	0	0	**1**	0	**1**	25	16	0	41
+30 mins.	4	0	0	4	0	0	0	0	0	0	0	0	16	20	0	36
+45 mins.	4	0	0	4	0	0	0	0	0	0	0	0	19	9	0	28
Total Volume	25	0	0	25	0	0	0	0	0	1	0	1	86	66	1	153
% App. Total	100	0	0		0	0	0		0	100	0		56.2	43.1	0.7	
PHF	.694	.000	.000	.694	.000	.000	.000	.000	.000	.250	.000	.250	.827	.786	.250	.797

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

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Site Code : 9174051
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Groups Printed- Chassis Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	8	9
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	5	1	0	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19	22
Apprch %	100	0	0		0	0	0		0	0	0		89.5	10.5	0		
Total %	13.6	0	0	13.6	0	0	0	0	0	0	0	0	77.3	9.1	0	86.4	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	**8**	0	0	**8**	**9**
04:15 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	5	**1**	0	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19	22
% App. Total	100	0	0		0	0	0		0	0	0		89.5	10.5	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.531	.500	.000	.594	.611

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
Site Code : 9174051
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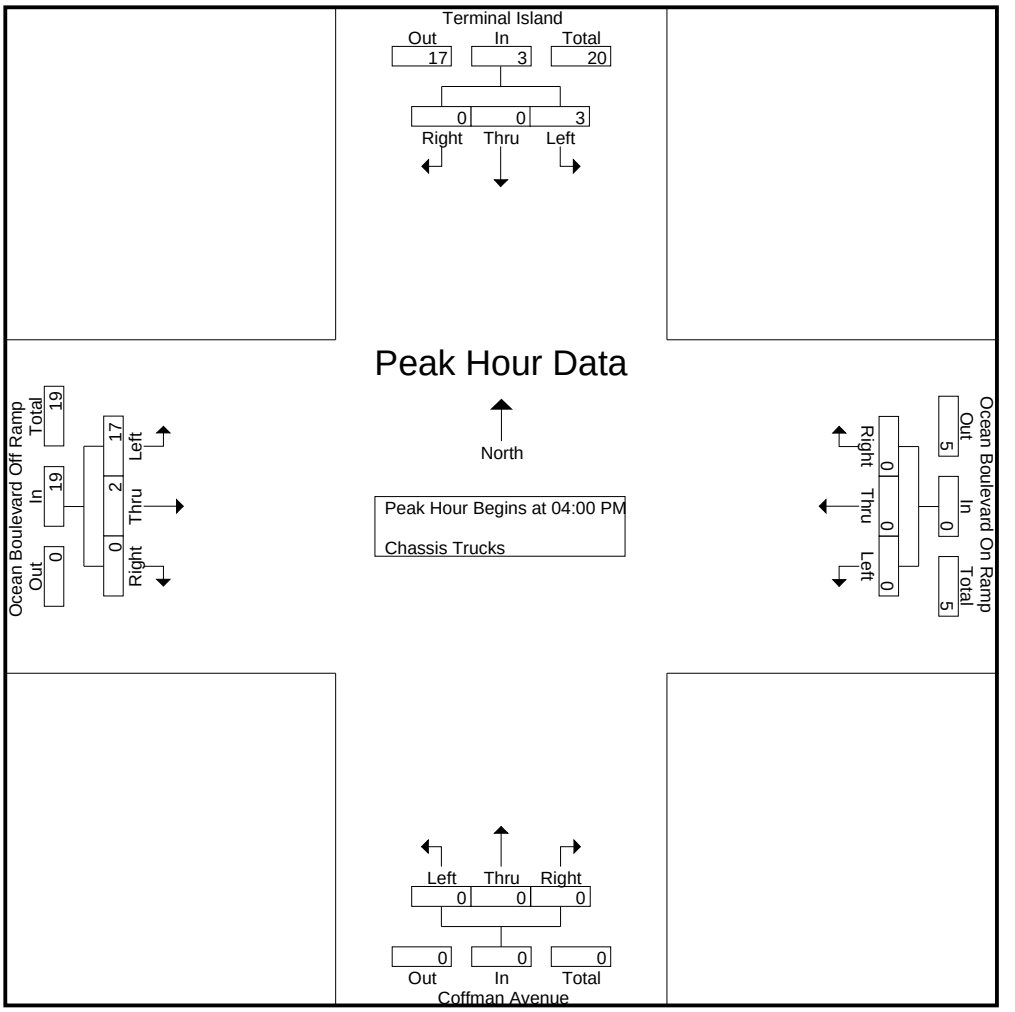

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	**8**	0	0	**8**
+15 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	5	**1**	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	17	2	0	19
% App. Total	100	0	0		0	0	0		0	0	0		89.5	10.5	0	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.531	.500	.000	.594

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
Site Code : 9174051
Start Date : 6/9/2009
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Groups Printed- Container Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	3	2	0	5	6
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	3	4	0	7	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	5	0	0	5	0	0	0	0	0	0	0	0	7	10	0	17	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
Total	1	0	0	1	0	0	0	0	0	0	0	0	6	8	0	14	15
Grand Total	6	0	0	6	0	0	0	0	0	0	0	0	13	18	0	31	37
Apprch %	100	0	0		0	0	0		0	0	0		41.9	58.1	0		
Total %	16.2	0	0	16.2	0	0	0	0	0	0	0	0	35.1	48.6	0	83.8	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	**3**	2	0	5	6
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	3	**4**	0	**7**	**8**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
04:45 PM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	7	10	0	17	22
% App. Total	100	0	0		0	0	0		0	0	0		41.2	58.8	0		
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.583	.625	.000	.607	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
Site Code : 9174051
Start Date : 6/9/2009
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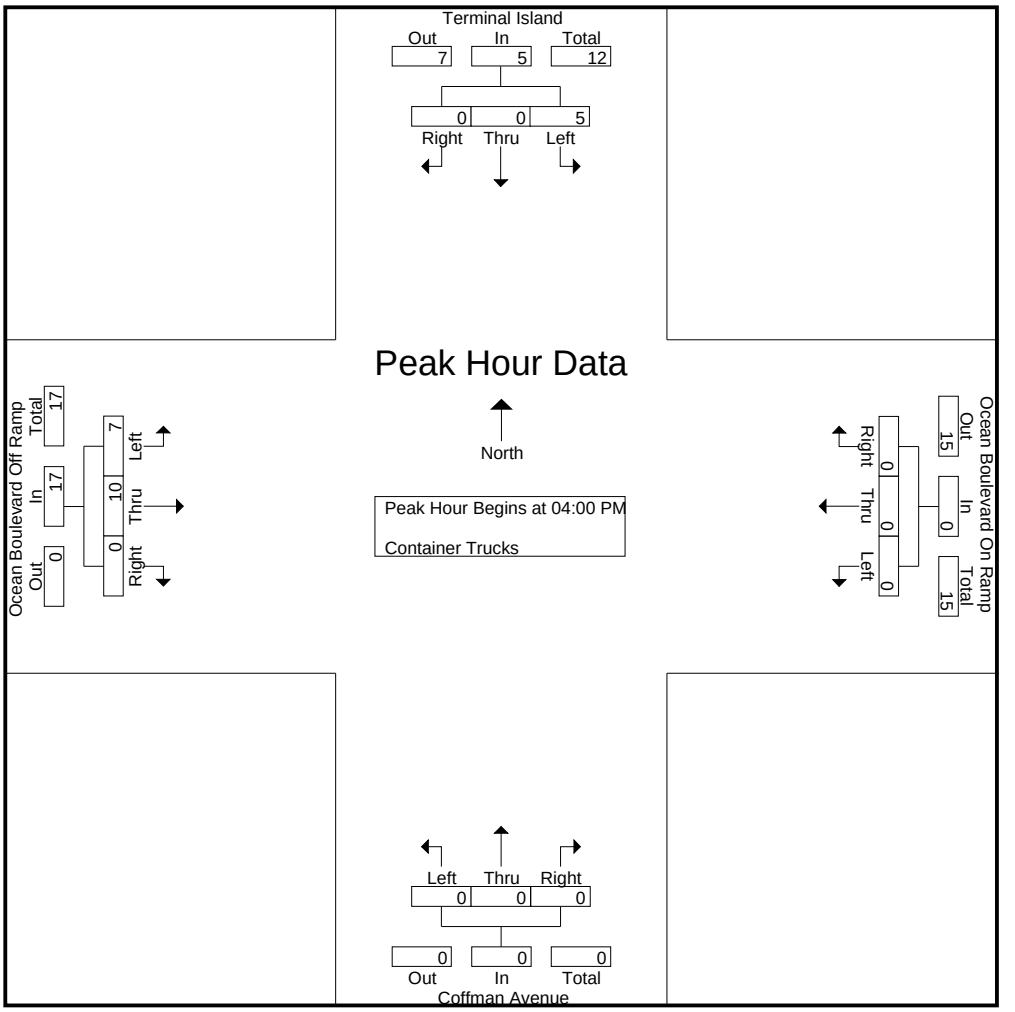

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	**3**	2	0	5
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	3	**4**	0	**7**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
+45 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	7	10	0	17
% App. Total	100	0	0		0	0	0		0	0	0		41.2	58.8	0	
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.583	.625	.000	.607

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Terminal Island
E/W: Ocean Boulevard East
Weather: Sunny

File Name : LBHTIOCEPM
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Groups Printed- Other Trucks

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	21	12	0	33	34
04:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	26	17	1	44	49
04:30 PM	4	0	0	4	0	0	0	0	0	1	0	1	19	13	2	34	39
04:45 PM	2	0	0	2	0	0	0	0	0	1	1	2	21	11	0	32	36
Total	12	0	0	12	0	0	0	0	0	2	1	3	87	53	3	143	158
05:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	4	7	0	11	16
05:15 PM	5	1	0	6	0	0	0	0	0	0	0	0	0	1	0	1	7
05:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	11	1	0	12	14
Total	15	1	0	16	0	0	0	0	0	0	0	0	17	9	0	26	42
Grand Total	27	1	0	28	0	0	0	0	0	2	1	3	104	62	3	169	200
Apprch %	96.4	3.6	0		0	0	0		0	66.7	33.3		61.5	36.7	1.8		
Total %	13.5	0.5	0	14	0	0	0	0	0	1	0.5	1.5	52	31	1.5	84.5	

	Terminal Island Southbound				Ocean Boulevard On Ramp Westbound				Coffman Avenue Northbound				Ocean Boulevard Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	21	12	0	33	34
04:15 PM	**5**	0	0	**5**	0	0	0	0	0	0	0	0	**26**	**17**	1	**44**	**49**
04:30 PM	4	0	0	4	0	0	0	0	0	**1**	0	1	19	13	**2**	34	39
04:45 PM	2	0	0	2	0	0	0	0	0	1	**1**	**2**	21	11	0	32	36
Total Volume	12	0	0	12	0	0	0	0	0	2	1	3	87	53	3	143	158
% App. Total	100	0	0		0	0	0		0	66.7	33.3		60.8	37.1	2.1		
PHF	.600	.000	.000	.600	.000	.000	.000	.000	.000	.500	.250	.375	.837	.779	.375	.813	.806

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Long Beach
N/S: Terminal Island
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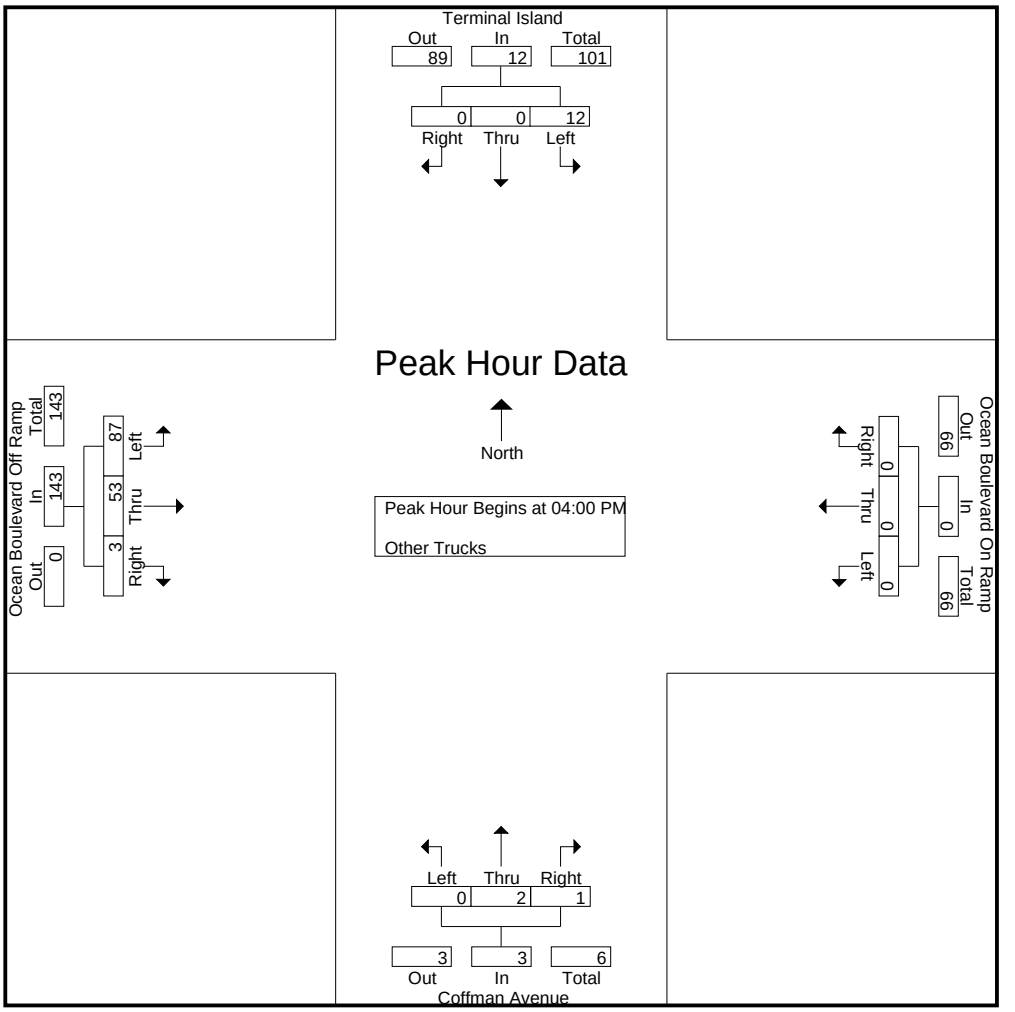

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	21	12	0	33
+15 mins.	**5**	0	0	**5**	0	0	0	0	0	0	0	0	**26**	**17**	1	**44**
+30 mins.	4	0	0	4	0	0	0	0	0	**1**	0	1	19	13	**2**	34
+45 mins.	2	0	0	2	0	0	0	0	0	1	**1**	**2**	21	11	0	32
Total Volume	12	0	0	12	0	0	0	0	0	2	1	3	87	53	3	143
% App. Total	100	0	0		0	0	0		0	66.7	33.3		60.8	37.1	2.1	
PHF	.600	.000	.000	.600	.000	.000	.000	.000	.000	.500	.250	.375	.837	.779	.375	.813

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCAM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	4	1	5	18	10	28	11	25	36	69
06:15 AM	9	5	14	26	16	42	6	21	27	83
06:30 AM	8	7	15	37	24	61	20	37	57	133
06:45 AM	19	12	31	63	39	102	33	33	66	199
Total	40	25	65	144	89	233	70	116	186	484
07:00 AM	16	8	24	77	18	95	10	27	37	156
07:15 AM	10	8	18	101	20	121	18	45	63	202
07:30 AM	8	7	15	126	28	154	7	45	52	221
07:45 AM	8	8	16	74	38	112	19	64	83	211
Total	42	31	73	378	104	482	54	181	235	790
08:00 AM	14	13	27	79	35	114	15	32	47	188
08:15 AM	21	15	36	75	28	103	10	39	49	188
08:30 AM	16	11	27	71	38	109	19	34	53	189
08:45 AM	5	35	40	71	28	99	22	49	71	210
Total	56	74	130	296	129	425	66	154	220	775
09:00 AM	4	16	20	71	30	101	16	61	77	198
09:15 AM	47	18	65	59	23	82	24	50	74	221
09:30 AM	32	19	51	56	32	88	20	58	78	217
09:45 AM	0	23	23	60	36	96	25	66	91	210
Total	83	76	159	246	121	367	85	235	320	846
Grand Total	221	206	427	1064	443	1507	275	686	961	2895
Apprch %	51.8	48.2		70.6	29.4		28.6	71.4		
Total %	7.6	7.1	14.7	36.8	15.3	52.1	9.5	23.7	33.2	
Passenger Vehicles	38	75	113	512	157	669	130	425	555	1337
% Passenger Vehicles	17.2	36.4	26.5	48.1	35.4	44.4	47.3	62	57.8	46.2
Bobtail Trucks	20	33	53	223	52	275	41	118	159	487
% Bobtail Trucks	9	16	12.4	21	11.7	18.2	14.9	17.2	16.5	16.8
Chassis Trucks	3	2	5	61	2	63	0	10	10	78
% Chassis Trucks	1.4	1	1.2	5.7	0.5	4.2	0	1.5	1	2.7
Container Trucks	100	76	176	43	122	165	63	36	99	440
% Container Trucks	45.2	36.9	41.2	4	27.5	10.9	22.9	5.2	10.3	15.2
Other Trucks	60	20	80	225	110	335	41	97	138	553
% Other Trucks	27.1	9.7	18.7	21.1	24.8	22.2	14.9	14.1	14.4	19.1

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	5	**35**	40	**71**	28	99	22	49	71	210
09:00 AM	4	16	20	71	30	**101**	16	**61**	77	198
09:15 AM	**47**	18	**65**	59	23	82	**24**	50	74	**221**
09:30 AM	32	19	51	56	**32**	88	20	58	**78**	217
Total Volume	88	88	176	257	113	370	82	218	300	846
% App. Total	50	50		69.5	30.5		27.3	72.7		
PHF	.468	.629	.677	.905	.883	.916	.854	.893	.962	.957

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

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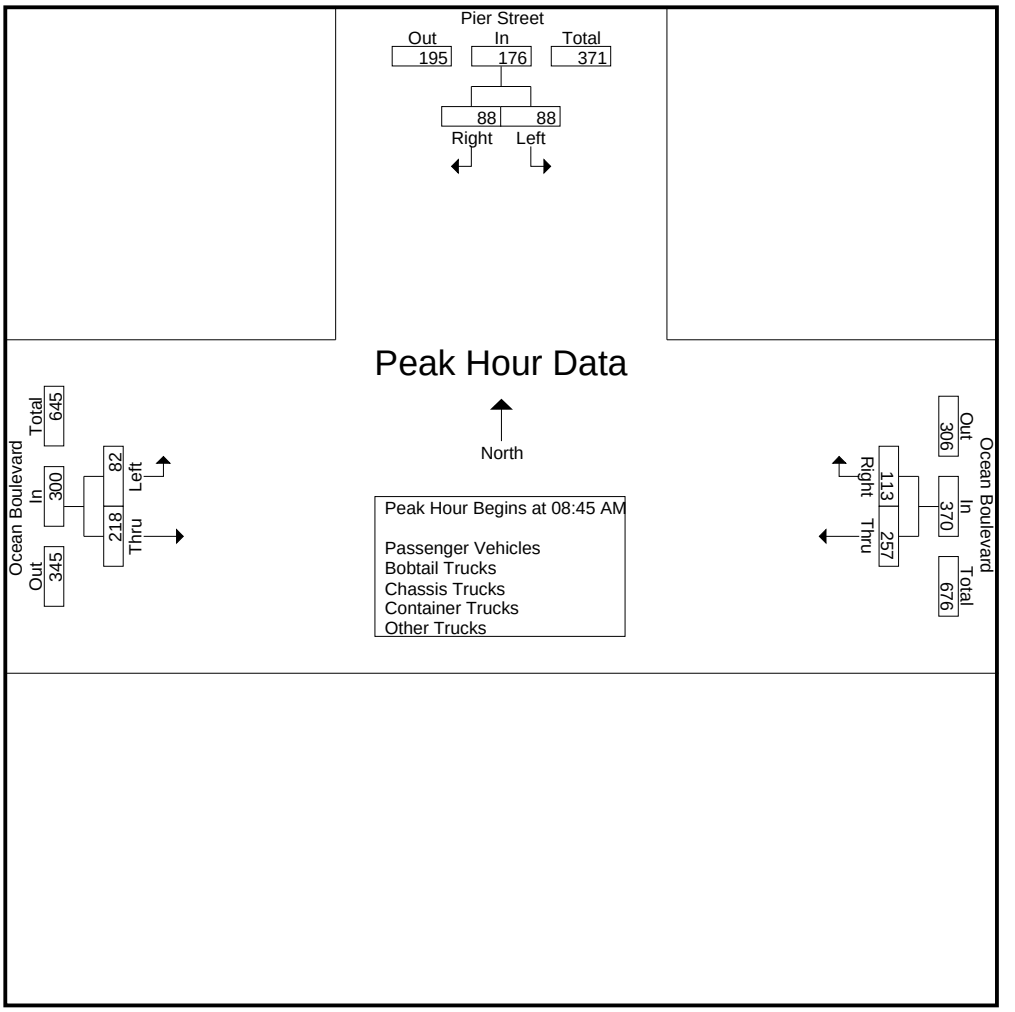

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			07:15 AM			09:00 AM		
+0 mins.	5	**35**	40	101	20	121	16	61	77
+15 mins.	4	16	20	**126**	28	**154**	24	50	74
+30 mins.	**47**	18	**65**	74	**38**	112	20	58	78
+45 mins.	32	19	51	79	35	114	**25**	**66**	**91**
Total Volume	88	88	176	380	121	501	85	235	320
% App. Total	50	50		75.8	24.2		26.6	73.4	
PHF	.468	.629	.677	.754	.796	.813	.850	.890	.879

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Groups Printed- Passenger Vehicles

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	1	0	1	14	7	21	9	24	33	55
06:15 AM	1	4	5	21	13	34	3	20	23	62
06:30 AM	0	5	5	27	13	40	13	35	48	93
06:45 AM	7	10	17	43	33	76	28	28	56	149
Total	9	19	28	105	66	171	53	107	160	359
07:00 AM	4	6	10	53	10	63	7	23	30	103
07:15 AM	1	5	6	82	8	90	13	39	52	148
07:30 AM	3	6	9	79	10	89	6	39	45	143
07:45 AM	1	6	7	39	13	52	13	59	72	131
Total	9	23	32	253	41	294	39	160	199	525
08:00 AM	4	3	7	26	14	40	3	27	30	77
08:15 AM	4	5	9	16	4	20	7	27	34	63
08:30 AM	1	1	2	19	5	24	2	21	23	49
08:45 AM	1	10	11	26	4	30	6	18	24	65
Total	10	19	29	87	27	114	18	93	111	254
09:00 AM	0	2	2	15	8	23	3	16	19	44
09:15 AM	6	1	7	21	1	22	6	16	22	51
09:30 AM	4	5	9	12	7	19	5	16	21	49
09:45 AM	0	6	6	19	7	26	6	17	23	55
Total	10	14	24	67	23	90	20	65	85	199
Grand Total	38	75	113	512	157	669	130	425	555	1337
Apprch %	33.6	66.4		76.5	23.5		23.4	76.6		
Total %	2.8	5.6	8.5	38.3	11.7	50	9.7	31.8	41.5	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	1	**10**	**11**	**26**	4	**30**	**6**	**18**	**24**	**65**
09:00 AM	0	2	2	15	**8**	23	3	16	19	44
09:15 AM	**6**	1	7	21	1	22	6	16	22	51
09:30 AM	4	5	9	12	7	19	5	16	21	49
Total Volume	11	18	29	74	20	94	20	66	86	209
% App. Total	37.9	62.1		78.7	21.3		23.3	76.7		
PHF	.458	.450	.659	.712	.625	.783	.833	.917	.896	.804

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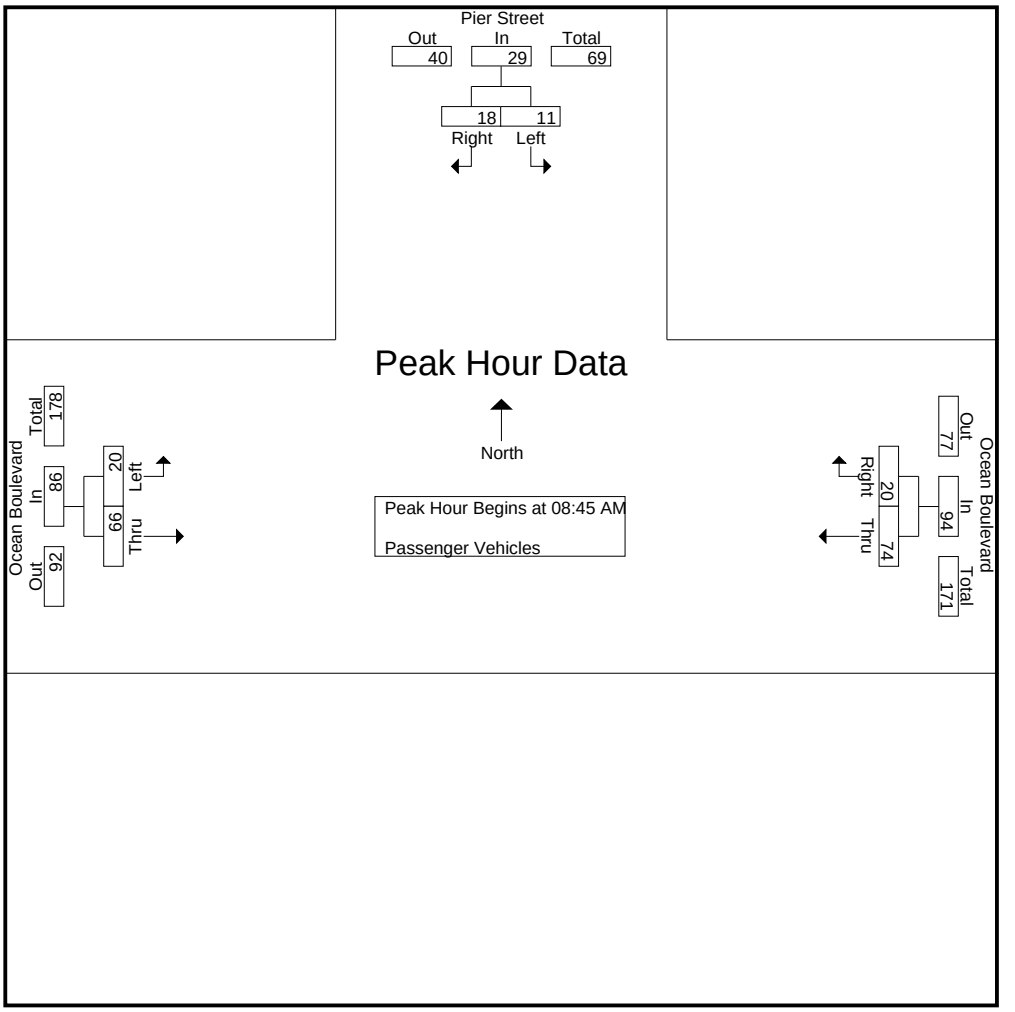

Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			08:45 AM			08:45 AM		
+0 mins.	1	**10**	**11**	**26**	4	**30**	**6**	**18**	**24**
+15 mins.	0	2	2	15	**8**	23	3	16	19
+30 mins.	**6**	1	7	21	1	22	6	16	22
+45 mins.	4	5	9	12	7	19	5	16	21
Total Volume	11	18	29	74	20	94	20	66	86
% App. Total	37.9	62.1		78.7	21.3		23.3	76.7	
PHF	.458	.450	.659	.712	.625	.783	.833	.917	.896

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Groups Printed- Bobtail Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	0	0	0	2	0	2	0	0	0	2
06:15 AM	0	0	0	1	0	1	0	0	0	1
06:30 AM	0	0	0	4	1	5	0	1	1	6
06:45 AM	1	0	1	5	0	5	1	1	2	8
Total	1	0	1	12	1	13	1	2	3	17
07:00 AM	0	0	0	6	0	6	2	3	5	11
07:15 AM	3	0	3	11	4	15	2	3	5	23
07:30 AM	0	0	0	21	2	23	0	2	2	25
07:45 AM	0	0	0	16	4	20	3	2	5	25
Total	3	0	3	54	10	64	7	10	17	84
08:00 AM	0	0	0	21	5	26	5	1	6	32
08:15 AM	1	1	2	18	5	23	2	9	11	36
08:30 AM	2	7	9	21	15	36	3	5	8	53
08:45 AM	0	9	9	17	4	21	4	17	21	51
Total	3	17	20	77	29	106	14	32	46	172
09:00 AM	2	3	5	30	5	35	6	20	26	66
09:15 AM	9	6	15	17	0	17	7	17	24	56
09:30 AM	2	4	6	19	3	22	3	19	22	50
09:45 AM	0	3	3	14	4	18	3	18	21	42
Total	13	16	29	80	12	92	19	74	93	214
Grand Total	20	33	53	223	52	275	41	118	159	487
Apprch %	37.7	62.3		81.1	18.9		25.8	74.2		
Total %	4.1	6.8	10.9	45.8	10.7	56.5	8.4	24.2	32.6	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	0	**9**	9	17	4	21	4	17	21	51
09:00 AM	2	3	5	**30**	**5**	**35**	6	**20**	**26**	**66**
09:15 AM	**9**	6	**15**	17	0	17	**7**	17	24	56
09:30 AM	2	4	6	19	3	22	3	19	22	50
Total Volume	13	22	35	83	12	95	20	73	93	223
% App. Total	37.1	62.9		87.4	12.6		21.5	78.5		
PHF	.361	.611	.583	.692	.600	.679	.714	.913	.894	.845

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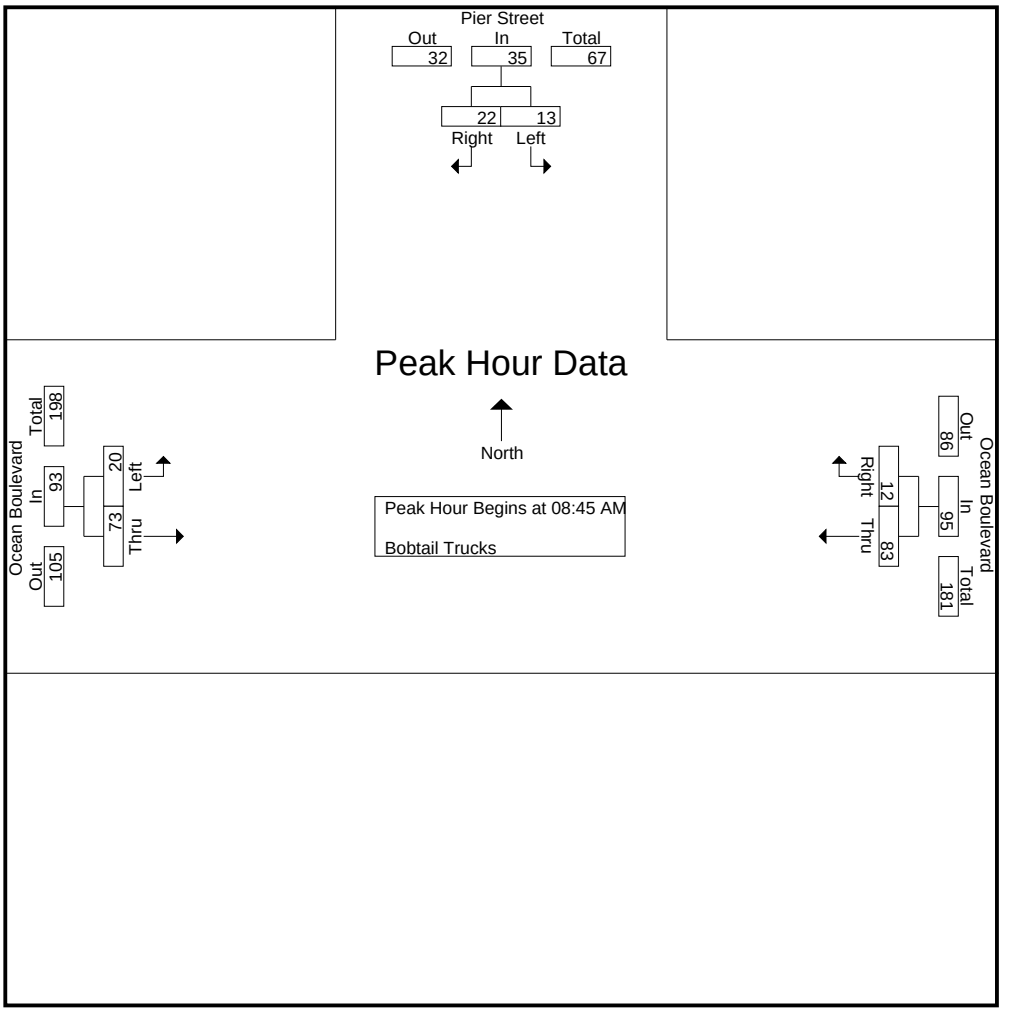

Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			08:45 AM			08:45 AM		
+0 mins.	0	**9**	9	17	4	21	4	17	21
+15 mins.	2	3	5	**30**	**5**	**35**	6	**20**	**26**
+30 mins.	**9**	6	**15**	17	0	17	**7**	17	24
+45 mins.	2	4	6	19	3	22	3	19	22
Total Volume	13	22	35	83	12	95	20	73	93
% App. Total	37.1	62.9		87.4	12.6		21.5	78.5	
PHF	.361	.611	.583	.692	.600	.679	.714	.913	.894

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Groups Printed- Chassis Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	2	0	2	0	0	0	2
06:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	4	0	4	0	0	0	4
07:00 AM	0	0	0	6	0	6	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	9	0	9	0	0	0	9
08:00 AM	0	0	0	2	0	2	0	0	0	2
08:15 AM	0	0	0	7	0	7	0	1	1	8
08:30 AM	1	0	1	10	1	11	0	1	1	13
08:45 AM	0	1	1	4	0	4	0	2	2	7
Total	1	1	2	23	1	24	0	4	4	30
09:00 AM	0	0	0	6	0	6	0	2	2	8
09:15 AM	0	0	0	4	0	4	0	0	0	4
09:30 AM	2	0	2	10	1	11	0	3	3	16
09:45 AM	0	1	1	5	0	5	0	1	1	7
Total	2	1	3	25	1	26	0	6	6	35
Grand Total	3	2	5	61	2	63	0	10	10	78
Apprch %	60	40		96.8	3.2		0	100		
Total %	3.8	2.6	6.4	78.2	2.6	80.8	0	12.8	12.8	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	0	**1**	1	4	0	4	0	2	2	7
09:00 AM	0	0	0	6	0	6	0	2	2	8
09:15 AM	0	0	0	4	0	4	0	0	0	4
09:30 AM	**2**	0	**2**	**10**	**1**	**11**	0	**3**	**3**	**16**
Total Volume	2	1	3	24	1	25	0	7	7	35
% App. Total	66.7	33.3		96	4		0	100		
PHF	.250	.250	.375	.600	.250	.568	.000	.583	.583	.547

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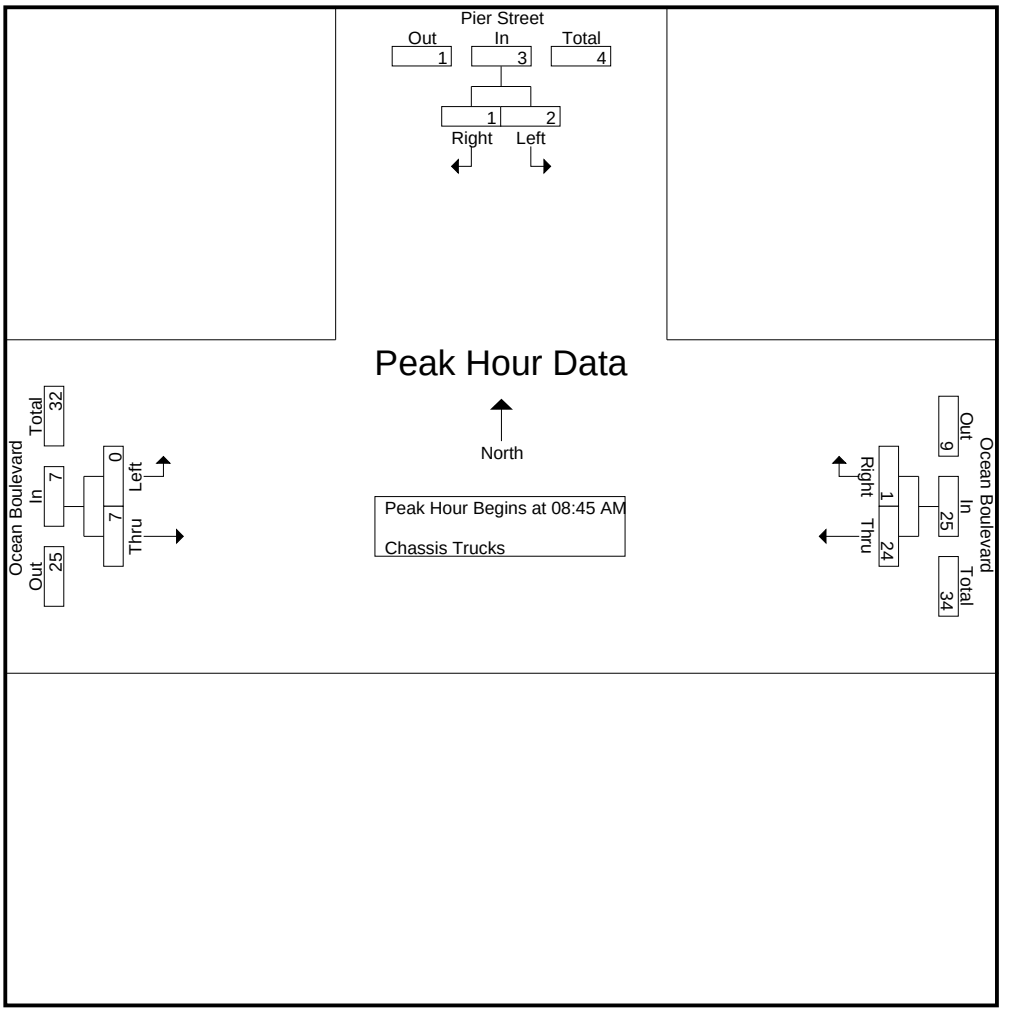

Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			08:45 AM			08:45 AM		
+0 mins.	0	**1**	1	4	0	4	0	2	2
+15 mins.	0	0	0	6	0	6	0	2	2
+30 mins.	0	0	0	4	0	4	0	0	0
+45 mins.	**2**	0	**2**	**10**	**1**	**11**	0	**3**	**3**
Total Volume	2	1	3	24	1	25	0	7	7
% App. Total	66.7	33.3		96	4		0	100	
PHF	.250	.250	.375	.600	.250	.568	.000	.583	.583

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Groups Printed- Container Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	3	0	3	1	3	4	2	1	3	10
06:15 AM	8	1	9	2	2	4	2	1	3	16
06:30 AM	5	2	7	2	8	10	7	1	8	25
06:45 AM	11	2	13	3	1	4	3	4	7	24
Total	27	5	32	8	14	22	14	7	21	75
07:00 AM	10	2	12	3	7	10	0	1	1	23
07:15 AM	6	3	9	1	6	7	1	2	3	19
07:30 AM	5	1	6	6	10	16	1	3	4	26
07:45 AM	7	2	9	2	9	11	2	3	5	25
Total	28	8	36	12	32	44	4	9	13	93
08:00 AM	10	8	18	5	10	15	0	3	3	36
08:15 AM	9	7	16	2	10	12	0	0	0	28
08:30 AM	3	1	4	0	8	8	9	3	12	24
08:45 AM	2	13	15	4	6	10	8	3	11	36
Total	24	29	53	11	34	45	17	9	26	124
09:00 AM	1	8	9	1	8	9	7	3	10	28
09:15 AM	10	10	20	6	12	18	5	4	9	47
09:30 AM	10	9	19	1	10	11	8	2	10	40
09:45 AM	0	7	7	4	12	16	8	2	10	33
Total	21	34	55	12	42	54	28	11	39	148
Grand Total	100	76	176	43	122	165	63	36	99	440
Apprch %	56.8	43.2		26.1	73.9		63.6	36.4		
Total %	22.7	17.3	40	9.8	27.7	37.5	14.3	8.2	22.5	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	2	**13**	15	4	6	10	**8**	3	**11**	36
09:00 AM	1	8	9	1	8	9	7	3	10	28
09:15 AM	**10**	10	**20**	**6**	**12**	**18**	5	**4**	9	**47**
09:30 AM	10	9	19	1	10	11	8	2	10	40
Total Volume	23	40	63	12	36	48	28	12	40	151
% App. Total	36.5	63.5		25	75		70	30		
PHF	.575	.769	.788	.500	.750	.667	.875	.750	.909	.803

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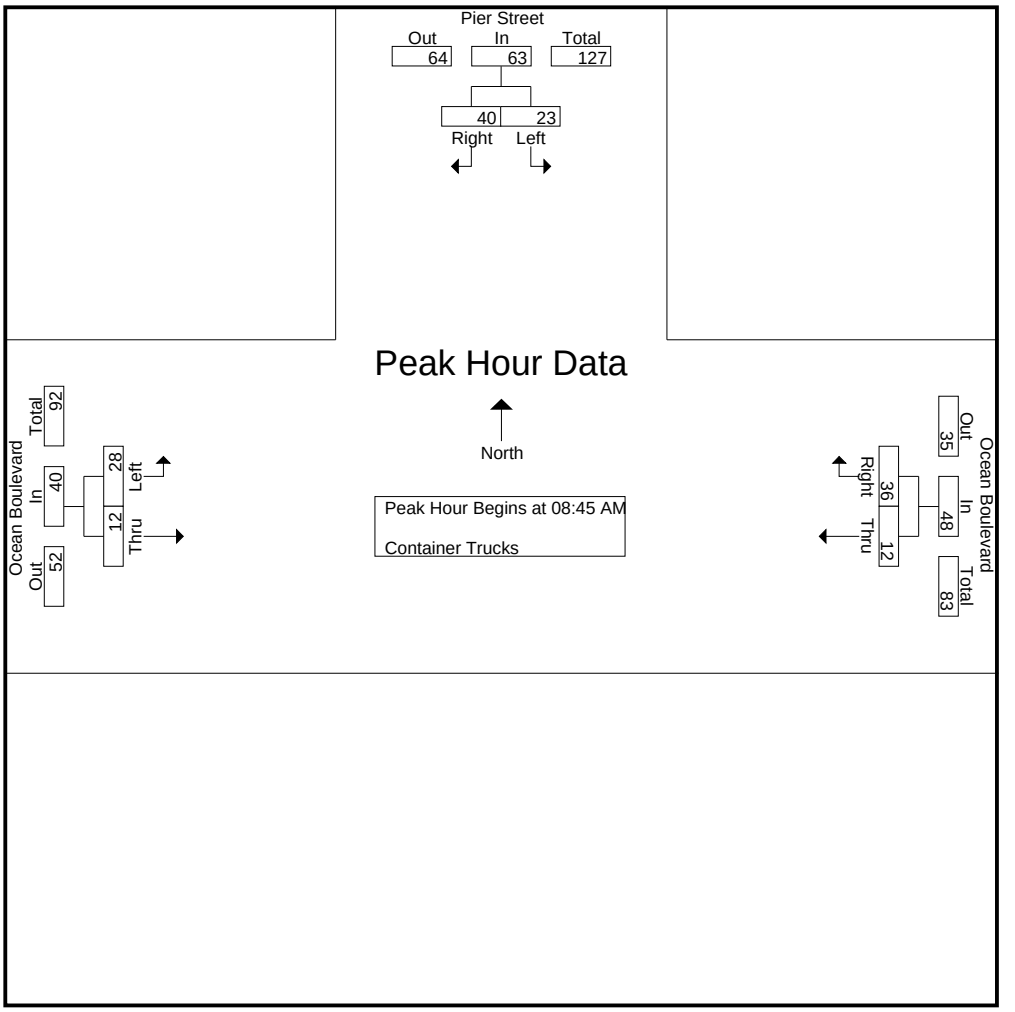

Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			08:45 AM			08:45 AM		
+0 mins.	2	**13**	15	4	6	10	**8**	3	**11**
+15 mins.	1	8	9	1	8	9	7	3	10
+30 mins.	**10**	10	**20**	**6**	**12**	**18**	5	**4**	9
+45 mins.	10	9	19	1	10	11	8	2	10
Total Volume	23	40	63	12	36	48	28	12	40
% App. Total	36.5	63.5		25	75		70	30	
PHF	.575	.769	.788	.500	.750	.667	.875	.750	.909

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Groups Printed- Other Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 AM	0	1	1	1	0	1	0	0	0	2
06:15 AM	0	0	0	2	1	3	1	0	1	4
06:30 AM	3	0	3	2	2	4	0	0	0	7
06:45 AM	0	0	0	10	5	15	1	0	1	16
Total	3	1	4	15	8	23	2	0	2	29
07:00 AM	2	0	2	9	1	10	1	0	1	13
07:15 AM	0	0	0	7	2	9	2	1	3	12
07:30 AM	0	0	0	17	6	23	0	1	1	24
07:45 AM	0	0	0	17	12	29	1	0	1	30
Total	2	0	2	50	21	71	4	2	6	79
08:00 AM	0	2	2	25	6	31	7	1	8	41
08:15 AM	7	2	9	32	9	41	1	2	3	53
08:30 AM	9	2	11	21	9	30	5	4	9	50
08:45 AM	2	2	4	20	14	34	4	9	13	51
Total	18	8	26	98	38	136	17	16	33	195
09:00 AM	1	3	4	19	9	28	0	20	20	52
09:15 AM	22	1	23	11	10	21	6	13	19	63
09:30 AM	14	1	15	14	11	25	4	18	22	62
09:45 AM	0	6	6	18	13	31	8	28	36	73
Total	37	11	48	62	43	105	18	79	97	250
Grand Total	60	20	80	225	110	335	41	97	138	553
Apprch %	75	25		67.2	32.8		29.7	70.3		
Total %	10.8	3.6	14.5	40.7	19.9	60.6	7.4	17.5	25	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:45 AM										
08:45 AM	2	2	4	**20**	**14**	**34**	4	9	13	51
09:00 AM	1	**3**	4	19	9	28	0	**20**	20	52
09:15 AM	**22**	1	**23**	11	10	21	**6**	13	19	**63**
09:30 AM	14	1	15	14	11	25	4	18	**22**	62
Total Volume	39	7	46	64	44	108	14	60	74	228
% App. Total	84.8	15.2		59.3	40.7		18.9	81.1		
PHF	.443	.583	.500	.800	.786	.794	.583	.750	.841	.905

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25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
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Weather: Sunny

File Name : LBHPIOCAM
Site Code : 0917463
Start Date : 6/9/2009
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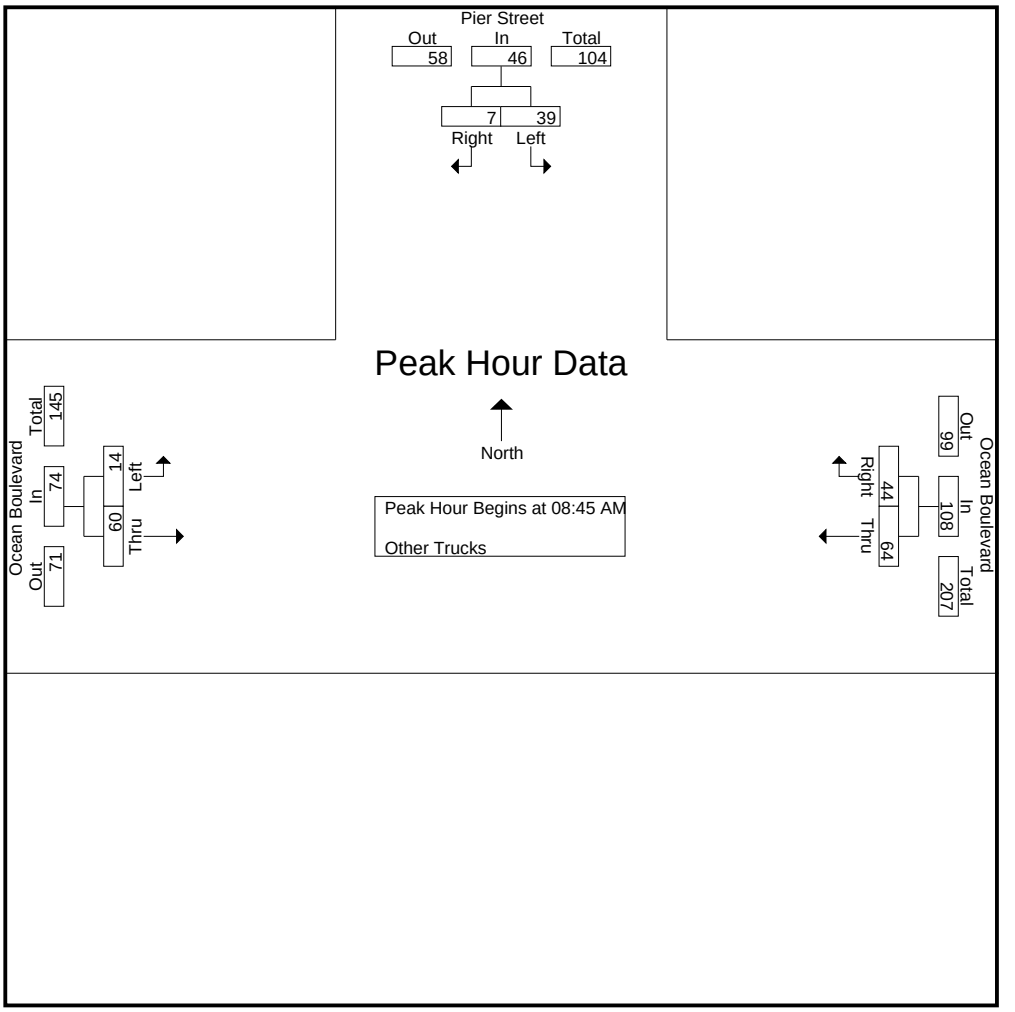

Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM			08:45 AM			08:45 AM		
+0 mins.	2	2	4	**20**	**14**	**34**	4	9	13
+15 mins.	1	**3**	4	19	9	28	0	**20**	20
+30 mins.	**22**	1	**23**	11	10	21	**6**	13	19
+45 mins.	14	1	15	14	11	25	4	18	**22**
Total Volume	39	7	46	64	44	108	14	60	74
% App. Total	84.8	15.2		59.3	40.7		18.9	81.1	
PHF	.443	.583	.500	.800	.786	.794	.583	.750	.841

Counts Unlimited Inc.
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Start Date : 6/9/2009
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	25	25	63	37	100	17	64	81	206
10:15 AM	0	13	13	57	24	81	24	52	76	170
10:30 AM	6	18	24	61	32	93	18	73	91	208
10:45 AM	0	19	19	53	27	80	21	77	98	197
Total	6	75	81	234	120	354	80	266	346	781
11:00 AM	0	25	25	89	37	126	14	54	68	219
11:15 AM	0	34	34	68	42	110	12	55	67	211
11:30 AM	0	26	26	62	23	85	10	80	90	201
11:45 AM	0	34	34	50	35	85	18	86	104	223
Total	0	119	119	269	137	406	54	275	329	854
12:00 PM	21	28	49	69	21	90	15	62	77	216
12:15 PM	22	12	34	46	31	77	18	54	72	183
12:30 PM	21	14	35	75	33	108	13	65	78	221
12:45 PM	19	13	32	73	30	103	19	70	89	224
Total	83	67	150	263	115	378	65	251	316	844
01:00 PM	24	13	37	57	39	96	21	71	92	225
01:15 PM	30	11	41	62	35	97	17	65	82	220
01:30 PM	41	15	56	51	36	87	12	79	91	234
01:45 PM	41	20	61	45	31	76	19	93	112	249
Total	136	59	195	215	141	356	69	308	377	928
02:00 PM	57	22	79	71	46	117	14	80	94	290
02:15 PM	31	22	53	66	30	96	13	92	105	254
02:30 PM	25	21	46	68	27	95	16	119	135	276
02:45 PM	31	16	47	68	24	92	15	112	127	266
Total	144	81	225	273	127	400	58	403	461	1086
03:00 PM	46	12	58	79	35	114	9	102	111	283
03:15 PM	36	15	51	77	29	106	14	89	103	260
03:30 PM	33	18	51	92	31	123	13	82	95	269
03:45 PM	23	16	39	84	30	114	11	93	104	257
Total	138	61	199	332	125	457	47	366	413	1069
Grand Total	507	462	969	1586	765	2351	373	1869	2242	5562
Apprch %	52.3	47.7		67.5	32.5		16.6	83.4		
Total %	9.1	8.3	17.4	28.5	13.8	42.3	6.7	33.6	40.3	
Passenger Vehicles	130	168	298	513	112	625	145	608	753	1676
% Passenger Vehicles	25.6	36.4	30.8	32.3	14.6	26.6	38.9	32.5	33.6	30.1
Bobtail Trucks	103	105	208	392	80	472	85	511	596	1276
% Bobtail Trucks	20.3	22.7	21.5	24.7	10.5	20.1	22.8	27.3	26.6	22.9
Chassis Trucks	7	8	15	157	100	257	16	155	171	443
% Chassis Trucks	1.4	1.7	1.5	9.9	13.1	10.9	4.3	8.3	7.6	8
Container Trucks	112	107	219	57	203	260	59	65	124	603
% Container Trucks	22.1	23.2	22.6	3.6	26.5	11.1	15.8	3.5	5.5	10.8
Other Trucks	155	74	229	467	270	737	68	530	598	1564
% Other Trucks	30.6	16	23.6	29.4	35.3	31.3	18.2	28.4	26.7	28.1

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Long Beach
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Site Code : 0917463
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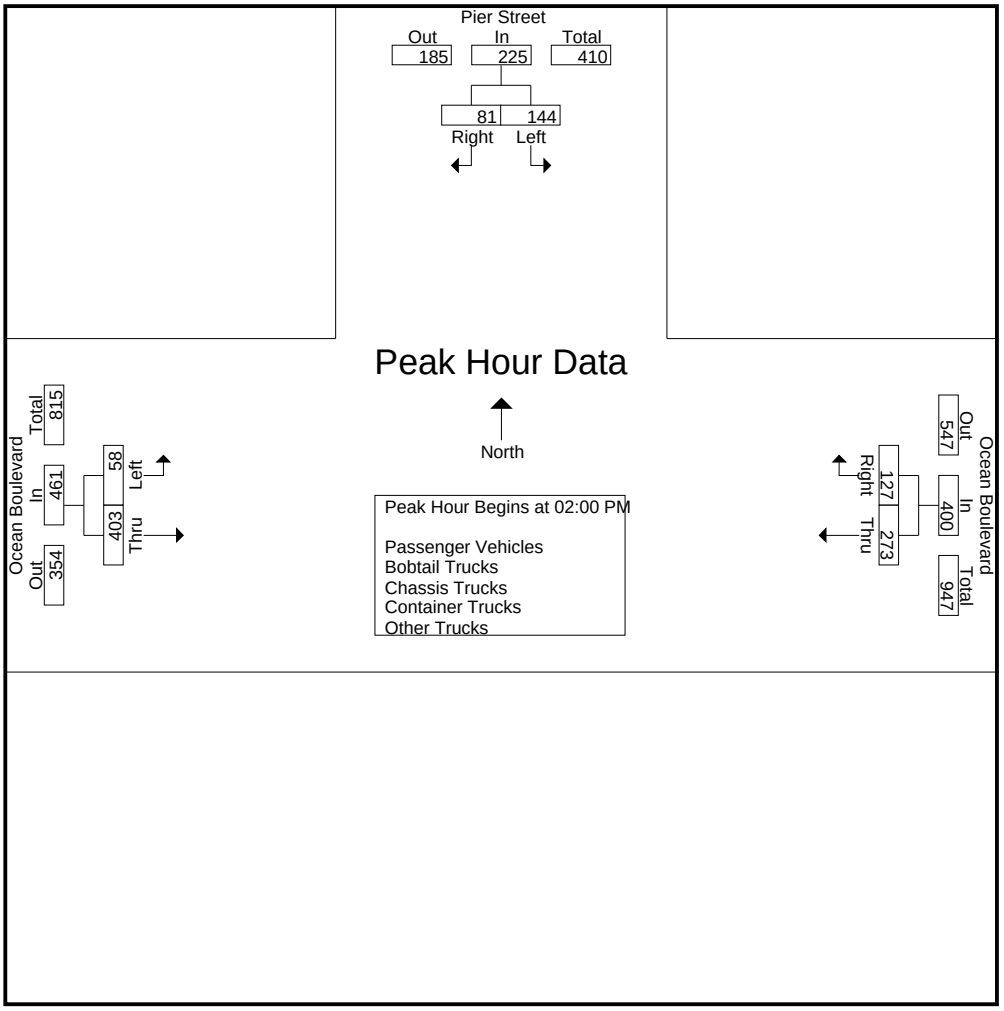
	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	**57**	**22**	**79**	**71**	**46**	**117**	14	80	94	**290**
02:15 PM	31	22	53	66	30	96	13	92	105	254
02:30 PM	25	21	46	68	27	95	**16**	**119**	**135**	276
02:45 PM	31	16	47	68	24	92	15	112	127	266
Total Volume	144	81	225	273	127	400	58	403	461	1086
% App. Total	64	36		68.2	31.8		12.6	87.4		
PHF	.632	.920	.712	.961	.690	.855	.906	.847	.854	.936



Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	01:30 PM			03:00 PM			02:15 PM		
+0 mins.	41	15	56	79	**35**	114	13	92	105
+15 mins.	41	20	61	77	29	106	**16**	**119**	**135**
+30 mins.	**57**	**22**	**79**	**92**	31	**123**	15	112	127
+45 mins.	31	22	53	84	30	114	9	102	111
Total Volume	170	79	249	332	125	457	53	425	478
% App. Total	68.3	31.7		72.6	27.4		11.1	88.9	
PHF	.746	.898	.788	.902	.893	.929	.828	.893	.885

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Site Code : 0917463
Start Date : 6/9/2009
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Groups Printed- Passenger Vehicles

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	7	7	24	10	34	4	18	22	63
10:15 AM	0	3	3	11	5	16	10	14	24	43
10:30 AM	2	8	10	14	6	20	5	21	26	56
10:45 AM	0	5	5	19	5	24	7	27	34	63
Total	2	23	25	68	26	94	26	80	106	225
11:00 AM	0	6	6	12	3	15	4	14	18	39
11:15 AM	0	6	6	21	4	25	7	12	19	50
11:30 AM	0	14	14	16	0	16	1	26	27	57
11:45 AM	0	21	21	21	7	28	12	46	58	107
Total	0	47	47	70	14	84	24	98	122	253
12:00 PM	9	14	23	29	1	30	5	27	32	85
12:15 PM	10	6	16	14	4	18	9	18	27	61
12:30 PM	4	8	12	35	6	41	9	27	36	89
12:45 PM	7	9	16	35	8	43	11	25	36	95
Total	30	37	67	113	19	132	34	97	131	330
01:00 PM	4	9	13	22	7	29	9	20	29	71
01:15 PM	8	3	11	25	5	30	7	21	28	69
01:30 PM	9	4	13	9	7	16	6	20	26	55
01:45 PM	4	3	7	21	6	27	5	22	27	61
Total	25	19	44	77	25	102	27	83	110	256
02:00 PM	15	3	18	19	5	24	3	26	29	71
02:15 PM	5	6	11	27	6	33	6	34	40	84
02:30 PM	9	8	17	20	4	24	3	47	50	91
02:45 PM	7	4	11	26	5	31	7	35	42	84
Total	36	21	57	92	20	112	19	142	161	330
03:00 PM	13	4	17	27	2	29	3	22	25	71
03:15 PM	6	5	11	21	2	23	4	23	27	61
03:30 PM	16	6	22	21	4	25	4	27	31	78
03:45 PM	2	6	8	24	0	24	4	36	40	72
Total	37	21	58	93	8	101	15	108	123	282
Grand Total	130	168	298	513	112	625	145	608	753	1676
Apprch %	43.6	56.4		82.1	17.9		19.3	80.7		
Total %	7.8	10	17.8	30.6	6.7	37.3	8.7	36.3	44.9	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	**15**	3	**18**	19	5	24	3	26	29	71
02:15 PM	5	6	11	**27**	**6**	**33**	6	34	40	84
02:30 PM	9	**8**	17	20	4	24	3	**47**	**50**	**91**
02:45 PM	7	4	11	26	5	31	**7**	35	42	84
Total Volume	36	21	57	92	20	112	19	142	161	330
% App. Total	63.2	36.8		82.1	17.9		11.8	88.2		
PHF	.600	.656	.792	.852	.833	.848	.679	.755	.805	.907

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Long Beach
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Site Code : 0917463
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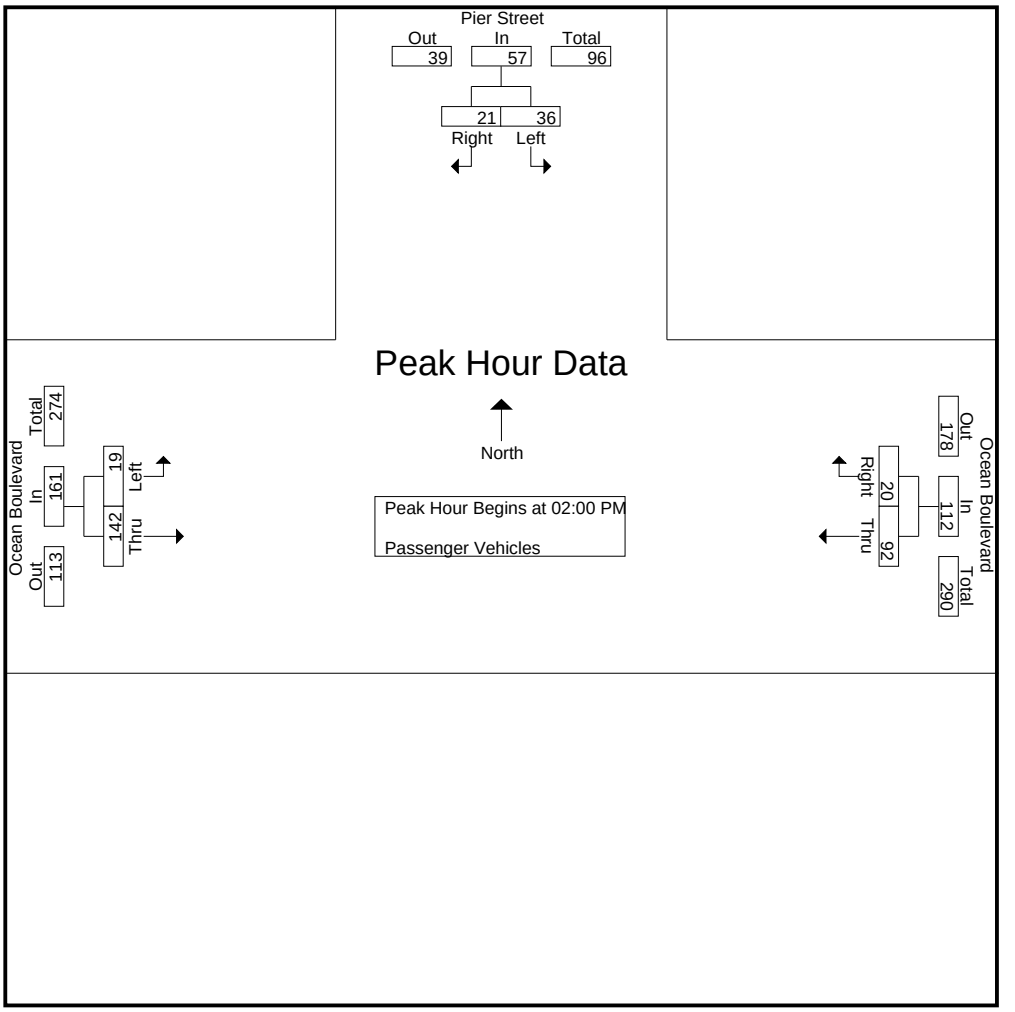

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	**15**	3	**18**	19	5	24	3	26	29
+15 mins.	5	6	11	**27**	**6**	**33**	6	34	40
+30 mins.	9	**8**	17	20	4	24	3	**47**	**50**
+45 mins.	7	4	11	26	5	31	**7**	35	42
Total Volume	36	21	57	92	20	112	19	142	161
% App. Total	63.2	36.8		82.1	17.9		11.8	88.2	
PHF	.600	.656	.792	.852	.833	.848	.679	.755	.805

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Groups Printed- Bobtail Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	5	5	15	3	18	8	17	25	48
10:15 AM	0	2	2	21	2	23	2	15	17	42
10:30 AM	1	0	1	18	3	21	2	19	21	43
10:45 AM	0	8	8	13	1	14	5	24	29	51
Total	1	15	16	67	9	76	17	75	92	184
11:00 AM	0	4	4	33	3	36	5	12	17	57
11:15 AM	0	7	7	15	2	17	1	19	20	44
11:30 AM	0	6	6	10	4	14	2	21	23	43
11:45 AM	0	8	8	14	2	16	2	18	20	44
Total	0	25	25	72	11	83	10	70	80	188
12:00 PM	3	1	4	20	0	20	0	16	16	40
12:15 PM	1	2	3	10	4	14	2	12	14	31
12:30 PM	2	0	2	9	1	10	1	19	20	32
12:45 PM	2	0	2	13	3	16	4	24	28	46
Total	8	3	11	52	8	60	7	71	78	149
01:00 PM	2	1	3	15	3	18	5	15	20	41
01:15 PM	5	3	8	16	4	20	4	16	20	48
01:30 PM	12	4	16	20	8	28	4	29	33	77
01:45 PM	10	7	17	8	5	13	8	32	40	70
Total	29	15	44	59	20	79	21	92	113	236
02:00 PM	18	7	25	23	7	30	4	22	26	81
02:15 PM	6	8	14	15	4	19	2	30	32	65
02:30 PM	7	5	12	19	1	20	6	17	23	55
02:45 PM	7	7	14	13	2	15	2	26	28	57
Total	38	27	65	70	14	84	14	95	109	258
03:00 PM	10	3	13	17	6	23	4	34	38	74
03:15 PM	7	7	14	15	3	18	3	29	32	64
03:30 PM	4	3	7	15	2	17	5	20	25	49
03:45 PM	6	7	13	25	7	32	4	25	29	74
Total	27	20	47	72	18	90	16	108	124	261
Grand Total	103	105	208	392	80	472	85	511	596	1276
Apprch %	49.5	50.5		83.1	16.9		14.3	85.7		
Total %	8.1	8.2	16.3	30.7	6.3	37	6.7	40	46.7	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	**18**	7	**25**	**23**	**7**	**30**	4	22	26	**81**
02:15 PM	6	**8**	14	15	4	19	2	**30**	**32**	65
02:30 PM	7	5	12	19	1	20	**6**	17	23	55
02:45 PM	7	7	14	13	2	15	2	26	28	57
Total Volume	38	27	65	70	14	84	14	95	109	258
% App. Total	58.5	41.5		83.3	16.7		12.8	87.2		
PHF	.528	.844	.650	.761	.500	.700	.583	.792	.852	.796

Counts Unlimited Inc.
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Start Date : 6/9/2009
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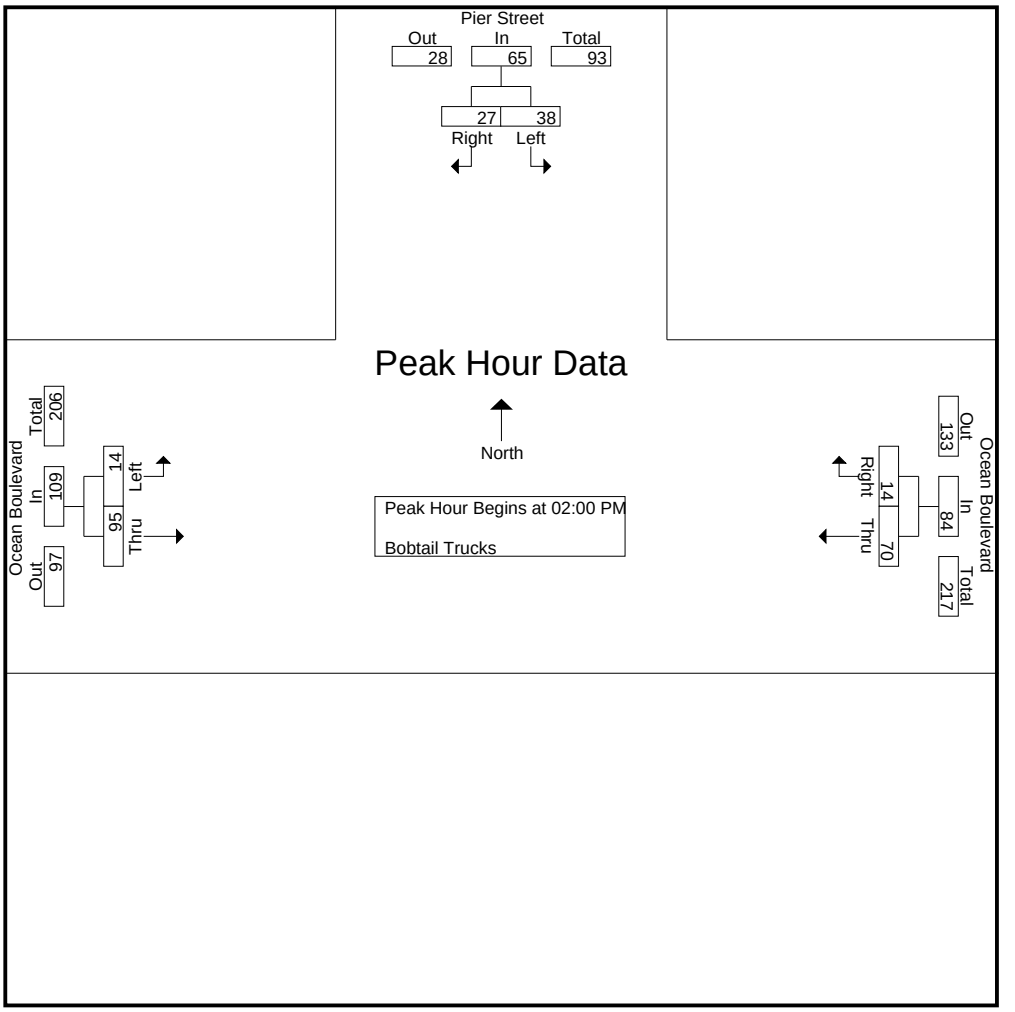

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	**18**	7	**25**	**23**	**7**	**30**	4	22	26
+15 mins.	6	**8**	14	15	4	19	2	**30**	**32**
+30 mins.	7	5	12	19	1	20	**6**	17	23
+45 mins.	7	7	14	13	2	15	2	26	28
Total Volume	38	27	65	70	14	84	14	95	109
% App. Total	58.5	41.5		83.3	16.7		12.8	87.2	
PHF	.528	.844	.650	.761	.500	.700	.583	.792	.852

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City of Long Beach
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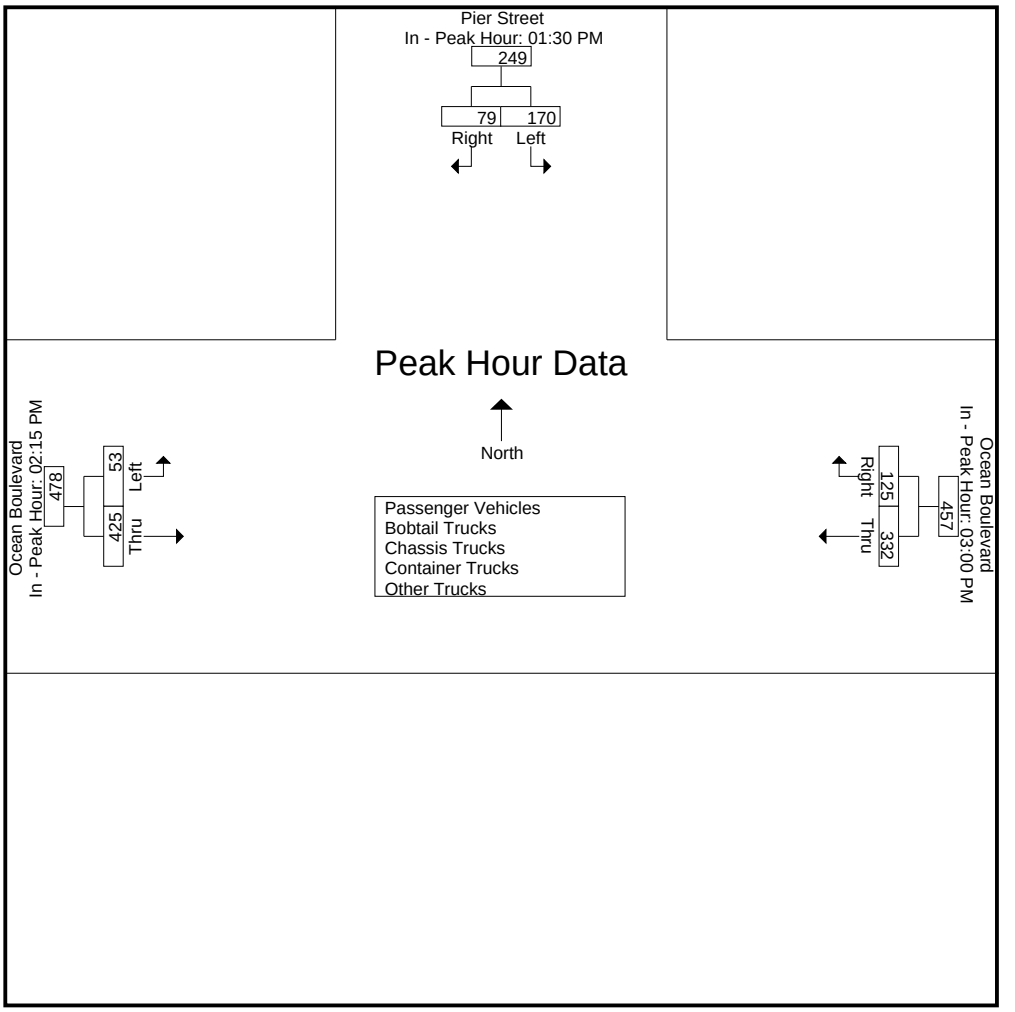

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City of Long Beach
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Weather: Sunny

File Name : LBHPIOCMD
Site Code : 0917463
Start Date : 6/9/2009
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Groups Printed- Chassis Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	0	0	4	1	5	1	2	3	8
10:15 AM	0	0	0	5	0	5	0	1	1	6
10:30 AM	0	1	1	5	1	6	0	2	2	9
10:45 AM	0	1	1	3	2	5	3	4	7	13
Total	0	2	2	17	4	21	4	9	13	36
11:00 AM	0	0	0	10	3	13	2	4	6	19
11:15 AM	0	1	1	8	9	17	1	5	6	24
11:30 AM	0	0	0	11	2	13	2	9	11	24
11:45 AM	0	1	1	5	4	9	0	5	5	15
Total	0	2	2	34	18	52	5	23	28	82
12:00 PM	0	0	0	7	2	9	0	4	4	13
12:15 PM	0	0	0	2	0	2	0	3	3	5
12:30 PM	0	0	0	8	0	8	1	7	8	16
12:45 PM	0	1	1	6	0	6	0	9	9	16
Total	0	1	1	23	2	25	1	23	24	50
01:00 PM	0	0	0	3	6	9	1	12	13	22
01:15 PM	0	0	0	3	4	7	0	14	14	21
01:30 PM	0	0	0	9	8	17	0	9	9	26
01:45 PM	3	0	3	8	5	13	1	15	16	32
Total	3	0	3	23	23	46	2	50	52	101
02:00 PM	0	1	1	6	13	19	1	4	5	25
02:15 PM	0	0	0	4	7	11	1	5	6	17
02:30 PM	0	0	0	4	6	10	2	10	12	22
02:45 PM	0	0	0	5	2	7	0	12	12	19
Total	0	1	1	19	28	47	4	31	35	83
03:00 PM	3	1	4	7	7	14	0	8	8	26
03:15 PM	0	0	0	10	6	16	0	2	2	18
03:30 PM	1	0	1	14	4	18	0	4	4	23
03:45 PM	0	1	1	10	8	18	0	5	5	24
Total	4	2	6	41	25	66	0	19	19	91
Grand Total	7	8	15	157	100	257	16	155	171	443
Apprch %	46.7	53.3		61.1	38.9		9.4	90.6		
Total %	1.6	1.8	3.4	35.4	22.6	58	3.6	35	38.6	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	**1**	**1**	**6**	**13**	**19**	1	4	5	**25**
02:15 PM	0	0	0	4	7	11	1	5	6	17
02:30 PM	0	0	0	4	6	10	**2**	10	**12**	22
02:45 PM	0	0	0	5	2	7	0	**12**	12	19
Total Volume	0	1	1	19	28	47	4	31	35	83
% App. Total	0	100		40.4	59.6		11.4	88.6		
PHF	.000	.250	.250	.792	.538	.618	.500	.646	.729	.830

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Long Beach
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Weather: Sunny

File Name : LBHPIOCMD
Site Code : 0917463
Start Date : 6/9/2009
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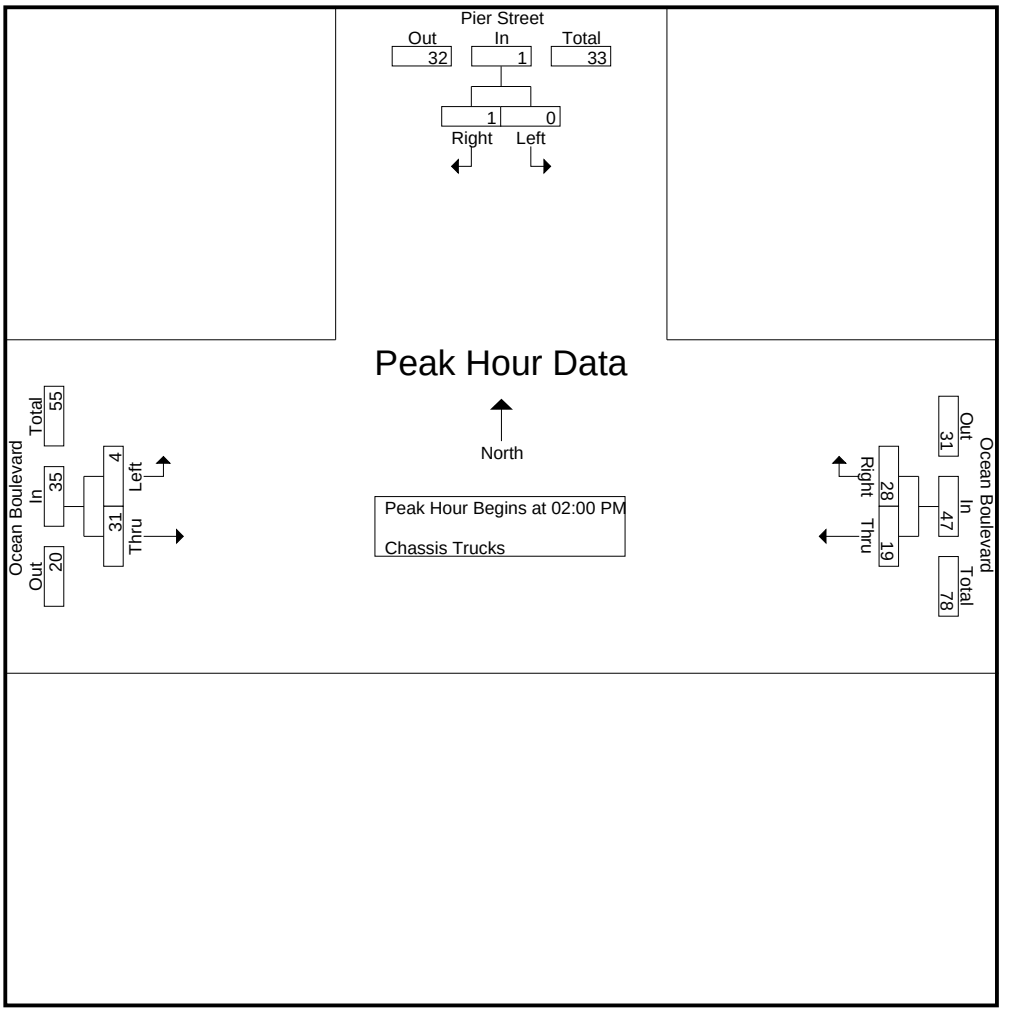

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	**1**	**1**	**6**	**13**	**19**	1	4	5
+15 mins.	0	0	0	4	7	11	1	5	6
+30 mins.	0	0	0	4	6	10	**2**	10	**12**
+45 mins.	0	0	0	5	2	7	0	**12**	12
Total Volume	0	1	1	19	28	47	4	31	35
% App. Total	0	100		40.4	59.6		11.4	88.6	
PHF	.000	.250	.250	.792	.538	.618	.500	.646	.729

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

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Site Code : 0917463
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Groups Printed- Container Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	10	10	5	11	16	2	6	8	34
10:15 AM	0	8	8	2	10	12	9	3	12	32
10:30 AM	1	5	6	3	10	13	4	2	6	25
10:45 AM	0	2	2	3	10	13	5	3	8	23
Total	1	25	26	13	41	54	20	14	34	114
11:00 AM	0	12	12	6	9	15	1	3	4	31
11:15 AM	0	17	17	2	14	16	1	4	5	38
11:30 AM	0	3	3	4	8	12	3	4	7	22
11:45 AM	0	3	3	3	12	15	3	3	6	24
Total	0	35	35	15	43	58	8	14	22	115
12:00 PM	9	10	19	2	7	9	3	3	6	34
12:15 PM	10	2	12	1	12	13	3	3	6	31
12:30 PM	15	4	19	2	11	13	0	3	3	35
12:45 PM	9	2	11	3	9	12	2	1	3	26
Total	43	18	61	8	39	47	8	10	18	126
01:00 PM	9	0	9	0	10	10	2	1	3	22
01:15 PM	8	2	10	3	8	11	2	1	3	24
01:30 PM	5	2	7	0	7	7	2	0	2	16
01:45 PM	5	2	7	2	7	9	3	2	5	21
Total	27	6	33	5	32	37	9	4	13	83
02:00 PM	9	4	13	3	6	9	4	1	5	27
02:15 PM	3	2	5	3	5	8	1	5	6	19
02:30 PM	1	4	5	2	8	10	1	3	4	19
02:45 PM	8	4	12	2	3	5	3	2	5	22
Total	21	14	35	10	22	32	9	11	20	87
03:00 PM	8	4	12	0	8	8	0	6	6	26
03:15 PM	5	0	5	3	6	9	2	4	6	20
03:30 PM	4	4	8	3	8	11	2	1	3	22
03:45 PM	3	1	4	0	4	4	1	1	2	10
Total	20	9	29	6	26	32	5	12	17	78
Grand Total	112	107	219	57	203	260	59	65	124	603
Apprch %	51.1	48.9		21.9	78.1		47.6	52.4		
Total %	18.6	17.7	36.3	9.5	33.7	43.1	9.8	10.8	20.6	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	**9**	**4**	**13**	**3**	6	9	**4**	1	5	**27**
02:15 PM	3	2	5	3	5	8	1	**5**	**6**	19
02:30 PM	1	4	5	2	**8**	**10**	1	3	4	19
02:45 PM	8	4	12	2	3	5	3	2	5	22
Total Volume	21	14	35	10	22	32	9	11	20	87
% App. Total	60	40		31.2	68.8		45	55		
PHF	.583	.875	.673	.833	.688	.800	.563	.550	.833	.806

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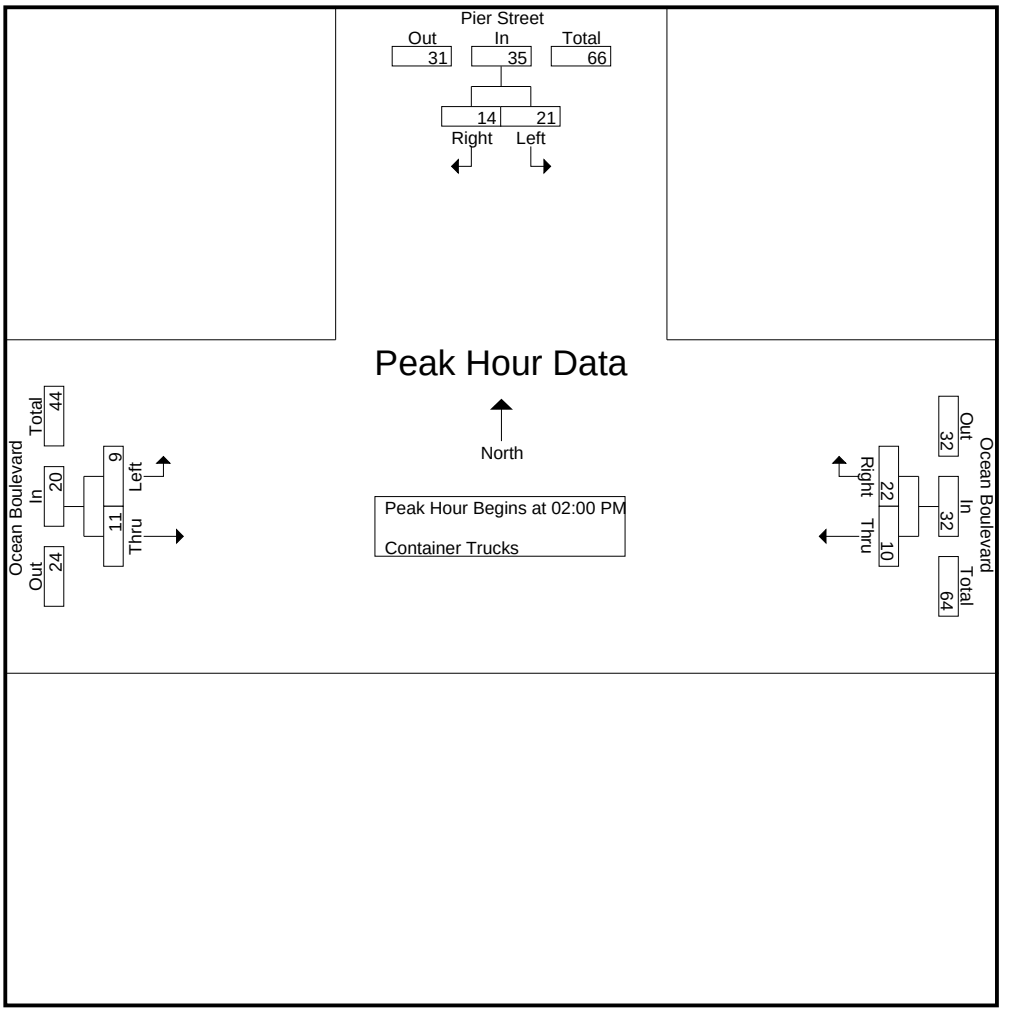

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	**9**	**4**	**13**	**3**	6	9	**4**	1	5
+15 mins.	3	2	5	3	5	8	1	**5**	**6**
+30 mins.	1	4	5	2	**8**	**10**	1	3	4
+45 mins.	8	4	12	2	3	5	3	2	5
Total Volume	21	14	35	10	22	32	9	11	20
% App. Total	60	40		31.2	68.8		45	55	
PHF	.583	.875	.673	.833	.688	.800	.563	.550	.833

Counts Unlimited Inc.
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Groups Printed- Other Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
10:00 AM	0	3	3	15	12	27	2	21	23	53
10:15 AM	0	0	0	18	7	25	3	19	22	47
10:30 AM	2	4	6	21	12	33	7	29	36	75
10:45 AM	0	3	3	15	9	24	1	19	20	47
Total	2	10	12	69	40	109	13	88	101	222
11:00 AM	0	3	3	28	19	47	2	21	23	73
11:15 AM	0	3	3	22	13	35	2	15	17	55
11:30 AM	0	3	3	21	9	30	2	20	22	55
11:45 AM	0	1	1	7	10	17	1	14	15	33
Total	0	10	10	78	51	129	7	70	77	216
12:00 PM	0	3	3	11	11	22	7	12	19	44
12:15 PM	1	2	3	19	11	30	4	18	22	55
12:30 PM	0	2	2	21	15	36	2	9	11	49
12:45 PM	1	1	2	16	10	26	2	11	13	41
Total	2	8	10	67	47	114	15	50	65	189
01:00 PM	9	3	12	17	13	30	4	23	27	69
01:15 PM	9	3	12	15	14	29	4	13	17	58
01:30 PM	15	5	20	13	6	19	0	21	21	60
01:45 PM	19	8	27	6	8	14	2	22	24	65
Total	52	19	71	51	41	92	10	79	89	252
02:00 PM	15	7	22	20	15	35	2	27	29	86
02:15 PM	17	6	23	17	8	25	3	18	21	69
02:30 PM	8	4	12	23	8	31	4	42	46	89
02:45 PM	9	1	10	22	12	34	3	37	40	84
Total	49	18	67	82	43	125	12	124	136	328
03:00 PM	12	0	12	28	12	40	2	32	34	86
03:15 PM	18	3	21	28	12	40	5	31	36	97
03:30 PM	8	5	13	39	13	52	2	30	32	97
03:45 PM	12	1	13	25	11	36	2	26	28	77
Total	50	9	59	120	48	168	11	119	130	357
Grand Total	155	74	229	467	270	737	68	530	598	1564
Apprch %	67.7	32.3		63.4	36.6		11.4	88.6		
Total %	9.9	4.7	14.6	29.9	17.3	47.1	4.3	33.9	38.2	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	15	**7**	22	20	**15**	**35**	2	27	29	86
02:15 PM	**17**	6	**23**	17	8	25	3	18	21	69
02:30 PM	8	4	12	**23**	8	31	**4**	**42**	**46**	**89**
02:45 PM	9	1	10	22	12	34	3	37	40	84
Total Volume	49	18	67	82	43	125	12	124	136	328
% App. Total	73.1	26.9		65.6	34.4		8.8	91.2		
PHF	.721	.643	.728	.891	.717	.893	.750	.738	.739	.921

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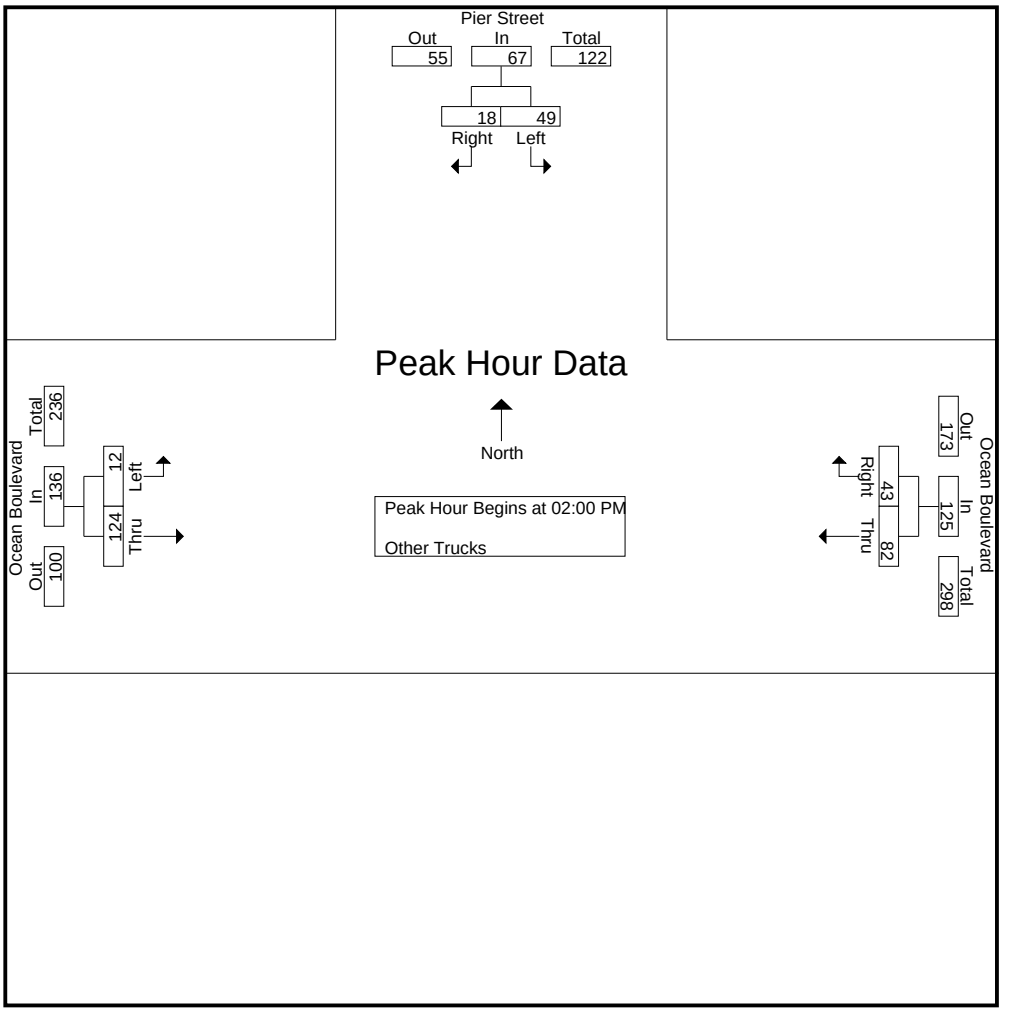

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	15	**7**	22	20	**15**	**35**	2	27	29
+15 mins.	**17**	6	**23**	17	8	25	3	18	21
+30 mins.	8	4	12	**23**	8	31	**4**	**42**	**46**
+45 mins.	9	1	10	22	12	34	3	37	40
Total Volume	49	18	67	82	43	125	12	124	136
% App. Total	73.1	26.9		65.6	34.4		8.8	91.2	
PHF	.721	.643	.728	.891	.717	.893	.750	.738	.739

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25286 Jaclyn Avenue
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	39	18	57	80	30	110	12	100	112	279
04:15 PM	32	24	56	81	21	102	13	99	112	270
04:30 PM	45	22	67	81	18	99	15	89	104	270
04:45 PM	42	43	85	85	20	105	14	125	139	329
Total	158	107	265	327	89	416	54	413	467	1148
05:00 PM	20	41	61	119	16	135	9	68	77	273
05:15 PM	14	13	27	109	9	118	15	40	55	200
05:30 PM	10	5	15	74	24	98	7	25	32	145
05:45 PM	7	18	25	83	18	101	9	52	61	187
Total	51	77	128	385	67	452	40	185	225	805
Grand Total	209	184	393	712	156	868	94	598	692	1953
Apprch %	53.2	46.8		82	18		13.6	86.4		
Total %	10.7	9.4	20.1	36.5	8	44.4	4.8	30.6	35.4	
Passenger Vehicles	90	114	204	293	33	326	49	350	399	929
% Passenger Vehicles	43.1	62	51.9	41.2	21.2	37.6	52.1	58.5	57.7	47.6
Bobtail Trucks	54	35	89	193	25	218	16	105	121	428
% Bobtail Trucks	25.8	19	22.6	27.1	16	25.1	17	17.6	17.5	21.9
Chassis Trucks	2	2	4	29	24	53	2	15	17	74
% Chassis Trucks	1	1.1	1	4.1	15.4	6.1	2.1	2.5	2.5	3.8
Container Trucks	15	18	33	16	26	42	9	14	23	98
% Container Trucks	7.2	9.8	8.4	2.2	16.7	4.8	9.6	2.3	3.3	5
Other Trucks	48	15	63	181	48	229	18	114	132	424
% Other Trucks	23	8.2	16	25.4	30.8	26.4	19.1	19.1	19.1	21.7

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	39	18	57	80	**30**	**110**	12	100	112	279
04:15 PM	32	24	56	81	21	102	13	99	112	270
04:30 PM	**45**	22	67	81	18	99	**15**	89	104	270
04:45 PM	42	**43**	**85**	**85**	20	105	14	**125**	**139**	**329**
Total Volume	158	107	265	327	89	416	54	413	467	1148
% App. Total	59.6	40.4		78.6	21.4		11.6	88.4		
PHF	.878	.622	.779	.962	.742	.945	.900	.826	.840	.872

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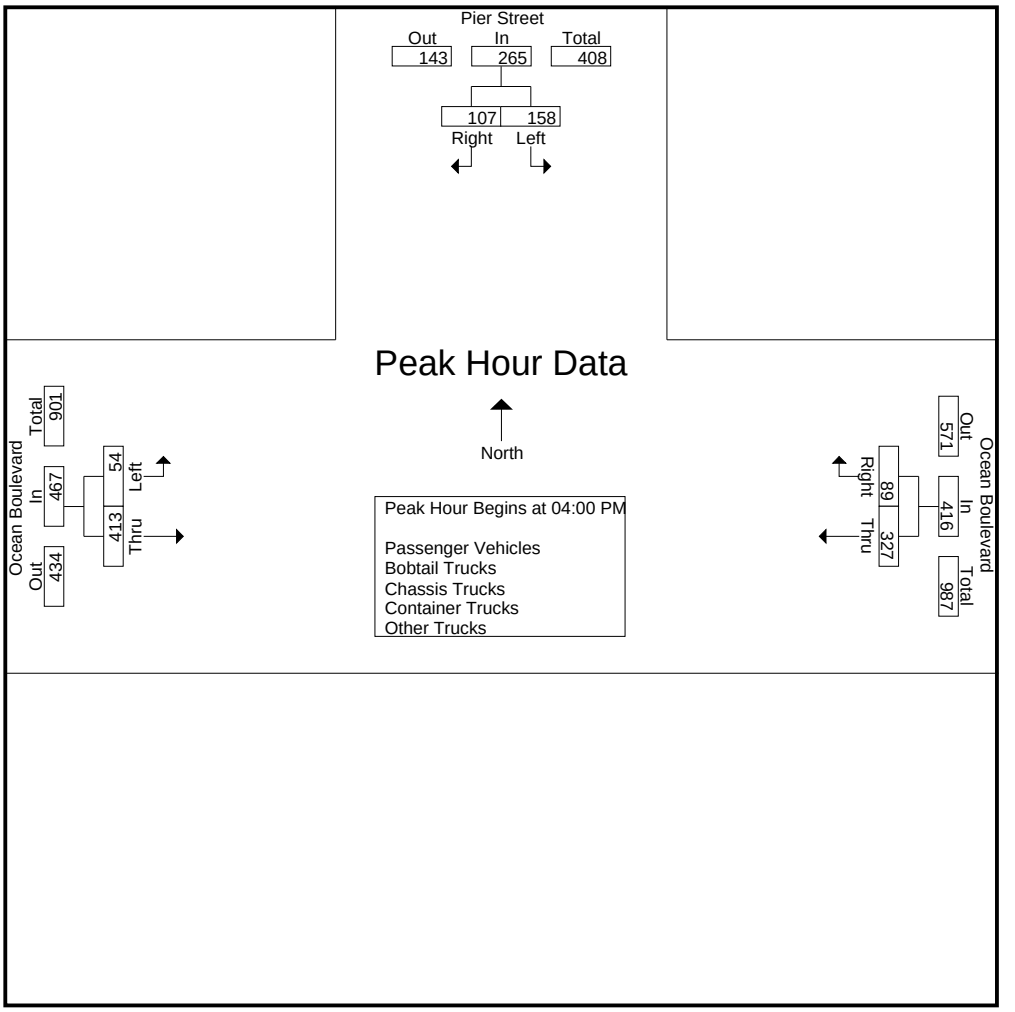

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	32	24	56	81	18	99	12	100	112
+15 mins.	**45**	22	67	85	**20**	105	13	99	112
+30 mins.	42	**43**	**85**	**119**	16	**135**	**15**	89	104
+45 mins.	20	41	61	109	9	118	14	**125**	**139**
Total Volume	139	130	269	394	63	457	54	413	467
% App. Total	51.7	48.3		86.2	13.8		11.6	88.4	
PHF	.772	.756	.791	.828	.788	.846	.900	.826	.840

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Groups Printed- Passenger Vehicles

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	7	5	12	23	3	26	2	38	40	78
04:15 PM	11	8	19	32	2	34	4	40	44	97
04:30 PM	17	6	23	28	4	32	8	38	46	101
04:45 PM	20	40	60	40	4	44	10	88	98	202
Total	55	59	114	123	13	136	24	204	228	478
05:00 PM	9	32	41	66	6	72	5	57	62	175
05:15 PM	12	9	21	47	2	49	10	35	45	115
05:30 PM	9	4	13	32	7	39	6	22	28	80
05:45 PM	5	10	15	25	5	30	4	32	36	81
Total	35	55	90	170	20	190	25	146	171	451
Grand Total	90	114	204	293	33	326	49	350	399	929
Apprch %	44.1	55.9		89.9	10.1		12.3	87.7		
Total %	9.7	12.3	22	31.5	3.6	35.1	5.3	37.7	42.9	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	5	12	23	3	26	2	38	40	78
04:15 PM	11	8	19	32	2	34	4	40	44	97
04:30 PM	17	6	23	28	**4**	32	8	38	46	101
04:45 PM	**20**	**40**	**60**	**40**	4	**44**	**10**	**88**	**98**	**202**
Total Volume	55	59	114	123	13	136	24	204	228	478
% App. Total	48.2	51.8		90.4	9.6		10.5	89.5		
PHF	.688	.369	.475	.769	.813	.773	.600	.580	.582	.592

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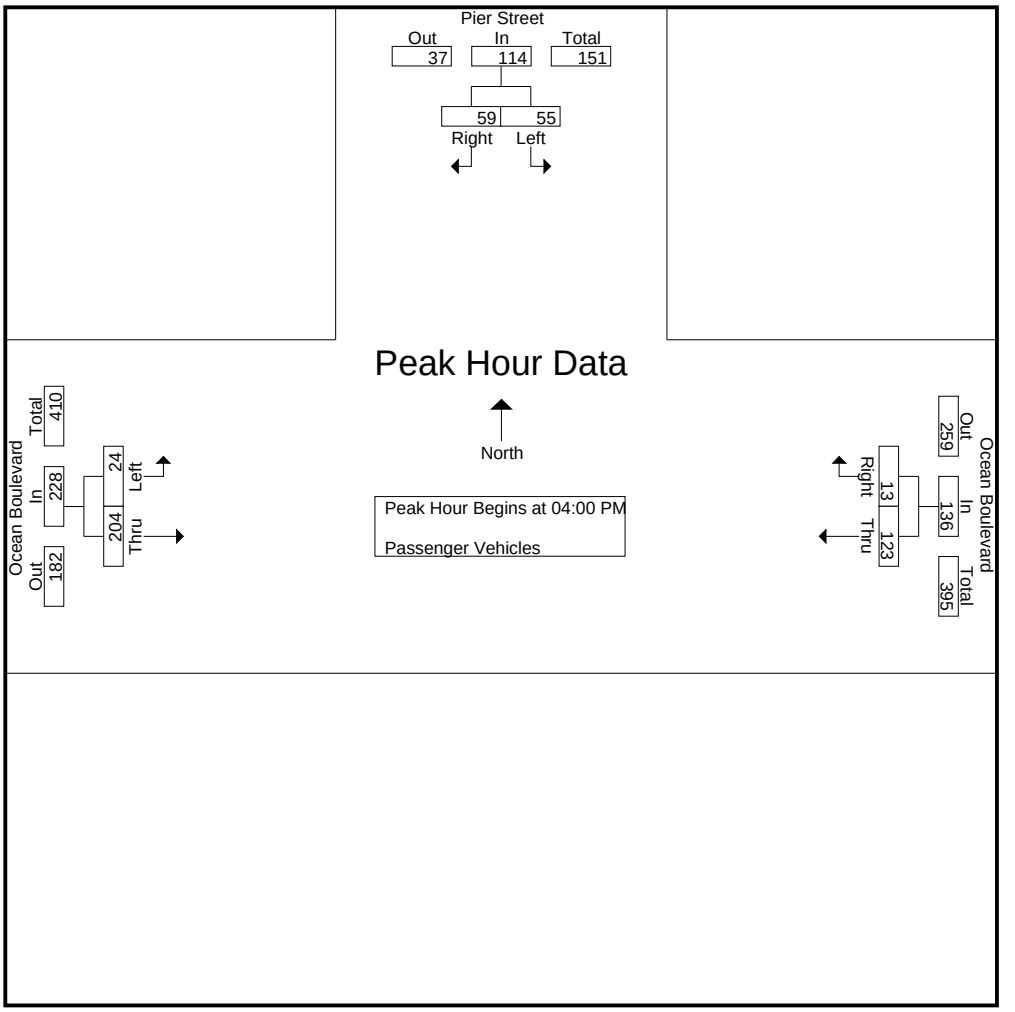

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	7	5	12	23	3	26	2	38	40
+15 mins.	11	8	19	32	2	34	4	40	44
+30 mins.	17	6	23	28	**4**	32	8	38	46
+45 mins.	**20**	**40**	**60**	**40**	4	**44**	**10**	**88**	**98**
Total Volume	55	59	114	123	13	136	24	204	228
% App. Total	48.2	51.8		90.4	9.6		10.5	89.5	
PHF	.688	.369	.475	.769	.813	.773	.600	.580	.582

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File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009

Groups Printed- Bobtail Trucks

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	18	9	27	17	4	21	6	29	35	83
04:15 PM	9	11	20	20	4	24	3	23	26	70
04:30 PM	14	8	22	29	4	33	2	21	23	78
04:45 PM	8	2	10	18	1	19	1	19	20	49
Total	49	30	79	84	13	97	12	92	104	280
05:00 PM	3	4	7	24	3	27	2	5	7	41
05:15 PM	1	0	1	33	3	36	1	1	2	39
05:30 PM	0	0	0	24	5	29	0	1	1	30
05:45 PM	1	1	2	28	1	29	1	6	7	38
Total	5	5	10	109	12	121	4	13	17	148
Grand Total	54	35	89	193	25	218	16	105	121	428
Apprch %	60.7	39.3		88.5	11.5		13.2	86.8		
Total %	12.6	8.2	20.8	45.1	5.8	50.9	3.7	24.5	28.3	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**18**	9	**27**	17	**4**	21	**6**	**29**	**35**	**83**
04:15 PM	9	**11**	20	20	4	24	3	23	26	70
04:30 PM	14	8	22	**29**	4	**33**	2	21	23	78
04:45 PM	8	2	10	18	1	19	1	19	20	49
Total Volume	49	30	79	84	13	97	12	92	104	280
% App. Total	62	38		86.6	13.4		11.5	88.5		
PHF	.681	.682	.731	.724	.813	.735	.500	.793	.743	.843

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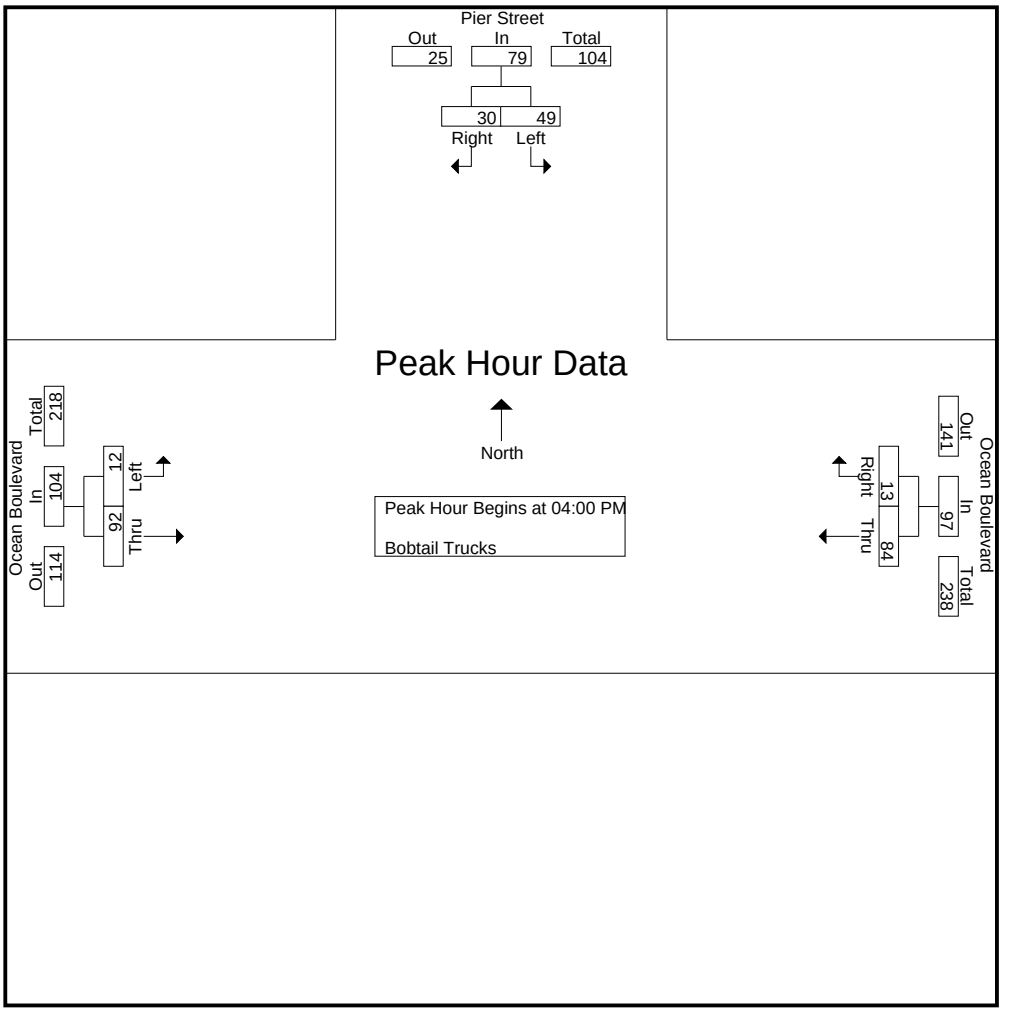


Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**18**	9	**27**	17	**4**	21	**6**	**29**	**35**
+15 mins.	9	**11**	20	20	4	24	3	23	26
+30 mins.	14	8	22	**29**	4	**33**	2	21	23
+45 mins.	8	2	10	18	1	19	1	19	20
Total Volume	49	30	79	84	13	97	12	92	104
% App. Total	62	38		86.6	13.4		11.5	88.5	
PHF	.681	.682	.731	.724	.813	.735	.500	.793	.743

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 1

Groups Printed- Chassis Trucks

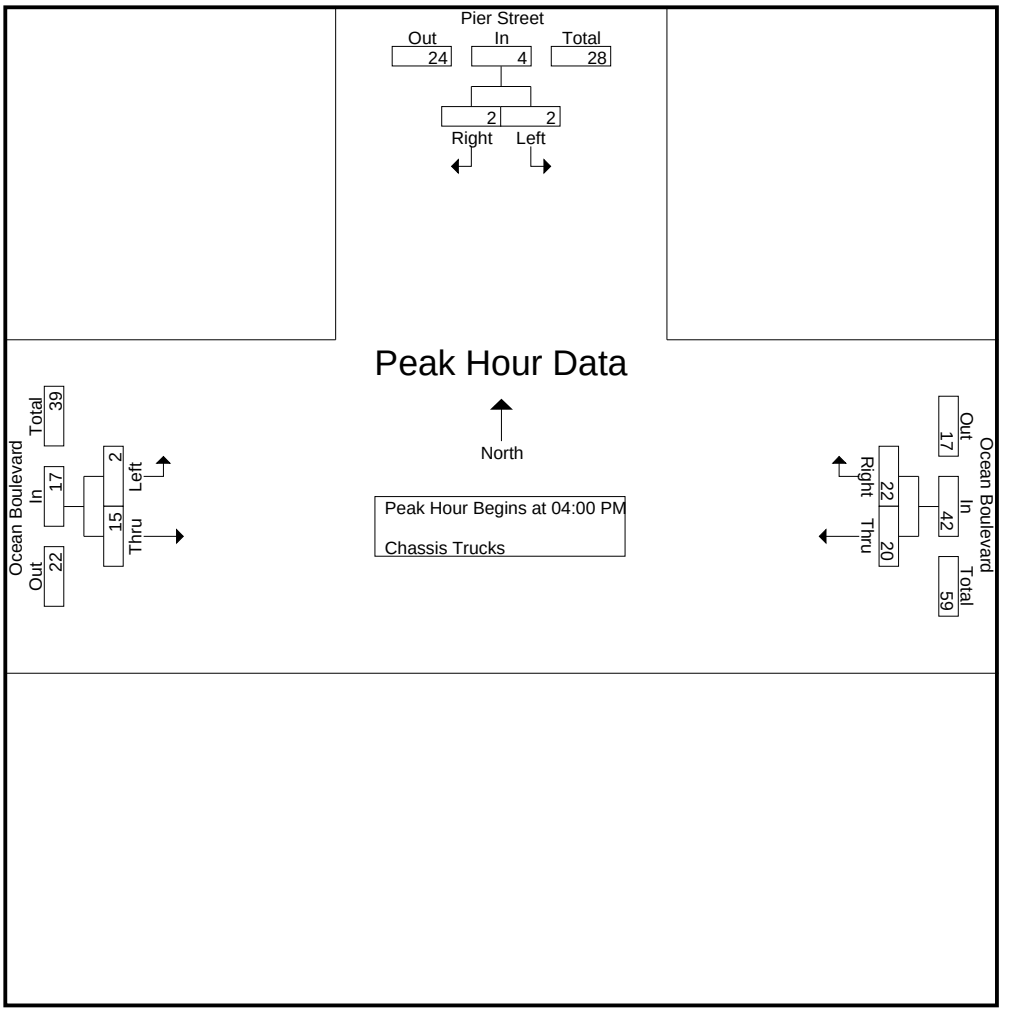
	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	1	2	9	9	18	0	6	6	26
04:15 PM	0	0	0	4	7	11	2	5	7	18
04:30 PM	1	1	2	3	3	6	0	3	3	11
04:45 PM	0	0	0	4	3	7	0	1	1	8
Total	2	2	4	20	22	42	2	15	17	63
05:00 PM	0	0	0	3	0	3	0	0	0	3
05:15 PM	0	0	0	5	1	6	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	1	2	0	0	0	2
Total	0	0	0	9	2	11	0	0	0	11
Grand Total	2	2	4	29	24	53	2	15	17	74
Apprch %	50	50		54.7	45.3		11.8	88.2		
Total %	2.7	2.7	5.4	39.2	32.4	71.6	2.7	20.3	23	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	**1**	**2**	**9**	**9**	**18**	0	**6**	6	**26**
04:15 PM	0	0	0	4	7	11	**2**	5	**7**	18
04:30 PM	1	1	2	3	3	6	0	3	3	11
04:45 PM	0	0	0	4	3	7	0	1	1	8
Total Volume	2	2	4	20	22	42	2	15	17	63
% App. Total	50	50		47.6	52.4		11.8	88.2		
PHF	.500	.500	.500	.556	.611	.583	.250	.625	.607	.606

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	**1**	**2**	**9**	**9**	**18**	0	**6**	6
+15 mins.	0	0	0	4	7	11	**2**	5	**7**
+30 mins.	1	1	2	3	3	6	0	3	3
+45 mins.	0	0	0	4	3	7	0	1	1
Total Volume	2	2	4	20	22	42	2	15	17
% App. Total	50	50		47.6	52.4		11.8	88.2	
PHF	.500	.500	.500	.556	.611	.583	.250	.625	.607

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 1

Groups Printed- Container Trucks

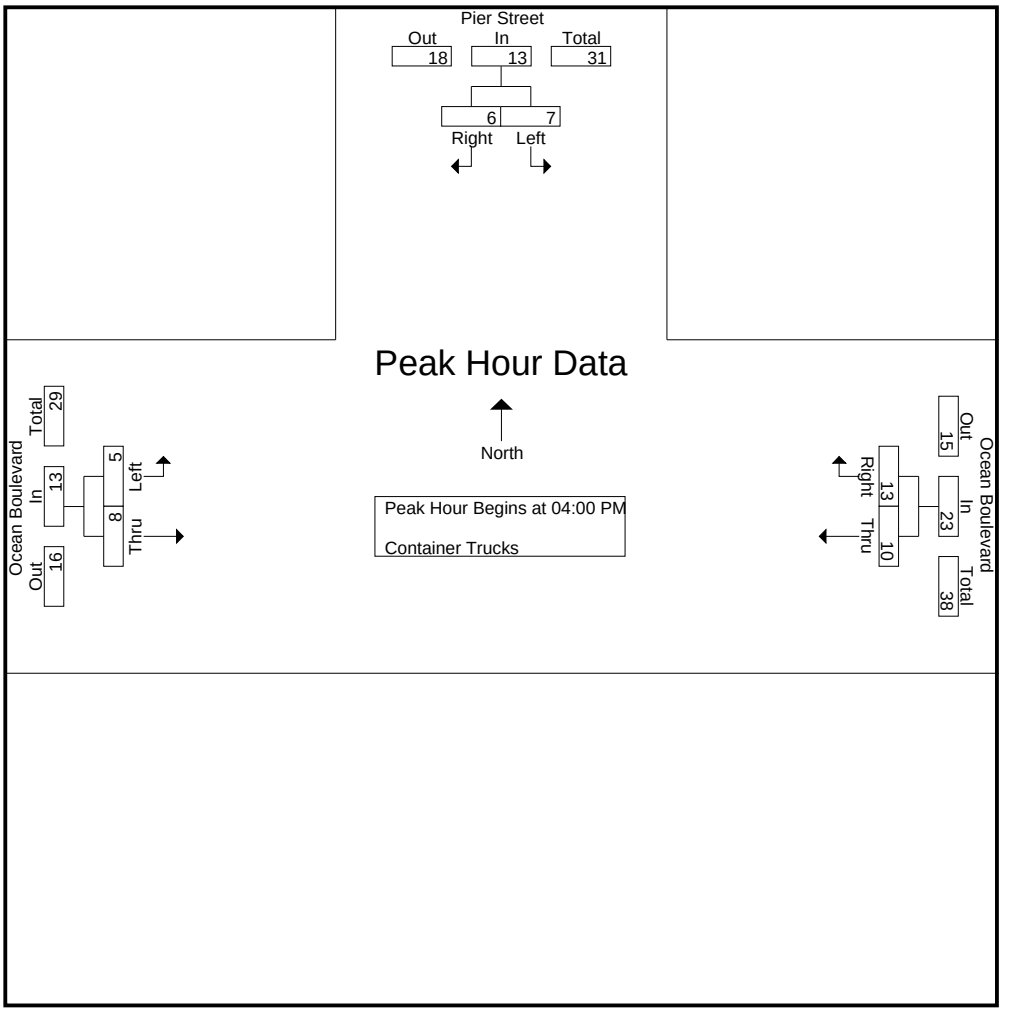
	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	1	2	3	4	7	1	3	4	13
04:15 PM	2	2	4	2	2	4	1	2	3	11
04:30 PM	2	3	5	3	4	7	2	3	5	17
04:45 PM	2	0	2	2	3	5	1	0	1	8
Total	7	6	13	10	13	23	5	8	13	49
05:00 PM	5	4	9	1	4	5	1	1	2	16
05:15 PM	1	3	4	2	1	3	1	3	4	11
05:30 PM	1	1	2	1	5	6	0	0	0	8
05:45 PM	1	4	5	2	3	5	2	2	4	14
Total	8	12	20	6	13	19	4	6	10	49
Grand Total	15	18	33	16	26	42	9	14	23	98
Apprch %	45.5	54.5		38.1	61.9		39.1	60.9		
Total %	15.3	18.4	33.7	16.3	26.5	42.9	9.2	14.3	23.5	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	1	2	**3**	**4**	**7**	1	**3**	4	13
04:15 PM	**2**	2	4	2	2	4	1	2	3	11
04:30 PM	2	**3**	**5**	3	4	7	**2**	3	**5**	**17**
04:45 PM	2	0	2	2	3	5	1	0	1	8
Total Volume	7	6	13	10	13	23	5	8	13	49
% App. Total	53.8	46.2		43.5	56.5		38.5	61.5		
PHF	.875	.500	.650	.833	.813	.821	.625	.667	.650	.721

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	1	2	**3**	**4**	**7**	1	**3**	4
+15 mins.	**2**	2	4	2	2	4	1	2	3
+30 mins.	2	**3**	**5**	3	4	7	**2**	3	**5**
+45 mins.	2	0	2	2	3	5	1	0	1
Total Volume	7	6	13	10	13	23	5	8	13
% App. Total	53.8	46.2		43.5	56.5		38.5	61.5	
PHF	.875	.500	.650	.833	.813	.821	.625	.667	.650

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009

Groups Printed- Other Trucks

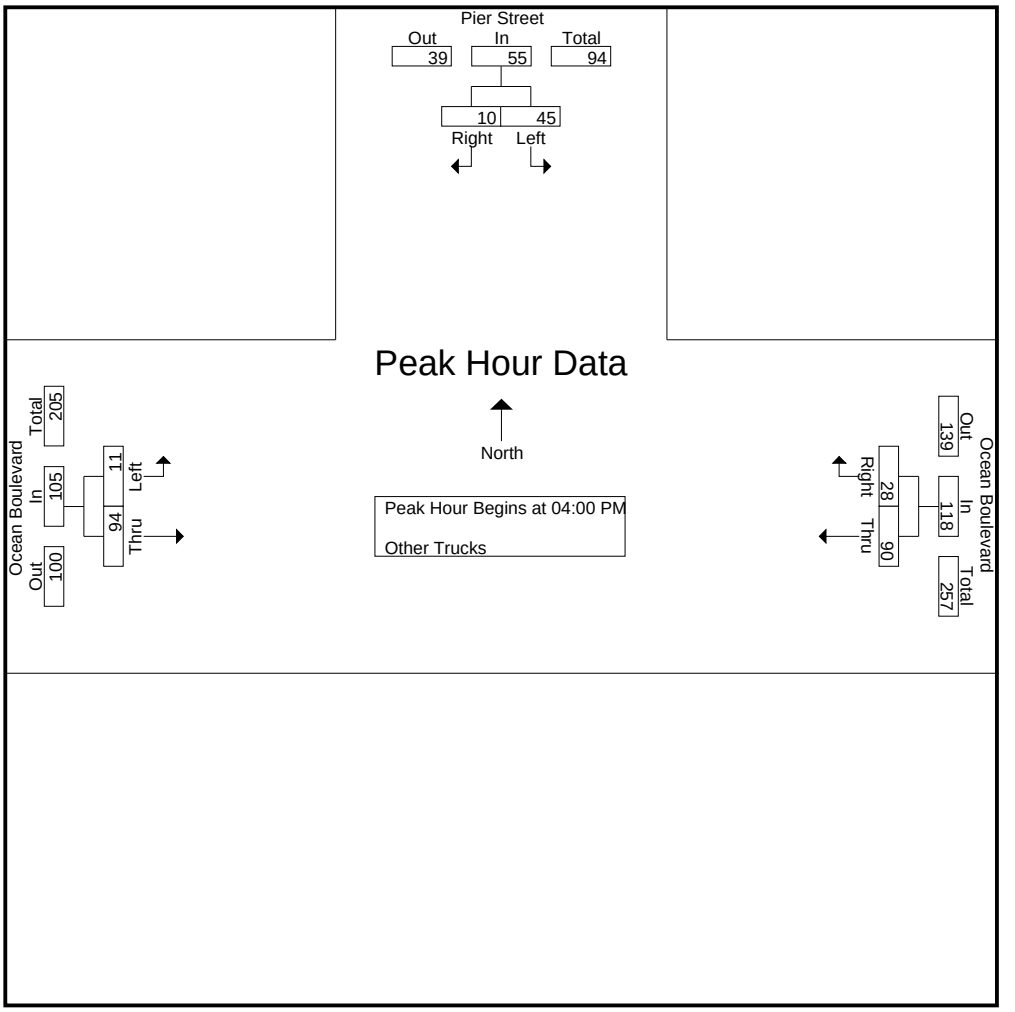
	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	12	2	14	28	10	38	3	24	27	79
04:15 PM	10	3	13	23	6	29	3	29	32	74
04:30 PM	11	4	15	18	3	21	3	24	27	63
04:45 PM	12	1	13	21	9	30	2	17	19	62
Total	45	10	55	90	28	118	11	94	105	278
05:00 PM	3	1	4	25	3	28	1	5	6	38
05:15 PM	0	1	1	22	2	24	3	1	4	29
05:30 PM	0	0	0	17	7	24	1	2	3	27
05:45 PM	0	3	3	27	8	35	2	12	14	52
Total	3	5	8	91	20	111	7	20	27	146
Grand Total	48	15	63	181	48	229	18	114	132	424
Apprch %	76.2	23.8		79	21		13.6	86.4		
Total %	11.3	3.5	14.9	42.7	11.3	54	4.2	26.9	31.1	

	Pier Street Southbound			Ocean Boulevard Westbound			Ocean Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**12**	2	14	**28**	**10**	**38**	**3**	24	27	**79**
04:15 PM	10	3	13	23	6	29	3	**29**	**32**	74
04:30 PM	11	**4**	**15**	18	3	21	3	24	27	63
04:45 PM	12	1	13	21	9	30	2	17	19	62
Total Volume	45	10	55	90	28	118	11	94	105	278
% App. Total	81.8	18.2		76.3	23.7		10.5	89.5		
PHF	.938	.625	.917	.804	.700	.776	.917	.810	.820	.880

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Long Beach
N/S: Pier Street
E/W: Ocean Boulevard
Weather: Sunny

File Name : LBHPIOCPM
Site Code : 0917463
Start Date : 6/9/2009
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**12**	2	14	**28**	**10**	**38**	**3**	24	27
+15 mins.	10	3	13	23	6	29	3	**29**	**32**
+30 mins.	11	**4**	**15**	18	3	21	3	24	27
+45 mins.	12	1	13	21	9	30	2	17	19
Total Volume	45	10	55	90	28	118	11	94	105
% App. Total	81.8	18.2		76.3	23.7		10.5	89.5	
PHF	.938	.625	.917	.804	.700	.776	.917	.810	.820

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: TUESDAY, SEPTEMBER 22, 2009
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S NAVY WAY
E/W SEASIDE AVENUE

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	0	0	415	9	0	12	8	444	23	0	0	0	0	23
715-730	0	0	0	0	0	0	409	11	1	17	6	444	47	0	0	0	1	48
730-745	0	0	0	0	0	0	471	11	1	12	10	505	18	0	0	0	0	18
745-800	0	0	0	0	0	0	387	16	2	15	8	428	18	0	0	0	0	18
800-815	0	0	0	0	0	0	316	31	2	16	4	369	7	2	0	0	0	9
815-830	0	0	0	0	0	0	293	16	3	30	8	350	7	2	0	1	0	10
830-845	0	0	0	0	0	0	258	27	3	34	10	332	1	1	0	0	1	3
845-900	0	0	0	0	0	0	184	39	4	26	4	257	8	0	0	0	1	9
HOUR TOTALS																		
700-800	0	0	0	0	0	0	1682	47	4	56	32	1821	106	0	0	0	1	107
715-815	0	0	0	0	0	0	1583	69	6	60	28	1746	90	2	0	0	1	93
730-830	0	0	0	0	0	0	1467	74	8	73	30	1652	50	4	0	1	0	55
745-845	0	0	0	0	0	0	1254	90	10	95	30	1479	33	5	0	1	1	40
800-900	0	0	0	0	0	0	1051	113	12	106	26	1308	23	5	0	1	2	31

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	8	0	0	0	2	10	0	0	0	0	0	0	2	0	0	0	0	2
715-730	9	0	0	0	2	11	0	0	0	0	0	0	2	0	0	0	0	2
730-745	10	1	0	1	1	13	0	0	0	0	0	0	4	0	0	0	0	4
745-800	7	0	0	0	1	8	0	0	0	0	0	0	5	0	0	1	0	6
800-815	16	1	0	0	3	20	0	0	0	0	0	0	20	0	0	0	2	22
815-830	8	16	0	3	0	27	0	0	0	0	0	0	25	3	0	2	3	33
830-845	11	14	1	18	3	47	0	0	0	0	0	0	8	9	0	11	0	28
845-900	9	14	1	36	0	60	0	0	0	0	0	0	11	20	0	10	2	43
HOUR TOTALS																		
700-800	34	1	0	1	6	42	0	0	0	0	0	0	13	0	0	1	0	14
715-815	42	2	0	1	7	52	0	0	0	0	0	0	31	0	0	1	2	34
730-830	41	18	0	4	5	68	0	0	0	0	0	0	54	3	0	3	5	65
745-845	42	31	1	21	7	102	0	0	0	0	0	0	58	12	0	14	5	89
800-900	44	45	2	57	6	154	0	0	0	0	0	0	64	32	0	23	7	126

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	57	3	0	3	0	63	325	3	1	3	4	336	0	0	0	0	0	0	830	15	1	18	14	878
715-730	83	0	0	6	0	89	443	3	0	3	8	457	0	0	0	0	0	0	993	14	1	26	17	1051
730-745	82	0	2	3	0	87	460	10	0	13	6	489	0	0	0	0	0	0	1045	22	3	29	17	1116
745-800	86	4	0	2	1	93	475	5	4	8	5	497	0	0	0	0	0	0	978	25	6	26	15	1050
800-815	25	3	0	6	0	34	377	4	0	10	3	394	0	0	0	0	0	0	761	41	2	32	12	848
815-830	28	5	0	23	0	56	383	18	1	16	6	424	0	0	0	0	0	0	744	60	4	75	17	900
830-845	23	5	2	11	1	42	359	13	5	23	5	405	0	0	0	0	0	0	660	69	11	97	20	857
845-900	14	6	0	4	0	24	325	21	3	11	8	368	0	0	0	0	0	0	551	100	8	87	15	761
HOUR TOTALS																								
700-800	308	7	2	14	1	332	1703	21	5	27	23	1779	0	0	0	0	0	0	3846	76	11	99	63	4095
715-815	276	7	2	17	1	303	1755	22	4	34	22	1837	0	0	0	0	0	0	3777	102	12	113	61	4065
730-830	221	12	2	34	1	270	1695	37	5	47	20	1804	0	0	0	0	0	0	3528	148	15	162	61	3914
745-845	162	17	2	42	2	225	1594	40	10	57	19	1720	0	0	0	0	0	0	3143	195	23	230	64	3655
800-900	90	19	2	44	1	156	1444	56	9	60	22	1591	0	0	0	0	0	0	2716	270	25	291	64	3366

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: TUESDAY, SEPTEMBER 22, 2009
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S NAVY WAY
E/W SEASIDE AVENUE

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	227	38	7	44	5	321	4	0	0	0	0	4
415-430	0	0	0	0	0	0	309	43	7	34	8	401	3	0	0	0	0	3
430-445	0	0	0	0	0	0	253	16	7	20	4	300	4	1	0	0	1	6
445-500	0	0	0	0	0	0	351	52	2	30	7	442	4	0	0	0	0	4
500-515	0	0	0	0	0	0	442	17	1	21	9	490	8	0	1	0	0	9
515-530	0	0	0	0	0	0	425	11	3	28	1	468	2	0	0	0	1	3
530-545	0	0	0	0	0	0	400	18	1	26	5	450	9	0	0	0	0	9
545-600	0	0	0	0	0	0	301	24	1	24	4	354	8	0	0	0	0	8
HOUR TOTALS																		
400-500	0	0	0	0	0	0	1140	149	23	128	24	1464	15	1	0	0	1	17
415-515	0	0	0	0	0	0	1355	128	17	105	28	1633	19	1	1	0	1	22
430-530	0	0	0	0	0	0	1471	96	13	99	21	1700	18	1	1	0	2	22
445-545	0	0	0	0	0	0	1618	98	7	105	22	1850	23	0	1	0	1	25
500-600	0	0	0	0	0	0	1568	70	6	99	19	1762	27	0	1	0	1	29

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	43	31	3	32	2	111	0	0	0	0	0	0	22	9	1	5	0	37
415-430	49	34	5	45	0	133	0	0	0	0	0	0	42	7	0	7	0	56
430-445	39	25	1	20	0	85	0	0	0	0	0	0	52	9	1	6	0	68
445-500	91	16	0	3	1	111	0	0	0	0	0	0	167	7	0	2	0	176
500-515	48	9	0	4	2	63	0	0	0	0	0	0	36	7	0	0	0	43
515-530	40	4	1	10	0	55	0	0	0	0	0	0	30	3	0	0	0	33
530-545	25	1	0	0	1	27	0	0	0	0	0	0	26	0	0	0	3	29
545-600	29	1	0	2	1	33	0	0	0	0	0	0	29	1	0	3	0	33
HOUR TOTALS																		
400-500	222	106	9	100	3	440	0	0	0	0	0	0	283	32	2	20	0	337
415-515	227	84	6	72	3	392	0	0	0	0	0	0	297	30	1	15	0	343
430-530	218	54	2	37	3	314	0	0	0	0	0	0	285	26	1	8	0	320
445-545	204	30	1	17	4	256	0	0	0	0	0	0	259	17	0	2	3	281
500-600	142	15	1	16	4	178	0	0	0	0	0	0	121	11	0	3	3	138

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	16	6	0	6	0	28	463	28	2	41	2	536	0	0	0	0	0	0	830	15	1	18	14	878
415-430	15	6	0	7	1	29	406	31	2	26	2	467	0	0	0	0	0	0	993	14	1	26	17	1051
430-445	38	0	1	3	0	42	455	21	1	19	2	498	0	0	0	0	0	0	1045	22	3	29	17	1116
445-500	43	4	0	4	0	51	480	30	3	22	0	535	0	0	0	0	0	0	978	25	6	26	15	1050
500-515	34	3	0	4	0	41	528	11	0	20	1	560	0	0	0	0	0	0	761	41	2	32	12	848
515-530	57	0	0	2	0	59	535	5	1	3	2	546	0	0	0	0	0	0	744	60	4	75	17	900
530-545	53	2	0	5	0	60	437	9	1	6	1	454	0	0	0	0	0	0	660	69	11	97	20	857
545-600	32	6	0	7	0	45	483	6	0	9	2	500	0	0	0	0	0	0	551	100	8	87	15	761
HOUR TOTALS																								
400-500	112	16	1	20	1	150	1804	110	8	108	6	2036	0	0	0	0	0	0	3846	76	11	99	63	4095
415-515	130	13	1	18	1	163	1869	93	6	87	5	2060	0	0	0	0	0	0	3777	102	12	113	61	4065
430-530	172	7	1	13	0	193	1998	67	5	64	5	2139	0	0	0	0	0	0	3528	148	15	162	61	3914
445-545	187	9	0	15	0	211	1980	55	5	51	4	2095	0	0	0	0	0	0	3143	195	23	230	64	3655
500-600	176	11	0	18	0	205	1983	31	2	38	6	2060	0	0	0	0	0	0	2716	270	25	291	64	3366

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		POLA CLASSIFICATION COUNTS
DATE:		THURSDAY, AUGUST 14, 2008
PERIOD:		6:00 AM TO 9:00 AM
INTERSECTION:	N/S	FERRY STREET
	E/W	SEASIDE AVENUE ACCESS RAMPS

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	59	4	0	4	0	67	2	0	0	0	0	2
615-630	0	0	0	0	0	0	48	2	0	2	0	52	0	0	0	0	0	0
630-645	0	0	0	0	0	0	64	5	0	6	1	76	1	0	0	0	0	1
645-700	0	0	0	0	0	0	93	9	0	7	2	111	0	0	0	0	0	0
700-715	0	0	0	0	0	0	92	9	0	10	3	114	2	0	0	0	0	2
715-730	0	0	0	0	0	0	67	11	0	14	2	94	0	0	0	0	0	0
730-745	0	0	0	0	0	0	85	14	0	11	1	111	1	0	0	0	0	1
745-800	0	0	0	0	0	0	42	17	0	14	0	73	0	0	0	0	0	0
800-815	0	0	0	0	0	0	21	10	2	10	4	47	0	0	0	0	0	0
815-830	0	0	0	0	0	0	20	11	1	5	3	40	1	0	0	0	1	2
830-845	0	0	0	0	0	0	28	18	2	19	2	69	1	0	1	0	0	2
845-900	0	0	0	0	0	0	16	12	1	18	3	50	0	0	0	0	1	1
HOUR TOTALS																		
600-700	0	0	0	0	0	0	264	20	0	19	3	306	3	0	0	0	0	3
615-715	0	0	0	0	0	0	297	25	0	25	6	353	3	0	0	0	0	3
630-730	0	0	0	0	0	0	316	34	0	37	8	395	3	0	0	0	0	3
645-745	0	0	0	0	0	0	337	43	0	42	8	430	3	0	0	0	0	3
700-800	0	0	0	0	0	0	286	51	0	49	6	392	3	0	0	0	0	3
715-815	0	0	0	0	0	0	215	52	2	49	7	325	1	0	0	0	0	1
730-830	0	0	0	0	0	0	168	52	3	40	8	271	2	0	0	0	1	3
745-845	0	0	0	0	0	0	111	56	5	48	9	229	2	0	1	0	1	4
800-900	0	0	0	0	0	0	85	51	6	52	12	206	2	0	1	0	2	5

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18
615-630	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	5	1	48
630-645	0	0	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	53
645-700	0	0	0	0	0	0	0	0	0	0	0	0	119	2	0	1	0	122
700-715	0	0	0	0	0	0	0	0	0	0	0	0	82	2	1	3	0	88
715-730	0	0	0	0	0	0	0	0	0	0	0	0	60	3	0	5	0	68
730-745	1	0	0	0	0	1	0	0	0	0	0	0	94	2	1	2	0	99
745-800	0	0	0	0	0	0	0	0	0	0	0	0	57	2	1	4	0	64
800-815	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	10	0	36
815-830	0	0	0	0	0	0	0	0	0	0	0	0	22	7	1	12	0	42
830-845	0	0	0	0	0	0	0	0	0	0	0	0	31	2	1	5	0	39
845-900	1	0	0	0	0	1	0	0	0	0	0	0	23	8	0	17	0	48
HOUR TOTALS																		
600-700	0	0	0	0	0	0	0	0	0	0	0	0	230	4	0	6	1	241
615-715	0	0	0	0	0	0	0	0	0	0	0	0	294	6	1	9	1	311
630-730	0	0	0	0	0	0	0	0	0	0	0	0	313	8	1	9	0	331
645-745	1	0	0	0	0	1	0	0	0	0	0	0	355	9	2	11	0	377
700-800	1	0	0	0	0	1	0	0	0	0	0	0	293	9	3	14	0	319
715-815	1	0	0	0	0	1	0	0	0	0	0	0	236	8	2	21	0	267
730-830	1	0	0	0	0	1	0	0	0	0	0	0	198	12	3	28	0	241
745-845	0	0	0	0	0	0	0	0	0	0	0	0	135	12	3	31	0	181
800-900	1	0	0	0	0	1	0	0	0	0	0	0	101	18	2	44	0	165

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	11	0	0	0	0	11	10	0	0	0	0	10	0	0	0	0	0	0
615-630	19	0	0	0	0	19	4	0	0	0	0	4	0	0	0	0	0	0
630-645	5	0	0	0	0	5	3	0	0	0	0	3	0	0	0	0	0	0
645-700	7	1	0	0	0	8	4	0	0	0	0	4	0	0	0	0	0	0
700-715	1	0	0	0	0	1	10	0	0	1	2	13	0	0	0	0	0	0
715-730	5	0	0	10	2	17	9	0	0	0	0	9	0	0	0	0	0	0
730-745	10	3	0	11	0	24	4	0	0	0	0	4	0	0	0	0	0	0
745-800	8	2	0	9	0	19	6	2	0	2	0	10	0	0	0	0	0	0
800-815	4	2	0	12	0	18	7	0	0	0	0	7	0	0	0	0	0	0
815-830	3	1	0	2	0	6	9	1	0	1	0	11	0	0	0	0	0	0
830-845	7	0	0	0	0	7	2	0	0	0	0	2	0	0	0	0	0	0
845-900	1	0	0	0	1	2	6	3	0	3	1	13	0	0	0	0	0	0
HOUR TOTALS																		
600-700	42	1	0	0	0	43	21	0	0	0	0	21	0	0	0	0	0	0
615-715	32	1	0	0	0	33	21	0	0	1	2	24	0	0	0	0	0	0
630-730	18	1	0	10	2	31	26	0	0	1	2	29	0	0	0	0	0	0
645-745	23	4	0	21	2	50	27	0	0	1	2	30	0	0	0	0	0	0
700-800	24	5	0	30	2	61	29	2	0	3	2	36	0	0	0	0	0	0
715-815	27	7	0	42	2	78	26	2	0	2	0	30	0	0	0	0	0	0
730-830	25	8	0	34	0	67	26	3	0	3	0	32	0	0	0	0	0	0
745-845	22	5	0	23	0	50	24	3	0	3	0	30	0	0	0	0	0	0
800-900	15	3	0	14	1	33	24	4	0	4	1	33	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	100	4	0	4	0	108
615-630	112	3	0	7	1	123
630-645	125	6	0	6	1	138
645-700	223	12	0	8	2	245
700-715	187	11	1	14	5	218
715-730	141	14	0	29	4	188
730-745	195	19	1	24	1	240
745-800	113	23	1	29	0	166
800-815	57	13	2	32	4	108
815-830	55	20	2	20	4	101
830-845	69	20	4	24	2	119
845-900	47	23	1	38	6	115
HOUR TOTALS						
600-700	560	25	0	25	4	614
615-715	647	32	1	35	9	724
630-730	676	43	1	57	12	789
645-745	746	56	2	75	12	891
700-800	636	67	3	96	10	812
715-815	506	69	4	114	9	702
730-830	420	75	6	105	9	615
745-845	294	76	9	105	10	494
800-900	228	76	9	114	16	443

WILTEC Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		POLA CLASSIFICATION COUNTS
DATE:		THURSDAY, AUGUST 14, 2008
PERIOD:		1:00 PM TO 4:00 PM
INTERSECTION:	N/S	FERRY STREET
	E/W	SEASIDE AVENUE ACCESS RAMPS

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	16	5	1	20	0	42	0	0	0	1	2	3
115-130	0	0	0	0	0	0	22	5	1	13	1	42	0	0	0	0	0	0
130-145	0	0	0	0	0	0	28	9	2	11	0	50	3	0	0	1	0	4
145-200	0	0	0	0	0	0	22	8	0	19	2	51	2	0	0	1	0	3
200-215	0	0	0	0	0	0	18	6	0	16	0	40	0	0	0	0	0	0
215-230	0	0	0	0	0	0	17	6	0	14	3	40	1	0	0	0	0	1
230-245	0	0	0	0	0	0	10	11	0	16	4	41	2	0	0	0	0	2
245-300	0	0	0	0	0	0	12	9	3	20	4	48	0	0	0	0	0	0
300-315	0	0	0	0	0	0	12	11	1	20	5	49	3	0	0	0	0	3
315-330	0	0	0	0	0	0	9	4	1	16	1	31	0	0	0	0	0	0
330-345	0	0	0	0	0	0	15	8	1	13	1	38	1	0	0	0	0	1
345-400	0	0	0	0	0	0	15	10	3	17	2	47	3	0	0	0	0	3
HOUR TOTALS																		
100-200	0	0	0	0	0	0	88	27	4	63	3	185	5	0	0	3	2	10
115-215	0	0	0	0	0	0	90	28	3	59	3	183	5	0	0	2	0	7
130-230	0	0	0	0	0	0	85	29	2	60	5	181	6	0	0	2	0	8
145-245	0	0	0	0	0	0	67	31	0	65	9	172	5	0	0	1	0	6
200-300	0	0	0	0	0	0	57	32	3	66	11	169	3	0	0	0	0	3
215-315	0	0	0	0	0	0	51	37	4	70	16	178	6	0	0	0	0	6
230-330	0	0	0	0	0	0	43	35	5	72	14	169	5	0	0	0	0	5
245-345	0	0	0	0	0	0	48	32	6	69	11	166	4	0	0	0	0	4
300-400	0	0	0	0	0	0	51	33	6	66	9	165	7	0	0	0	0	7

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	0	0	0	0	0	0	31	4	0	5	1	41
115-130	0	0	0	0	0	0	0	0	0	0	0	0	28	3	2	3	1	37
130-145	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	5	0	34
145-200	0	0	0	0	0	0	0	0	0	0	0	0	17	3	0	5	0	25
200-215	0	0	0	0	0	0	0	0	0	0	0	0	33	3	0	1	0	37
215-230	0	0	2	0	0	2	0	0	0	0	0	0	49	4	0	4	1	58
230-245	1	0	0	0	0	1	0	0	0	0	0	0	19	3	2	2	2	28
245-300	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	1	13
300-315	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	1	0	13
315-330	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	3	0	20
330-345	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	1	0	19
345-400	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	3	0	13
HOUR TOTALS																		
100-200	0	0	0	0	0	0	0	0	0	0	0	0	102	13	2	18	2	137
115-215	0	0	0	0	0	0	0	0	0	0	0	0	104	12	2	14	1	133
130-230	0	0	2	0	0	2	0	0	0	0	0	0	125	13	0	15	1	154
145-245	1	0	2	0	0	3	0	0	0	0	0	0	118	13	2	12	3	148
200-300	1	0	2	0	0	3	0	0	0	0	0	0	111	11	2	8	4	136
215-315	1	0	2	0	0	3	0	0	0	0	0	0	88	10	2	8	4	112
230-330	1	0	0	0	0	1	0	0	0	0	0	0	54	8	2	7	3	74
245-345	0	0	0	0	0	0	0	0	0	0	0	0	51	7	0	6	1	65
300-400	0	0	0	0	0	0	0	0	0	0	0	0	50	7	0	8	0	65

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	8	8	0	3	1	20	16	3	0	0	1	20	0	0	0	0	0	0
115-130	14	11	0	13	1	39	10	1	0	0	0	11	0	0	0	0	0	0
130-145	10	13	2	12	1	38	9	9	0	0	0	18	0	0	0	0	0	0
145-200	13	9	0	1	0	23	7	2	0	0	1	10	0	0	0	0	0	0
200-215	19	8	1	2	0	30	12	0	0	0	1	13	0	0	0	0	0	0
215-230	29	3	0	7	1	40	10	2	0	0	1	13	0	0	0	0	0	0
230-245	49	6	0	1	2	58	19	0	1	1	2	23	0	0	0	0	0	0
245-300	20	5	1	5	2	33	41	3	0	0	2	46	0	0	0	0	0	0
300-315	30	6	1	9	2	48	22	3	0	0	2	27	0	0	0	0	0	0
315-330	20	4	0	4	1	29	20	1	0	0	0	21	0	0	0	0	0	0
330-345	29	6	0	7	0	42	23	4	0	0	0	27	0	0	0	0	0	0
345-400	27	9	3	4	2	45	24	1	0	0	1	26	0	0	0	0	0	0
HOUR TOTALS																		
100-200	45	41	2	29	3	120	42	15	0	0	2	59	0	0	0	0	0	0
115-215	56	41	3	28	2	130	38	12	0	0	2	52	0	0	0	0	0	0
130-230	71	33	3	22	2	131	38	13	0	0	3	54	0	0	0	0	0	0
145-245	110	26	1	11	3	151	48	4	1	1	5	59	0	0	0	0	0	0
200-300	117	22	2	15	5	161	82	5	1	1	6	95	0	0	0	0	0	0
215-315	128	20	2	22	7	179	92	8	1	1	7	109	0	0	0	0	0	0
230-330	119	21	2	19	7	168	102	7	1	1	6	117	0	0	0	0	0	0
245-345	99	21	2	25	5	152	106	11	0	0	4	121	0	0	0	0	0	0
300-400	106	25	4	24	5	164	89	9	0	0	3	101	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	71	20	1	29	5	126
115-130	74	20	3	29	3	129
130-145	76	34	4	29	1	144
145-200	61	22	0	26	3	112
200-215	82	17	1	19	1	120
215-230	106	15	2	25	6	154
230-245	100	20	3	20	10	153
245-300	83	18	4	26	9	140
300-315	77	22	2	30	9	140
315-330	64	11	1	23	2	101
330-345	84	20	1	21	1	127
345-400	78	21	6	24	5	134
HOUR TOTALS						
100-200	282	96	8	113	12	511
115-215	293	93	8	103	8	505
130-230	325	88	7	99	11	530
145-245	349	74	6	90	20	539
200-300	371	70	10	90	26	567
215-315	366	75	11	101	34	587
230-330	324	71	10	99	30	534
245-345	308	71	8	100	21	508
300-400	303	74	10	98	17	502

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: THURSDAY, AUGUST 14, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S FERRY STREET
E/W SEASIDE AVENUE ACCESS RAMPS

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	9	6	0	19	1	35	0	0	0	0	0	0
415-430	0	0	0	0	0	0	20	6	4	9	2	41	1	0	0	0	0	1
430-445	0	0	0	0	0	0	18	1	2	13	1	35	0	0	0	0	0	0
445-500	0	0	0	0	0	0	16	8	0	14	0	38	0	0	0	0	0	0
500-515	0	0	0	0	0	0	12	2	1	8	0	23	1	0	0	0	0	1
515-530	0	0	0	0	0	0	28	10	1	14	1	54	0	0	0	0	0	0
530-545	0	0	0	0	0	0	25	10	1	3	0	39	0	0	0	0	0	0
545-600	0	0	0	0	0	0	26	5	0	8	1	40	4	0	0	0	0	4
HOUR TOTALS																		
400-500	0	0	0	0	0	0	63	21	6	55	4	149	1	0	0	0	0	1
415-515	0	0	0	0	0	0	66	17	7	44	3	137	2	0	0	0	0	2
430-530	0	0	0	0	0	0	74	21	4	49	2	150	1	0	0	0	0	1
445-545	0	0	0	0	0	0	81	30	3	39	1	154	1	0	0	0	0	1
500-600	0	0	0	0	0	0	91	27	3	33	2	156	5	0	0	0	0	5

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	15	2	2	0	0	19
415-430	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	2	24
430-445	0	0	0	0	0	0	0	0	0	0	0	0	33	1	0	0	2	36
445-500	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	1	37
500-515	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	2	1	50
515-530	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	26
530-545	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	34
545-600	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	0	0	12
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	0	0	0	105	3	3	0	5	116
415-515	0	0	0	0	0	0	0	0	0	0	0	0	137	1	1	2	6	147
430-530	0	0	0	0	0	0	0	0	0	0	0	0	142	1	0	2	4	149
445-545	0	0	0	0	0	0	0	0	0	0	0	0	143	0	0	2	2	147
500-600	0	0	0	0	0	0	0	0	0	0	0	0	117	0	2	2	1	122

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	23	8	5	0	0	36	18	2	1	1	0	22	0	0	0	0	0	0
415-430	30	4	4	2	1	41	40	1	0	0	0	41	0	0	0	0	0	0
430-445	37	8	0	2	1	48	43	4	0	0	0	47	0	0	0	0	0	0
445-500	37	2	0	1	0	40	38	0	0	1	0	39	0	0	0	0	0	0
500-515	67	0	0	0	0	67	23	1	0	0	0	24	0	0	0	0	0	0
515-530	16	0	0	0	0	16	21	0	0	0	1	22	0	0	0	0	0	0
530-545	16	0	0	0	0	16	10	1	0	0	0	11	0	0	0	0	0	0
545-600	4	1	0	1	2	8	9	1	0	0	0	10	0	0	0	0	0	0
HOUR TOTALS																		
400-500	127	22	9	5	2	165	139	7	1	2	0	149	0	0	0	0	0	0
415-515	171	14	4	5	2	196	144	6	0	1	0	151	0	0	0	0	0	0
430-530	157	10	0	3	1	171	125	5	0	1	1	132	0	0	0	0	0	0
445-545	136	2	0	1	0	139	92	2	0	1	1	96	0	0	0	0	0	0
500-600	103	1	0	1	2	107	63	3	0	0	1	67	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	65	18	8	20	1	112
415-430	112	11	9	11	5	148
430-445	131	14	2	15	4	166
445-500	127	10	0	16	1	154
500-515	150	3	1	10	1	165
515-530	91	10	1	14	2	118
530-545	85	11	1	3	0	100
545-600	53	7	2	9	3	74
HOUR TOTALS						
400-500	435	53	19	62	11	580
415-515	520	38	12	52	11	633
430-530	499	37	4	55	8	603
445-545	453	34	3	43	4	537
500-600	379	31	5	36	6	457

NORTH / SOUTH STREET:	**9th Street**
EAST / WEST STREET:	**Pico Avenue/Pier B Street**
COMPANY SITE CODE #:	**Wiltec**
DATE:	**Thursday, August 25, 2005**

INDIVIDUAL PEAK HOUR DATA (BY TYPE)			**NB**			**SB**			**EB**			**WB**			**TOTAL**	**ST PK HR**
			L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**		
1	**PASSENGER VEH I CLES**	**AM**	63	2	176	43	2	20	1	47	14	17	47	16	448	**6:30 AM**
		MID	10	1	67	4	0	0	7	40	101	80	21	77	408	**3:00 PM**
		PM	26	1	69	7	1	0	36	41	128	116	30	70	525	**4:15 PM**
2	**BOBTAILS**	**AM**	5	0	24	5	0	0	0	13	0	9	2	9	67	**7:30 AM**
		MID	4	0	20	7	0	0	0	17	13	18	11	17	107	**2:15 PM**
		PM	3	1	26	1	0	1	1	6	16	19	5	36	115	**4:00 PM**
3	**CHASSIS**	**AM**	16	0	4	0	0	0	0	6	0	0	0	0	26	**MULT PKS**
		MID	0	0	3	0	0	0	0	2	0	6	4	5	20	**2:30 PM**
		PM	2	0	1	2	0	0	1	2	2	13	2	1	26	**4:00 PM**
4	**CONTAINERS**	**AM**	42	0	38	0	0	0	0	3	17	24	2	10	136	**8:00 AM**
		MID	50	0	63	1	0	0	0	15	39	63	8	28	267	**3:00 PM**
		PM	31	0	49	1	0	0	2	7	38	72	6	17	223	**4:00 PM**
5	**OTHER TRUCKS**	**AM**	23	0	60	4	0	0	1	11	17	57	8	10	191	**8:00 AM**
		MID	12	0	22	2	0	0	0	5	11	33	1	14	100	**2:00 PM**
		PM	4	0	9	1	0	0	1	3	10	17	1	5	51	**4:00 PM**
2 - 5	**TRUCK SUBTOTAL**	**AM**	74	0	117	6	0	0	1	30	35	93	15	27	398	**8:00 AM**
		MID	47	0	97	12	2	0	1	54	65	97	24	54	453	**2:15 PM**
		PM	40	1	85	5	0	1	5	18	66	121	14	59	415	**4:00 PM**
1 - 5	**ALL VEHICLES**	**AM**	109	1	207	76	0	5	2	60	31	122	44	82	739	**7:30 AM**
		MID	70	2	165	6	1	0	8	67	162	182	55	133	851	**3:00 PM**
		PM	63	2	148	12	1	0	45	56	196	211	50	112	896	**4:15 PM**

COMMON PEAK HOUR DATA (BY TYPE)			**NB**			**SB**			**EB**			**WB**			**TOTAL**	
			L	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**		
1	**Passenger Vehicle**	**AM**	22	2	66	39	0	0	1	39	5	32	34	45	285	
		MID	19	4	64	6	0	0	3	34	31	82	37	61	341	
		PM	25	1	68	7	1	0	33	34	97	114	28	67	475	
2	**Bobtails**	**AM**	6	0	19	2	0	0	0	14	1	12	5	7	66	
		MID	5	1	20	9	0	4	0	14	12	16	7	17	105	
		PM	3	1	26	1	0	1	1	6	16	19	5	36	115	
3	**Chassis**	**AM**	3	0	0	0	0	0	0	2	0	0	0	0	5	
		MID	0	0	2	0	0	0	0	5	0	7	0	5	19	
		PM	2	0	1	2	0	0	1	2	2	13	2	1	26	
4 - 5	**Container + Other Trucks**	**AM**	65	0	98	4	0	0	1	14	34	81	10	20	327	
		MID	38	0	60	3	1	0	1	24	66	84	8	42	327	
		PM	35	0	58	2	0	0	3	10	48	89	7	22	274	
2 - 5	**Non-PCE (ALL TRUCKS)**	**AM**	74	0	117	6	0	0	1	30	35	93	15	27	398	
		MID	43	1	82	12	1	4	1	43	78	107	15	64	451	
		PM	40	1	85	5	0	1	5	18	66	121	14	59	415	
1 - 5	**Non-PCE (ALL VEHICLES)**	**AM**	96	2	183	45	0	0	2	69	40	125	49	72	683	
		MID	62	5	146	18	1	4	4	77	109	189	52	125	792	
		PM	65	2	153	12	1	1	38	52	163	235	42	126	890	
Adjusted	**PCE Volume (ALL VEHICLES)**	**AM**	170	2	300	51	0	0	3	99	75	218	64	99	1081	**8:00 A.M.**
		MID	105	6	228	30	2	8	5	120	187	296	67	189	1243	**2:00 P.M.**
		PM	105	3	238	17	1	2	43	70	229	356	56	185	1305	**4:00 P.M.**

Intersection 8
Anaheim St
Harbor Ave.
date counted 7/10/07

NB Left						
Peak	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	6	7	2	3	1	**19**
MD	12	5	0	3	2	**22**
PM	18	3	1	0	1	**23**

NB Through						
Autos	Bobtail	Chassis	Contnr.	Other	Total
10	4	1	8	3	**26**
24	4	0	2	2	**32**
32	3	0	0	0	**35**

NB Right					
Autos	Bobtail	Chassis	Contnr.	Other	Total
20	3	0	10	2	**35**
51	10	0	15	2	**78**
78	1	0	2	2	**83**

EB Left						
Peak	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	6	8	3	4	2	**23**
MD	16	8	0	2	2	**28**
PM	16	5	1	2	1	**25**

EB Through						
Autos	Bobtail	Chassis	Contnr.	Other	Total
486	45	10	61	47	**649**
585	52	17	96	80	**830**
1173	42	7	100	53	**1375**

EB Right					
Autos	Bobtail	Chassis	Contnr.	Other	Total
8	5	0	5	0	**18**
20	8	0	3	3	**34**
12	2	0	0	1	**15**

SB Left						
Peak	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	28	19	1	7	5	**60**
MD	77	18	2	29	9	**135**
PM	91	17	2	25	9	**144**

SB Through						
Autos	Bobtail	Chassis	Contnr.	Other	Total
11	1	0	9	5	**26**
26	4	0	14	4	**48**
10	3	0	10	2	**25**

SB Right					
Autos	Bobtail	Chassis	Contnr.	Other	Total
21	5	2	3	3	**34**
30	3	1	7	3	**44**
58	8	2	4	2	**74**

WB Left						
Peak	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	24	4	0	5	1	**34**
MD	28	6	0	5	2	**41**
PM	23	3	2	6	3	**37**

WB Through						
Autos	Bobtail	Chassis	Contnr.	Other	Total
900	67	11	91	55	**1124**
629	38	21	103	72	**863**
720	38	10	82	50	**900**

WB Right					
Autos	Bobtail	Chassis	Contnr.	Other	Total
113	35	7	31	16	**202**
119	13	1	39	6	**178**
76	20	1	27	6	**130**

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0999

AXLE CLASSIFICATION TURNING MOVEMENT COUNT SUMMARY

CLIENT: URS
PROJECT: I-170 ADDITIONAL TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 18, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S SANTA FE AVENUE
E/W ANAHEIM STREET

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	23	1	0	1	0	25	16	0	0	0	0	16	19	0	0	2	0	21
615-630	16	2	0	0	0	18	16	0	0	0	0	16	13	0	0	0	0	13
630-645	22	0	0	0	2	24	29	0	0	0	1	30	15	7	0	3	0	25
645-700	13	0	0	0	0	13	17	0	0	1	0	18	20	4	0	0	0	24
700-715	15	5	0	0	0	20	22	0	0	0	2	24	22	4	0	2	1	29
715-730	19	3	0	2	0	24	22	0	0	2	0	24	45	5	0	1	0	51
730-745	10	0	0	0	1	11	32	2	0	0	0	34	45	2	0	1	0	48
745-800	19	0	0	0	0	19	26	0	0	0	0	26	35	1	0	8	2	46
800-815	18	2	0	2	0	22	20	1	0	1	0	22	24	5	0	2	0	31
815-830	18	0	0	2	0	20	23	1	0	0	0	24	32	3	0	1	0	36
830-845	13	2	0	1	0	16	25	1	0	0	0	26	13	3	0	2	0	18
845-900	19	1	0	0	0	20	20	0	0	1	0	21	19	1	0	0	0	20
HOUR TOTALS																		
600-700	74	3	0	1	2	80	80	0	0	1	1	82	67	11	0	5	0	93
615-715	68	7	0	0	2	77	84	0	0	1	3	88	70	15	0	5	1	91
630-730	69	8	0	2	2	81	90	0	0	3	3	96	102	20	0	6	1	129
645-745	57	8	0	2	1	68	93	2	0	3	2	100	132	15	0	4	1	152
700-800	63	8	0	3	1	74	102	2	0	2	2	108	147	12	0	12	3	174
715-815	66	5	0	4	1	76	100	3	0	3	0	106	149	13	0	12	2	176
730-830	65	3	0	4	1	73	101	4	0	1	0	106	136	11	0	12	2	161
745-845	68	4	0	5	0	77	94	3	0	1	0	98	104	12	0	13	2	131
800-900	68	5	0	5	0	78	88	3	0	2	0	93	88	12	0	5	0	105

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	17	0	0	1	0	18	170	5	0	3	3	181	4	0	0	1	0	5
615-630	21	0	0	0	0	21	226	2	0	5	1	234	1	0	0	1	0	2
630-645	28	0	1	0	1	30	237	3	2	10	3	255	5	0	0	2	0	7
645-700	31	0	0	3	0	34	236	5	0	5	5	251	2	0	0	0	0	2
700-715	60	0	0	0	0	60	206	4	0	7	4	221	4	0	0	0	0	4
715-730	73	2	0	0	2	77	227	12	0	11	6	256	2	0	0	1	0	3
730-745	80	1	0	0	0	81	230	10	0	11	5	256	3	1	0	0	0	4
745-800	58	0	1	0	1	60	231	13	0	11	4	259	8	2	0	3	0	13
800-815	43	0	0	2	3	48	171	14	0	6	4	195	10	1	0	2	0	13
815-830	26	0	0	1	2	29	186	9	0	7	5	209	6	2	0	2	0	10
830-845	38	1	0	0	0	39	183	13	3	13	5	217	3	1	0	0	0	4
845-900	31	0	0	0	1	32	136	8	0	25	8	178	8	2	0	1	0	9
HOUR TOTALS																		
600-700	97	0	1	4	1	103	869	15	2	23	12	921	12	0	0	4	0	16
615-715	140	0	1	3	1	145	905	14	2	27	13	961	12	0	0	3	0	15
630-730	192	2	1	3	3	201	905	24	2	33	18	983	13	0	0	3	0	16
645-745	224	3	0	3	2	232	899	31	0	34	20	984	11	1	0	1	0	13
700-800	251	3	1	0	3	258	894	39	0	40	19	992	17	3	0	4	0	24
715-815	234	3	1	2	6	246	859	49	0	39	19	966	23	4	0	6	0	33
730-830	187	1	1	3	6	198	820	46	0	35	18	919	27	6	0	7	0	40
745-845	165	1	1	3	6	176	773	49	3	37	18	880	27	6	0	7	0	40
800-900	138	1	0	3	6	148	678	44	3	51	20	796	25	6	0	5	0	36

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
200-215	0	0	0	0	1	1	15	0	0	0	0	15	5	0	0	1	0	6
215-230	1	0	0	0	0	1	24	0	0	0	0	24	3	0	0	1	0	4
230-245	3	3	0	0	1	7	20	0	0	0	0	20	5	0	0	1	0	6
245-300	1	2	0	0	0	3	21	0	0	2	0	23	7	0	0	0	0	7
300-315	2	2	0	0	0	4	37	0	0	0	1	38	2	0	0	0	0	2
315-330	1	2	0	0	0	3	51	0	0	4	0	55	9	0	0	0	0	9
330-345	6	2	0	1	0	9	25	1	0	0	1	27	13	2	0	0	0	15
345-400	5	1	1	1	1	9	32	1	0	1	2	36	8	2	0	0	0	10
400-415	3	0	0	2	1	6	25	1	0	0	1	27	8	2	0	1	1	12
415-430	2	0	0	3	1	6	20	2	0	1	0	23	13	2	0	0	0	15
430-445	6	1	1	2	1	11	21	1	0	1	0	23	9	3	0	0	1	13
445-500	7	1	0	1	0	9	25	1	0	2	0	28	8	0	0	0	0	8
HOUR TOTALS																		
200-300	5	5	0	0	2	12	80	0	0	2	0	82	20	0	0	3	0	23
215-315	7	7	0	0	1	15	102	0	0	2	1	105	17	0	0	2	0	19
230-330	7	9	0	0	1	17	129	0	0	6	1	136	23	0	0	1	0	24
245-345	10	8	0	1	0	19	134	1	0	6	2	143	31	2	0	0	0	33
300-400	14	7	1	2	1	25	145	2	0	5	4	156	32	4	0	0	0	36
315-415	15	5	1	4	2	27	133	3	0	5	4	145	38	6	0	1	1	46
330-430	16	3	1	7	3	30	102	5	0	2	4	113	42	8	0	1	1	52
345-445	16	2	2	8	4	32	98	5	0	3	3	109	38	9	0	1	2	50
400-500	18	2	1	8	3	32	91	5	0	4	1	101	38	7	0	1	2	48

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	1	3	48	1	0	23	0	72	3	1	0	1	0	5
615-630	0	2	0	4	0	6	31	11	3	10	0	45	5	0	0	1	0	6
630-645	3	3	0	0	0	6	58	2	0	29	1	90	15	0	0	2	1	18
645-700	2	3	0	0	0	5	85	5	0	25	2	117	10	2	0	0	3	15
700-715	5	2	0	0	1	8	118	11	0	29	5	163	12	0	0	1	0	13
715-730	1	3	0	0	0	4	90	9	1	23	3	126	12	1	0	0	1	14
730-745	3	2	0	1	1	7	116	14	0	22	7	159	17	3	0	0	0	20
745-800	4	0	0	0	0	4	101	10	1	31	4	147	15	1	0	0	0	16
800-815	5	0	1	2	0	8	75	13	0	35	6	129	11	1	0	0	0	12
815-830	5	0	1	0	0	6	91	16	0	30	7	134	8	0	0	0	0	8
830-845	8	1	0	1	2	12	71	18	0	36	7	130	11	2	0	0	1	14
845-900	4	1	0	0	0	5	78	17	0	24	9	128	12	0	0	1	0	13
HOUR TOTALS																		
600-700	7	8	0	4	1	20	222	9	3	87	3	324	33	3	0	4	4	44
615-715	10	10	0	4	1	25	292	19	3	93	8	415	42	2	0	4	4	52
630-730	11	11	0	0	1	23	351	27	1	106	11	496	49	3	0	3	5	60
645-745	11	10	0	1	2	24	409	39	1	99	17	565	51	6	0	1	4	62
700-800	13	7	0	1	2	23	425	44	2	105	19	595	56	5	0	1	1	63
715-815	13	5	1	3	1	23	382	46	2	111	20	561	55	6	0	0	1	62
730-830	17	2	2	3	1	25	373	53	1	118	24	569	51	5	0	0	0	56
745-845	22	1	2	3	2	30	326	55	1	132	24	540	45	4	0	0	1	50
800-900	22	2	2	3	2	31	303	62	0	125	29	519	42	3	0	1	1	47

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

AXLE CLASSIFICATION TURNING MOVEMENT COUNT SUMMARY

CLIENT: URS
PROJECT: I-170 ADDITIONAL TRAFFIC COUNTS
DATE: TUESDAY SEPTEMBER 16, 2008
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S SANTA FE AVENUE
E/W ANAHEIM STREET

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
200-215	18	2	0	0	1	21	23	0	0	1	0	24	39	3	1	2	7	52
215-230	14	2	0	0	2	18	25	0	0	0	0	25	35	0	1	1	0	37
230-245	20	1	0	0	1	22	27	0	0	2	0	29	40	2	0	0	0	42
245-300	19	3	0	2	0	24	23	1	0	1	0	25	39	0	0	2	1	42
300-315	18	2	0	0	0	20	40	0	0	0	0	40	54	0	0	1	0	55
315-330	17	0	1	0	0	18	45	2	0	2	0	49	52	0	1	2	1	56
330-345	16	3	0	1	0	20	40	0	0	0	0	40	42	0	1	2	1	46
345-400	17	1	0	2	1	21	38	0	0	1	0	39	44	1	0	2	0	47
400-415	17	2	0	0	0	19	41	0	0	2	0	43	41	2	0	0	0	43
415-430	21	0	0	2	0	23	30	1	0	1	0	32	44	4	0	1	0	49
430-445	12	0	0	0	0	12	54	1	0	1	0	56	59	1	0	0	0	60
445-500	19	2	0	0	0	21	44	0	0	0	0	44	55	4	0	0	0	59
500-515	30	0	0	1	0	31	45	2	0	2	0	49	56	2	0	1	0	59
515-530	11	0	0	2	1	14	35	0	0	0	0	35	42	1	0	6	1	50
530-545	12	2	0	0	1	15	34	0	0	0	0	34	47	2	0	1	0	50
545-600	15	1	1	0	0	17	41	1	0	0	0	42	29	0	0	2	0	31

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
200-215	34	1	0	4	1	40	150	19	4	32	5	210	5	2	0	1	0	8
215-230	33	0	0	1	1	35	121	20	1	22	3	167	1	0	0	1	0	2
230-245	33	4	0	2	0	39	145	12	0	27	4	188	5	0	0	0	0	5
245-300	50	2	0	0	1	53	128	33	3	24	2	190	4	0	0	1	0	5
300-315	38	2	1	1	0	42	124	24	1	26	3	178	7	0	0	0	0	7
315-330	39	2	1	2	1	45	123	16	3	23	3	168	8	2	0	1	0	11
330-345	26	0	1	4	0	31	137	15	2	15	1	170	3	0	0	3	0	6
345-400	39	1	0	4	0	44	138	18	2	21	1	180	4	0	0	1	0	5
400-415	36	0	0	3	1	40	170	16	2	19	2	209	4	1	0	1	0	6
415-430	29	3	0	0	1	33	140	21	3	21	4	189	7	0	0	1	0	8
430-445	36	3	0	1	0	40	145	18	2	22	3	190	5	1	0	2	0	8
445-500	27	2	0	0	0	29	129	20	0	17	2	168	3	1	0	1	0	5
500-515	40	3	0	0	0	43	142	19	0	15	1	177	3	1	0	2	0	6
515-530	42	1	0	2	0	45	131	10	2	15	0	158	1	0	0	0	0	1
530-545	34	0	0	2	0	36	102	11	2	13	2	130	6	0	0	1	0	7
545-600	32	2	0	0	0	34	96	11	0	7	0	114	2	1	0	0	0	3

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
200-215	6	0	0	2	0	8	23	2	2	1	1	29	6	4	2	4	1	17
215-230	1	0	0	3	0	4	24	1	0	1	0	26	5	1	2	2	0	10
230-245	11	0	0	3	0	14	35	1	0	5	0	41	12	1	2	0	1	16
245-300	5	0	2	1	0	8	27	0	3	5	1	36	11	0	2	0	1	14
300-315	1	1	0	0	0	2	39	1	0	0	0	40	6	0	2	0	0	8
315-330	5	0	1	1	0	7	22	0	1	2	2	27	10	0	2	1	1	14
330-345	11	1	0	0	0	12	43	1	0	0	0	44	9	0	2	0	0	11
345-400	8	2	0	2	0	12	28	2	0	1	2	33	8	0	2	0	0	10
400-415	3	0	1	1	0	5	31	2	2	1	0	36	3	0	2	0	0	5
415-430	8	1	0	1	0	10	39	6	1	2	0	48	9	1	2	0	0	12
430-445	16	1	0	1	0	18	68	3	0	3	0	74	8	1	2	1	0	12
445-500	14	5	0	3	0	22	35	1	0	2	2	40	7	0	2	0	1	10
500-515	14	1	0	1	0	16	87	1	0	2	0	90	13	1	3	0	0	17
515-530	24	2	1	2	0	29	97	1	0	0	0	98	11	0	3	3	0	17
530-545	6	0	1	0	0	7	52	0	2	0	0	54	8	0	3	0	0	11
545-600	4	1	0	0	0	5	13	0	0	1	1	15	3	0	3	0	0	6

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
200-215	5	3	0	5	1	14	129	35	5	33	11	213	26	2	0	1	0	29
215-230	5	0	0	2	0	7	111	17	3	31	8	170	22	1	0	0	0	23
230-245	14	0	0	4	1	19	133	21	4	33	8	199	13	2	0	2	1	18
245-300	6	0	0	2	1	9	150	16	4	22	12	204	15	3	0	1	0	19
300-315	2	2	0	0	0	4	144	23	4	30	7	208	14	1	0	0	1	16
315-330	5	2	0	1	0	8	146	18	4	21	6	195	20	2	0	0	1	23
330-345	10	1	0	0	1	12	189	21	2	18	7	237	30	1	0	0	1	32
345-400	8	2	1	2	0	13	157	13	2	15	4	191	25	3	0	1	2	31
400-415	2	1	1	0	0	4	192	20	5	23	3	243	20	1	0	1	2	24
415-430	3	0	1	3	2	9	230	13	3	18	7	271	18	5	0	0	0	23
430-445	14	0	1	0	0	15	239	16	5	16	3	279	20	1	0	1	0	22
445-500	16	4	1	2	0	23	218	10	5	18	5	256	20	1	0	0	1	22
500-515	13	0	1	0	0	14	276	13	4	16	4	313	29	1	0	1	0	31
515-530	18	2	2	0	1	23	224	17	4	18	1	264	18	3	0	1	0	22
530-545	13	0	2	1	0	16	249	13	4	19	4	289	22	2	0	1	0	25
545-600	4	0	1	1	0	6	168	8	6	17	2	201	18	2	0	0	0	20

Traffic Count

Intersection # 3

Intersection: Ninth Street / Anaheim St

Count Date: 12/12/06

Peak	NB Left						NB Through						NB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	100	3	2	3	12	**120**	18	4	2	9	4	**37**	3	0	0	1	2	**6**
MD	100	10	6	1	4	**121**	12	21	1	20	4	**58**	5	4	2	1	0	**12**
PM	173	10	3	5	4	**195**	74	22	3	8	3	**110**	12	2	0	2	1	**17**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	NB Left	NB Through	NB Right
AM	137	52	9
MD	133	85	15
PM	208	126	20

Peak	EB Left						EB Through						EB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	14	2	0	6	6	**28**	439	39	13	103	52	**646**	56	3	4	13	8	**84**
MD	18	3	1	7	1	**30**	451	39	10	64	66	**630**	75	5	0	6	4	**90**
PM	26	2	1	2	2	**33**	1150	51	6	47	26	**1280**	264	5	3	11	9	**292**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	EB Left	EB Through	EB Right
AM	40	818	109
MD	39	774	101
PM	38	1364	316

Peak	SB Left						SB Through						SB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	14	16	2	45	17	**94**	13	2	3	12	6	**36**	10	2	0	0	0	**12**
MD	15	19	9	25	12	**80**	13	7	3	8	2	**33**	12	1	0	1	1	**15**
PM	46	12	1	21	1	**81**	63	6	0	8	1	**78**	9	0	0	2	0	**11**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	SB Left	SB Through	SB Right
AM	160	57	12
MD	128	47	17
PM	105	88	13

Peak	WB Left						WB Through						WB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	3	0	1	5	4	**13**	474	22	9	46	72	**623**	30	36	8	51	22	**147**
MD	3	0	2	4	2	**11**	472	35	11	48	73	**639**	44	27	5	44	20	**140**
PM	6	3	0	3	0	**12**	707	52	6	43	30	**838**	50	28	1	27	3	**109**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	WB Left	WB Through	WB Right
AM	23	752	232
MD	19	775	212
PM	15	922	143
PM	0	0	0

Traffic Count
Intersection # 4
Intersection: Farragut Street / Anaheim St
Count Date: 12/11/06

Peak	NB Left						NB Through						NB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
MD	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	NB Left	NB Through	NB Right
AM	0	0	0
MD	0	0	0
PM	0	0	0

Peak	EB Left						EB Through						EB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	12	0	0	2	2	**16**	589	53	17	88	65	**812**	0	0	0	0	0	**0**
MD	15	1	1	0	2	**19**	656	70	27	171	58	**982**	0	0	0	0	0	**0**
PM	26	1	0	4	0	**31**	1324	87	3	57	31	**1502**	0	0	0	0	0	**0**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	EB Left	EB Through	EB Right
AM	20	987	0
MD	22	1245	0
PM	35	1602	0

Peak	SB Left						SB Through						SB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	6	0	0	2	1	**9**	0	0	0	0	0	**0**	16	6	0	10	2	**34**
MD	12	1	0	3	1	**17**	0	0	0	0	0	**0**	30	1	2	19	2	**54**
PM	64	0	0	0	0	**64**	0	0	0	0	0	**0**	179	6	1	6	2	**194**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	SB Left	SB Through	SB Right
AM	12	0	47
MD	21	0	77
PM	64	0	204

Peak	WB Left						WB Through						WB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	0	0	0	0	0	**0**	683	47	16	64	68	**878**	5	0	0	1	2	**8**
MD	0	0	0	0	0	**0**	698	49	7	45	55	**854**	7	0	0	1	1	**9**
PM	0	0	0	0	0	**0**	931	75	9	59	39	**1113**	22	0	0	1	0	**23**

Traffic Volume using PCE of 1.1 for Bobtail and 2.0 for other type of trucks →

Peak	WB Left	WB Through	WB Right
AM	0	1031	11
MD	0	966	11
PM	0	1228	24

Intersection 13
Alameda Street
Anaheim St
date counted 5/21/07

Peak	NB Left						NB Through						NB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	25	0	0	0	0	**25**	76	8	0	21	0	**105**	211	45	1	43	2	**302**
MD	7	0	0	0	0	**7**	42	25	0	46	0	**113**	166	52	7	42	11	**278**
PM	16	0	0	0	0	**16**	119	39	0	33	0	**191**	612	46	7	33	6	**704**

Peak	EB Left						EB Through						EB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	89	7	0	1	0	**97**	683	41	0	22	24	**770**	12	0	0	0	0	**12**
MD	69	13	0	0	0	**82**	635	27	6	19	4	**691**	15	0	0	0	0	**15**
PM	95	0	0	0	0	**95**	1069	34	9	35	5	**1152**	17	0	0	0	0	**17**

Peak	SB Left						SB Through						SB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	1	0	0	0	0	**1**	117	17	0	18	0	**152**	131	4	0	1	0	**136**
MD	11	0	0	0	0	**11**	33	17	0	40	0	**90**	54	16	0	20	0	**90**
PM	3	0	0	0	0	**3**	216	14	0	23	0	**253**	138	4	0	11	0	**153**

Peak	WB Left						WB Through						WB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	170	20	7	4	0	**201**	772	28	0	22	13	**835**	4	0	0	0	0	**4**
MD	104	23	0	34	0	**161**	588	39	28	26	36	**717**	17	0	0	0	0	**17**
PM	120	23	13	12	0	**168**	939	24	0	11	24	**998**	22	0	0	0	0	**22**

Intersection 12
Henry Ford
Anaheim St
date counted 5/22/07

Peak	NB Left						NB Through						NB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	51	23	2	7	4	**87**	27	15	1	4	2	**49**	23	6	1	5	1	**36**
MD	99	34	7	7	13	**160**	19	44	7	37	27	**134**	57	14	5	12	5	**93**
PM	93	32	2	7	5	**139**	59	23	5	31	7	**125**	71	12	1	15	2	**101**

Peak	EB Left						EB Through						EB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	36	13	0	5	3	**57**	720	26	9	38	30	**823**	335	41	7	31	15	**429**
MD	35	11	0	12	10	**68**	620	43	10	55	40	**768**	115	26	6	15	8	**170**
PM	34	9	0	5	1	**49**	1214	29	0	39	10	**1292**	558	46	2	17	7	**630**

Peak	SB Left						SB Through						SB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	68	16	5	24	8	**121**	30	59	13	48	14	**164**	10	8	1	2	4	**25**
MD	88	9	2	7	30	**136**	22	36	8	88	10	**164**	33	5	0	6	8	**52**
PM	127	32	3	15	9	**186**	34	45	2	50	10	**141**	50	10	0	0	6	**66**

Peak	WB Left						WB Through						WB Right					
	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total	Autos	Bobtail	Chassis	Contnr.	Other	Total
AM	35	7	1	1	5	**49**	895	24	7	14	21	**961**	59	17	1	13	7	**97**
MD	45	6	1	14	11	**77**	616	31	6	39	31	**723**	98	11	1	6	16	**132**
PM	75	13	0	5	2	**95**	826	51	6	33	22	**938**	141	9	2	1	19	**172**

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: THURSDAY, SEPTEMBER 17, 2009
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S HENRY FORD AVENUE
E/W ANAHEIM STREET

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	4	0	0	0	0	4	5	3	0	6	1	15	6	2	0	4	2	14
715-730	2	1	0	0	0	3	3	6	0	8	0	17	11	0	0	4	2	17
730-745	1	2	0	0	1	4	8	10	0	7	1	26	5	4	0	6	0	15
745-800	8	0	0	0	0	8	8	17	0	11	1	37	12	3	0	4	1	20
800-815	8	2	0	0	0	10	5	12	2	10	1	30	17	0	0	1	0	18
815-830	4	0	0	0	0	4	1	14	1	18	0	34	22	4	0	3	2	31
830-845	6	2	0	0	0	8	5	12	1	10	0	28	14	3	0	1	1	19
845-900	3	1	0	1	1	6	2	12	3	20	0	37	9	5	0	3	1	18
HOUR TOTALS																		
700-800	15	3	0	0	1	19	24	36	0	32	3	95	34	9	0	18	5	66
715-815	19	5	0	0	1	25	24	45	2	36	3	110	45	7	0	15	3	70
730-830	21	4	0	0	1	26	22	53	3	46	3	127	56	11	0	14	3	84
745-845	26	4	0	0	0	30	19	55	4	49	2	129	65	10	0	9	4	88
800-900	21	5	0	1	1	28	13	50	7	58	1	129	62	12	0	8	4	86

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	11	2	0	0	1	14	169	5	0	1	4	179	8	3	0	0	1	12
715-730	11	3	0	5	1	20	161	3	1	2	3	170	7	1	0	0	0	8
730-745	25	1	0	2	1	29	212	0	0	6	1	219	13	0	1	2	0	16
745-800	32	1	0	0	0	33	216	7	0	5	5	233	10	2	0	0	1	13
800-815	20	2	0	0	0	22	168	6	0	7	2	183	7	1	0	0	0	8
815-830	21	1	0	0	0	22	151	2	0	5	3	161	11	4	0	0	0	15
830-845	11	4	0	0	1	16	169	3	0	3	4	179	10	3	0	2	0	15
845-900	19	2	0	2	0	23	141	7	1	14	4	167	8	4	0	2	0	14
HOUR TOTALS																		
700-800	79	7	0	7	3	96	758	15	1	14	13	801	38	6	1	2	2	49
715-815	88	7	0	7	2	104	757	16	1	20	11	805	37	4	1	2	1	45
730-830	98	5	0	2	1	106	747	15	0	23	11	796	41	7	1	2	1	52
745-845	84	8	0	0	1	93	704	18	0	20	14	756	38	10	0	2	1	51
800-900	71	9	0	2	1	83	629	18	1	29	13	690	36	12	0	4	0	52

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	9	0	0	0	1	10	7	0	0	1	0	8	15	0	0	2	1	18
715-730	8	0	0	0	1	9	6	0	0	0	0	6	10	0	0	0	1	11
730-745	4	0	0	0	0	4	1	0	0	0	0	1	7	1	0	1	0	9
745-800	8	0	0	0	2	10	5	2	0	0	2	9	16	0	0	0	3	19
800-815	12	0	0	1	0	13	0	0	0	2	2	4	8	1	0	0	0	9
815-830	3	0	3	0	0	6	3	4	0	0	0	7	18	4	0	0	1	23
830-845	6	1	3	1	0	11	1	3	0	1	0	5	13	7	0	1	0	21
845-900	11	3	5	0	0	19	5	16	0	2	1	24	12	5	0	1	3	21
HOUR TOTALS																		
700-800	29	0	0	0	4	33	19	2	0	1	2	24	48	1	0	3	5	57
715-815	32	0	0	1	3	36	12	2	0	2	4	20	41	2	0	1	4	48
730-830	27	0	3	1	2	33	9	6	0	2	4	21	49	6	0	1	4	60
745-845	29	1	6	2	2	40	9	9	0	3	4	25	55	12	0	1	4	72
800-900	32	4	11	2	0	49	9	23	0	5	3	40	51	17	0	2	4	74

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	59	10	0	6	0	75	123	7	0	14	2	146	7	2	0	1	0	10	423	34	0	35	13	505
715-730	72	4	0	4	5	85	180	10	1	16	5	212	9	1	0	2	1	13	480	29	2	41	19	571
730-745	56	4	2	2	2	66	145	6	0	13	3	167	12	2	0	1	0	15	489	30	3	40	9	571
745-800	39	11	0	4	2	56	133	5	0	12	4	154	12	3	0	0	1	16	499	51	0	36	22	608
800-815	12	5	1	5	2	25	156	6	0	21	3	186	8	2	0	1	0	11	421	37	3	48	10	519
815-830	15	8	2	5	2	32	121	8	2	26	1	158	7	0	0	3	0	10	377	49	8	60	9	503
830-845	19	8	3	7	3	40	125	9	1	16	1	152	7	4	0	2	0	13	386	59	8	44	10	507
845-900	10	8	0	4	4	26	103	6	1	13	2	125	7	4	0	2	0	13	330	73	10	64	16	493
HOUR TOTALS																								
700-800	226	29	2	16	9	282	581	28	1	55	14	679	40	8	0	4	2	54	1891	144	5	152	63	2255
715-815	179	24	3	15	11	232	614	27	1	62	15	719	41	8	0	4	2	55	1889	147	8	165	60	2269
730-830	122	28	5	16	8	179	555	25	2	72	11	665	39	7	0	5	1	52	1786	167	14	184	50	2201
745-845	85	32	6	21	9	153	535	28	3	75	9	650	34	9	0	6	1	50	1683	196	19	188	51	2137
800-900	56	29	6	21	11	123	505	29	4	76	7	621	29	10	0	8	0	47	1514	218	29	216	45	2022

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: THURSDAY, SEPTEMBER 17, 2009
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HENRY FORD AVENUE
E/W ANAHEIM STREET

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	8	2	0	1	0	11	2	5	0	19	0	26	15	3	0	2	0	20
415-430	8	1	0	0	0	9	7	8	1	24	0	40	21	1	0	3	1	26
430-445	15	2	0	0	0	17	4	8	0	10	0	22	34	3	0	8	0	45
445-500	4	1	0	1	0	6	6	7	0	15	0	28	36	3	0	4	1	44
500-515	4	3	0	1	0	8	4	12	0	17	0	33	35	5	0	6	0	46
515-530	8	0	0	1	0	9	7	9	0	18	0	34	33	6	0	4	1	44
530-545	14	1	0	0	0	15	9	14	0	15	0	38	22	6	0	5	1	34
545-600	7	1	0	0	0	8	4	14	0	11	0	29	10	3	0	5	0	18
HOUR TOTALS																		
400-500	35	6	0	2	0	43	19	28	1	68	0	116	106	10	0	17	2	135
415-515	31	7	0	2	0	40	21	35	1	66	0	123	126	12	0	21	2	161
430-530	31	6	0	3	0	40	21	36	0	60	0	117	138	17	0	22	2	179
445-545	30	5	0	3	0	38	26	42	0	65	0	133	126	20	0	19	3	168
500-600	33	5	0	2	0	40	24	49	0	61	0	134	100	20	0	20	2	142

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	27	9	0	4	2	42	155	18	0	13	0	186	12	2	0	2	0	16
415-430	22	5	0	4	2	33	162	8	0	12	3	185	8	2	1	4	0	15
430-445	37	5	0	9	1	52	178	10	1	18	1	208	13	2	0	3	0	18
445-500	21	4	0	4	0	29	185	12	0	11	0	208	6	2	0	2	0	10
500-515	28	1	0	2	1	32	194	9	0	7	4	214	10	0	0	3	0	13
515-530	13	3	0	3	1	20	127	7	2	8	2	146	9	2	0	3	2	16
530-545	14	1	0	3	0	18	124	3	0	1	0	128	8	2	0	1	0	11
545-600	17	2	0	1	0	20	124	4	1	5	1	135	6	0	1	0	0	7
HOUR TOTALS																		
400-500	107	23	0	21	5	156	680	48	1	54	4	787	39	8	1	11	0	59
415-515	108	15	0	19	4	146	719	39	1	48	8	815	37	6	1	12	0	56
430-530	99	13	0	18	3	133	684	38	3	44	7	776	38	6	0	11	2	57
445-545	76	9	0	12	2	99	630	31	2	27	6	696	33	6	0	9	2	50
500-600	72	7	0	9	2	90	569	23	3	21	7	623	33	4	1	7	2	47

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	14	11	2	7	3	37	5	26	2	9	3	45	24	16	1	8	0	49
415-430	23	5	2	11	5	46	17	30	3	9	4	63	35	24	2	9	2	72
430-445	24	2	3	7	7	43	6	30	1	18	0	55	20	21	2	6	1	50
445-500	27	5	4	5	0	41	13	20	0	16	0	49	29	18	0	4	1	52
500-515	28	1	0	0	0	29	20	7	0	11	0	38	38	6	0	2	1	47
515-530	10	0	1	0	0	11	6	2	0	0	1	9	21	2	0	0	0	23
530-545	12	1	0	0	1	14	4	6	0	0	1	11	7	0	0	0	1	8
545-600	4	0	0	0	1	5	9	3	0	0	0	12	12	0	0	0	0	12
HOUR TOTALS																		
400-500	88	23	11	30	15	167	41	106	6	52	7	212	108	79	5	27	4	223
415-515	102	13	9	23	12	159	56	87	4	54	4	205	122	69	4	21	5	221
430-530	89	8	8	12	7	124	45	59	1	45	1	151	108	47	2	12	3	172
445-545	77	7	5	5	1	95	43	35	0	27	2	107	95	26	0	6	3	130
500-600	54	2	1	0	2	59	39	18	0	11	2	70	78	8	0	2	2	90

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	12	5	0	5	1	23	209	7	3	6	2	227	16	2	0	4	0	22	499	106	8	80	11	704
415-430	10	1	0	5	1	17	222	12	1	3	5	243	11	1	0	5	0	17	546	98	10	89	23	766
430-445	23	5	2	5	2	37	255	9	0	8	4	276	14	2	0	5	0	21	623	99	9	97	16	844
445-500	48	7	2	4	2	63	236	14	4	11	2	267	19	3	0	3	0	25	630	96	10	80	6	822
500-515	65	10	0	6	0	81	314	5	1	6	4	330	20	2	0	0	0	22	760	61	1	61	10	893
515-530	50	10	1	7	0	68	265	4	0	8	3	280	21	4	0	0	0	25	570	49	4	52	10	685
530-545	31	12	1	6	0	50	235	3	1	7	3	249	12	4	0	4	0	20	492	53	2	42	7	596
545-600	17	11	2	8	0	38	211	2	1	11	2	227	13	4	0	0	0	17	434	44	5	41	4	528
HOUR TOTALS																								
400-500	93	18	4	19	6	140	922	42	8	28	13	1013	60	8	0	17	0	85	2298	399	37	346	56	3136
415-515	146	23	4	20	5	198	1027	40	6	28	15	1116	64	8	0	13	0	85	2559	354	30	327	55	3325
430-530	186	32	5	22	4	249	1070	32	5	33	13	1153	74	11	0	8	0	93	2583	305	24	290	42	3244
445-545	194	39	4	23	2	262	1050	26	6	32	12	1126	72	13	0	7	0	92	2452	259	17	235	33	2996
500-600	163	43	4	27	0	237	1025	14	3	32	12	1086	66	14	0	4	0	84	2256	207	12	196	31	2702

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: WEDNESDAY, SEPTEMBER 16, 2009
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S HENRY FORD AVENUE
E/W SR-47 RAMPS

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	3	0	0	0	2	5	43	7	0	9	0	59	34	6	0	3	0	43
715-730	8	0	0	0	1	9	51	10	0	7	5	73	39	0	0	6	0	45
730-745	7	0	0	0	0	7	35	14	2	13	2	66	37	4	0	7	0	48
745-800	10	0	0	0	0	10	15	21	0	5	2	43	23	8	0	7	0	38
800-815	13	0	0	0	3	16	11	17	3	11	0	42	9	3	0	5	0	17
815-830	13	0	0	0	1	14	13	16	3	16	3	51	6	7	0	3	0	16
830-845	10	0	0	0	0	10	13	15	2	19	0	49	4	9	0	9	0	22
845-900	1	0	0	0	1	2	6	16	4	16	2	44	8	5	0	10	0	23
HOUR TOTALS																		
700-800	28	0	0	0	3	31	144	52	2	34	9	241	133	18	0	23	0	174
715-815	38	0	0	0	4	42	112	62	5	36	9	224	108	15	0	25	0	148
730-830	43	0	0	0	4	47	74	68	8	45	7	202	75	22	0	22	0	119
745-845	46	0	0	0	4	50	52	69	8	51	5	185	42	27	0	24	0	93
800-900	37	0	0	0	5	42	43	64	12	62	5	186	27	24	0	27	0	78

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	2	0	0	0	0	2	1	0	0	0	1	2	5	0	0	0	0	5
715-730	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
730-745	3	0	0	0	1	4	0	0	0	0	0	0	2	0	0	0	0	2
745-800	8	0	0	1	0	9	0	0	0	0	0	0	5	0	0	0	0	5
800-815	6	1	0	1	0	8	0	0	0	0	0	0	7	0	0	0	1	8
815-830	7	1	0	1	0	9	0	0	0	0	0	0	1	0	0	0	1	2
830-845	9	11	1	0	0	21	1	0	0	0	0	1	5	10	3	1	0	19
845-900	12	4	0	0	0	16	0	0	0	0	0	0	2	4	4	0	0	10
HOUR TOTALS																		
700-800	17	0	0	1	1	19	1	0	0	0	1	2	12	0	0	0	0	12
715-815	21	1	0	2	1	25	0	0	0	0	0	0	14	0	0	0	1	15
730-830	24	2	0	3	1	30	0	0	0	0	0	0	15	0	0	0	2	17
745-845	30	13	1	3	0	47	1	0	0	0	0	1	18	10	3	1	2	34
800-900	34	17	1	2	0	54	1	0	0	0	0	1	15	14	7	1	2	39

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	12	0	0	2	0	14	9	3	0	0	1	13	2	0	0	0	12	14
715-730	8	1	0	1	1	11	3	0	0	0	0	3	0	0	0	0	15	15
730-745	19	0	0	1	0	20	8	3	0	0	2	13	3	0	0	0	21	24
745-800	18	0	0	0	1	19	16	0	0	3	1	20	6	0	0	0	5	11
800-815	7	2	0	1	1	11	9	1	0	0	2	12	5	0	0	0	21	26
815-830	8	0	0	0	0	8	8	7	1	2	0	18	6	0	0	0	4	10
830-845	4	5	0	1	0	10	8	13	1	0	2	24	2	0	0	0	21	23
845-900	3	4	1	2	0	10	14	9	0	3	0	26	0	0	0	0	11	11
HOUR TOTALS																		
700-800	57	1	0	4	2	64	36	6	0	3	4	49	11	0	0	0	53	64
715-815	52	3	0	3	3	61	36	4	0	3	5	48	14	0	0	0	62	76
730-830	52	2	0	2	2	58	41	11	1	5	5	63	20	0	0	0	51	71
745-845	37	7	0	2	2	48	41	21	2	5	5	74	19	0	0	0	51	70
800-900	22	11	1	4	1	39	39	30	2	5	4	80	13	0	0	0	57	70

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	3	0	0	0	3	6	0	0	0	0	0	0	9	0	0	0	1	10	123	16	0	14	20	173
715-730	7	0	0	0	18	25	1	0	0	0	0	1	9	0	0	0	2	11	130	11	0	14	42	197
730-745	6	0	0	0	10	16	0	0	0	0	0	0	12	0	0	0	1	13	132	21	2	21	37	213
745-800	10	0	0	0	22	32	0	0	0	0	0	0	6	0	0	0	1	7	117	29	0	16	32	194
800-815	2	0	0	0	10	12	1	0	0	0	0	1	4	0	0	0	0	4	74	24	3	18	38	157
815-830	2	0	0	0	15	17	0	0	0	0	0	0	10	0	0	0	1	11	74	31	4	22	25	156
830-845	0	0	0	0	10	10	0	0	0	0	0	0	13	0	0	0	0	13	69	63	7	30	33	202
845-900	2	0	0	0	17	19	0	0	0	0	1	1	5	0	0	0	0	5	53	42	9	31	32	167
HOUR TOTALS																								
700-800	26	0	0	0	53	79	1	0	0	0	0	1	36	0	0	0	5	41	502	77	2	65	131	777
715-815	25	0	0	0	60	85	2	0	0	0	0	2	31	0	0	0	4	35	453	85	5	69	149	761
730-830	20	0	0	0	57	77	1	0	0	0	0	1	32	0	0	0	3	35	397	105	9	77	132	720
745-845	14	0	0	0	57	71	1	0	0	0	0	1	33	0	0	0	2	35	334	147	14	86	128	709
800-900	6	0	0	0	52	58	1	0	0	0	1	2	32	0	0	0	1	33	270	160	23	101	128	682

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: WEDNESDAY, SEPTEMBER 16, 2009
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HENRY FORD AVENUE
E/W SR-47 RAMPS

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	8	0	0	0	0	8	11	9	3	26	1	50	3	5	1	6	1	16
415-430	12	0	0	0	0	12	16	14	2	18	1	51	7	3	1	2	0	13
430-445	12	0	0	0	0	12	19	5	0	18	1	43	11	0	0	2	0	13
445-500	11	0	0	0	0	11	18	12	0	20	2	52	38	0	0	0	0	38
500-515	15	0	0	0	0	15	30	24	4	29	1	88	33	1	0	2	0	36
515-530	14	0	0	0	0	14	28	19	2	16	0	65	32	0	0	0	0	32
530-545	11	0	0	0	0	11	21	21	0	18	0	60	15	0	0	0	0	15
545-600	8	0	0	0	0	8	8	18	1	21	0	48	14	2	0	1	0	17
HOUR TOTALS																		
400-500	43	0	0	0	0	43	64	40	5	82	5	196	59	8	2	10	1	80
415-515	50	0	0	0	0	50	83	55	6	85	5	234	89	4	1	6	0	100
430-530	52	0	0	0	0	52	95	60	6	83	4	248	114	1	0	4	0	119
445-545	51	0	0	0	0	51	97	76	6	83	3	265	118	1	0	2	0	121
500-600	48	0	0	0	0	48	87	82	7	84	1	261	94	3	0	3	0	100

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	8	22	5	9	0	44	0	1	0	0	0	1	5	5	3	2	0	15
415-430	30	17	0	16	0	63	0	0	0	0	0	0	4	2	1	0	0	7
430-445	24	17	6	17	0	64	0	0	0	0	0	0	12	7	2	0	0	21
445-500	70	21	2	12	0	105	0	0	0	0	0	0	24	6	0	2	0	32
500-515	34	8	2	8	1	53	0	0	0	0	0	0	12	6	0	1	0	19
515-530	12	2	0	5	0	19	0	0	0	0	0	0	4	2	0	0	0	6
530-545	7	1	0	2	0	10	0	0	0	0	0	0	0	0	0	1	0	1
545-600	4	2	0	0	0	6	0	0	0	0	0	0	5	0	0	0	0	5
HOUR TOTALS																		
400-500	132	77	13	54	0	276	0	1	0	0	0	1	45	20	6	4	0	75
415-515	158	63	10	53	1	285	0	0	0	0	0	0	52	21	3	3	0	79
430-530	140	48	10	42	1	241	0	0	0	0	0	0	52	21	2	3	0	78
445-545	123	32	4	27	1	187	0	0	0	0	0	0	40	14	0	4	0	58
500-600	57	13	2	15	1	88	0	0	0	0	0	0	21	8	0	2	0	31

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	4	3	0	2	0	9	9	44	5	11	1	70	5	1	0	0	1	7
415-430	1	2	0	0	0	3	13	35	2	19	2	71	3	0	0	0	0	3
430-445	9	0	0	1	0	10	18	23	2	18	4	65	0	0	0	0	1	1
445-500	5	0	0	2	0	7	24	23	0	14	2	63	0	0	0	0	2	2
500-515	10	0	0	1	0	11	16	7	0	3	0	26	1	0	0	0	0	1
515-530	5	0	0	0	0	5	14	2	0	4	1	21	4	0	0	0	3	7
530-545	7	1	0	0	0	8	14	2	0	2	0	18	3	0	0	0	0	3
545-600	7	0	0	0	0	7	4	0	0	0	1	5	0	0	0	0	1	1
HOUR TOTALS																		
400-500	19	5	0	5	0	29	64	125	9	62	9	269	8	1	0	0	4	13
415-515	25	2	0	4	0	31	71	88	4	54	8	225	4	0	0	0	3	7
430-530	29	0	0	4	0	33	72	55	2	39	7	175	5	0	0	0	6	11
445-545	27	1	0	3	0	31	68	34	0	23	3	128	8	0	0	0	5	13
500-600	29	1	0	1	0	31	48	11	0	9	2	70	8	0	0	0	4	12

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	4	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	1	6	62	90	17	56	6	231
415-430	4	0	0	0	0	4	0	0	0	0	0	0	26	0	0	0	1	27	116	73	6	55	4	254
430-445	2	0	0	0	0	2	0	0	0	0	0	0	13	0	0	0	0	13	120	52	10	56	6	244
445-500	3	0	0	0	0	3	0	0	0	0	0	0	12	0	0	0	0	12	205	62	2	50	6	325
500-515	4	0	0	0	0	4	0	0	0	0	1	1	17	0	0	0	0	17	172	46	6	44	3	271
515-530	4	0	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	6	123	25	2	25	4	179
530-545	6	0	0	0	0	6	0	0	0	0	0	0	9	0	0	0	0	9	93	25	0	23	0	141
545-600	2	0	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	7	59	22	1	22	2	106
HOUR TOTALS																								
400-500	13	0	0	0	1	14	0	0	0	0	0	0	56	0	0	0	2	58	503	277	35	217	22	1054
415-515	13	0	0	0	0	13	0	0	0	0	1	1	68	0	0	0	1	69	613	233	24	205	19	1094
430-530	13	0	0	0	0	13	0	0	0	0	1	1	48	0	0	0	0	48	620	185	20	175	19	1019
445-545	17	0	0	0	0	17	0	0	0	0	1	1	44	0	0	0	0	44	593	158	10	142	13	916
500-600	16	0	0	0	0	16	0	0	0	0	1	1	39	0	0	0	0	39	447	118	9	114	9	697

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S BROAD AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	11	0	0	0	0	11	0	0	0	0	0	0	5	0	0	0	0	5
615-630	29	0	0	0	0	29	1	0	0	0	0	1	17	0	0	0	0	17
630-645	18	0	0	0	0	18	0	0	0	0	0	0	10	0	0	0	0	10
645-700	33	0	0	0	0	33	1	0	0	0	0	1	19	0	0	0	0	19
700-715	38	0	0	0	0	38	2	0	0	0	0	2	31	0	0	0	0	31
715-730	22	0	0	0	0	22	0	0	0	0	0	0	23	0	0	0	0	23
730-745	17	0	0	0	0	17	0	0	0	0	0	0	9	0	0	0	0	9
745-800	3	0	0	0	0	3	2	0	0	0	0	2	2	0	0	0	0	2
800-815	4	1	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1
815-830	10	1	0	0	0	11	0	0	0	0	0	0	3	0	0	0	0	3
830-845	15	0	0	0	0	15	0	0	0	0	0	0	2	0	0	0	0	2
845-900	10	0	0	0	0	10	1	0	0	0	0	1	5	0	0	0	0	5
HOUR TOTALS																		
600-700	91	0	0	0	0	91	2	0	0	0	0	2	51	0	0	0	0	51
615-715	118	0	0	0	0	118	4	0	0	0	0	4	77	0	0	0	0	77
630-730	111	0	0	0	0	111	3	0	0	0	0	3	83	0	0	0	0	83
645-745	110	0	0	0	0	110	3	0	0	0	0	3	82	0	0	0	0	82
700-800	80	0	0	0	0	80	4	0	0	0	0	4	65	0	0	0	0	65
715-815	46	1	0	0	0	47	2	0	0	0	0	2	35	0	0	0	0	35
730-830	34	2	0	0	0	36	2	0	0	0	0	2	15	0	0	0	0	15
745-845	32	2	0	0	0	34	2	0	0	0	0	2	8	0	0	0	0	8
800-900	39	2	0	0	0	41	1	0	0	0	0	1	11	0	0	0	0	11

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	24	0	0	0	0	24	47	6	0	3	0	56	14	0	0	1	4	19
615-630	16	0	0	0	0	16	47	5	0	2	1	55	23	0	0	0	5	28
630-645	17	0	0	0	0	17	37	3	0	4	2	46	37	0	0	0	2	39
645-700	15	0	0	0	0	15	38	7	0	7	4	56	28	0	0	0	1	29
700-715	2	0	0	0	0	2	40	9	0	4	0	53	10	0	0	0	2	12
715-730	2	0	0	0	0	2	39	13	0	7	2	61	13	0	0	0	6	19
730-745	2	0	0	0	0	2	51	15	1	8	2	77	13	0	0	1	4	18
745-800	6	0	0	0	0	6	53	8	0	13	0	74	11	0	0	0	3	14
800-815	0	0	0	0	0	0	45	8	0	14	2	69	8	1	0	0	3	12
815-830	6	0	0	0	0	6	23	9	1	7	2	42	10	0	0	0	2	12
830-845	6	0	0	0	0	6	39	8	1	15	3	66	11	0	0	0	3	14
845-900	0	0	0	0	1	1	28	7	1	13	1	50	4	0	0	0	0	4
HOUR TOTALS																		
600-700	72	0	0	0	0	72	169	21	0	16	7	213	102	0	0	1	12	115
615-715	50	0	0	0	0	50	162	24	0	17	7	210	98	0	0	0	10	108
630-730	36	0	0	0	0	36	154	32	0	22	8	216	88	0	0	0	11	99
645-745	21	0	0	0	0	21	168	44	1	26	8	247	64	0	0	1	13	78
700-800	12	0	0	0	0	12	183	45	1	32	4	265	47	0	0	1	15	63
715-815	10	0	0	0	0	10	188	44	1	42	6	281	45	1	0	1	16	63
730-830	14	0	0	0	0	14	172	40	2	42	6	262	42	1	0	1	12	56
745-845	18	0	0	0	0	18	160	33	2	49	7	251	40	1	0	0	11	52
800-900	12	0	0	0	1	13	135	32	3	49	8	227	33	1	0	0	8	42

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	5	1	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0
615-630	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
630-645	3	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0
645-700	2	0	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0
700-715	5	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
715-730	7	0	0	0	1	8	2	0	0	0	0	2	0	0	0	0	0	0
730-745	9	1	0	1	4	15	0	0	0	1	0	1	0	0	0	0	0	0
745-800	3	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
800-815	3	0	0	0	1	4	1	0	0	0	0	1	1	0	0	0	0	1
815-830	5	0	0	3	2	10	0	0	0	0	0	0	1	0	0	0	0	1
830-845	3	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0
845-900	9	0	0	2	3	14	0	0	0	0	1	1	0	0	0	0	0	0
HOUR TOTALS																		
600-700	13	1	0	0	10	24	0	0	0	0	0	0	0	0	0	0	0	0
615-715	13	0	0	0	10	23	0	0	0	0	0	0	0	0	0	0	0	0
630-730	17	0	0	0	11	28	2	0	0	0	0	2	0	0	0	0	0	0
645-745	23	1	0	1	12	37	2	0	0	1	0	3	0	0	0	0	0	0
700-800	24	1	0	1	8	34	2	0	0	1	0	3	0	0	0	0	0	0
715-815	22	1	0	1	8	32	3	0	0	1	0	4	1	0	0	0	0	1
730-830	20	1	0	4	9	34	1	0	0	1	0	2	2	0	0	0	0	2
745-845	14	0	0	4	7	25	1	0	0	0	0	1	2	0	0	0	0	2
800-900	20	0	0	6	8	34	1	0	0	0	1	2	2	0	0	0	0	2

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	0	0	1	18	1	0	1	2	22	29	0	0	0	0	29
615-630	0	0	0	0	0	0	32	1	0	1	1	35	29	0	0	0	0	29
630-645	0	0	0	0	0	0	52	3	0	2	0	57	33	0	0	0	0	33
645-700	0	0	0	0	0	0	56	2	0	3	3	64	13	0	0	0	0	13
700-715	0	0	0	0	0	0	52	3	1	3	1	60	7	0	0	0	0	7
715-730	0	0	0	0	0	0	42	7	0	8	1	58	4	0	0	0	0	4
730-745	2	0	0	0	0	2	40	7	0	8	1	56	6	0	0	0	0	6
745-800	3	0	0	0	0	3	62	4	0	11	2	79	9	0	0	0	0	9
800-815	2	0	0	0	0	2	41	3	0	6	3	53	5	0	0	0	0	5
815-830	0	0	0	0	0	0	32	17	0	8	2	59	7	0	0	0	0	7
830-845	0	0	0	0	0	0	36	5	0	10	2	53	3	0	0	0	1	4
845-900	0	0	0	0	0	0	37	10	0	14	3	64	3	0	0	0	0	3
HOUR TOTALS																		
600-700	1	0	0	0	0	1	158	7	0	7	6	178	104	0	0	0	0	104
615-715	0	0	0	0	0	0	192	9	1	9	5	216	82	0	0	0	0	82
630-730	0	0	0	0	0	0	202	15	1	16	5	239	57	0	0	0	0	57
645-745	2	0	0	0	0	2	190	19	1	22	6	238	30	0	0	0	0	30
700-800	5	0	0	0	0	5	196	21	1	30	5	253	26	0	0	0	0	26
715-815	7	0	0	0	0	7	185	21	0	33	7	246	24	0	0	0	0	24
730-830	7	0	0	0	0	7	175	31	0	33	8	247	27	0	0	0	0	27
745-845	5	0	0	0	0	5	171	29	0	35	9	244	24	0	0	0	1	25
800-900	2	0	0	0	0	2	146	35	0	38	10	229	18	0	0	0	1	19

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	154	8	0	5	7	174
615-630	197	6	0	3	7	213
630-645	207	6	0	6	7	226
645-700	205	9	0	10	14	238
700-715	187	12	1	7	4	211
715-730	154	20	0	15	10	199
730-745	149	23	1	19	11	203
745-800	154	12	0	24	7	197
800-815	111	13	0	20	9	153
815-830	97	27	1	18	8	151
830-845	115	13	1	26	11	166
845-900	97	17	1	29	9	153
HOUR TOTALS						
600-700	763	29	0	24	35	851
615-715	796	33	1	26	32	888
630-730	753	47	1	38	35	874
645-745	695	64	2	51	39	851
700-800	644	67	2	65	32	810
715-815	568	68	1	78	37	752
730-830	[illegible]	75	2	81	35	[illegible]
745-845	477	65	2	88	35	667
800-900	420	70	3	93	37	623

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S BROAD AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	5	0	0	0	0	5	1	0	0	0	0	1	2	0	0	0	0	2
115-130	4	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0
130-145	4	0	0	0	0	4	1	0	0	0	0	1	1	0	0	0	0	1
145-200	4	0	0	0	0	4	1	0	0	0	0	1	1	0	0	0	0	1
200-215	5	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0
215-230	3	0	0	0	0	3	1	0	0	0	0	1	2	1	0	0	0	3
230-245	11	0	0	0	0	11	1	0	0	0	0	1	0	0	0	0	0	0
245-300	3	0	0	0	0	3	1	0	0	0	0	1	3	0	0	0	0	3
300-315	8	0	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0
315-330	4	1	0	0	0	5	3	0	0	0	0	3	0	0	0	0	0	0
330-345	8	0	0	0	0	8	2	0	0	0	0	2	2	0	0	0	0	2
345-400	5	0	0	0	0	5	2	0	0	0	0	2	6	0	0	0	0	6
HOUR TOTALS																		
100-200	17	0	0	0	0	17	4	0	0	0	0	4	4	0	0	0	0	4
115-215	17	0	0	0	0	17	4	0	0	0	0	4	2	0	0	0	0	2
130-230	16	0	0	0	0	16	4	0	0	0	0	4	4	1	0	0	0	5
145-245	23	0	0	0	0	23	4	0	0	0	0	4	3	1	0	0	0	4
200-300	22	0	0	0	0	22	4	0	0	0	0	4	5	1	0	0	0	6
215-315	25	0	0	0	0	25	4	0	0	0	0	4	5	1	0	0	0	6
230-330	26	1	0	0	0	27	6	0	0	0	0	6	3	0	0	0	0	3
245-345	23	1	0	0	0	24	7	0	0	0	0	7	5	0	0	0	0	5
300-400	25	1	0	0	0	26	8	0	0	0	0	8	8	0	0	0	0	8

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	0	0	0	0	1	29	10	1	8	4	52	2	0	1	0	4	7
115-130	1	0	0	0	0	1	29	3	1	11	2	46	1	0	0	0	2	3
130-145	1	0	0	0	2	3	34	8	3	12	4	61	8	0	0	0	1	9
145-200	3	0	0	0	0	3	32	7	4	13	2	58	6	0	0	0	3	9
200-215	1	0	0	0	0	1	20	9	2	18	2	51	4	0	1	0	0	5
215-230	3	0	0	0	0	3	42	9	1	9	3	64	9	0	0	1	3	13
230-245	0	0	0	0	0	0	48	13	1	10	2	74	13	0	0	1	2	16
245-300	4	0	0	0	0	4	46	14	1	6	1	68	5	0	0	0	2	7
300-315	1	0	0	0	0	1	37	9	0	6	0	52	3	0	0	0	1	4
315-330	5	0	0	0	0	5	33	10	3	7	4	57	4	0	0	1	1	6
330-345	11	0	0	0	0	11	43	11	4	12	3	73	4	0	0	0	1	5
345-400	12	0	0	0	0	12	41	7	1	6	2	57	2	0	0	1	2	5
HOUR TOTALS																		
100-200	6	0	0	0	2	8	124	28	9	44	12	217	17	0	1	0	10	28
115-215	6	0	0	0	2	8	115	27	10	54	10	216	19	0	1	0	6	26
130-230	8	0	0	0	2	10	128	33	10	52	11	234	27	0	1	1	7	36
145-245	7	0	0	0	0	7	142	38	8	50	9	247	32	0	1	2	8	43
200-300	8	0	0	0	0	8	156	45	5	43	8	257	31	0	1	2	7	41
215-315	8	0	0	0	0	8	173	45	3	31	6	258	30	0	0	2	8	40
230-330	10	0	0	0	0	10	164	46	5	29	7	251	25	0	0	2	6	33
245-345	21	0	0	0	0	21	159	44	8	31	8	250	16	0	0	1	5	22
300-400	29	0	0	0	0	29	154	37	8	31	9	239	13	0	0	2	5	20

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	8	0	2	1	4	15	2	0	0	0	1	3	0	0	0	0	0	0
115-130	11	1	1	3	4	20	0	1	0	0	0	1	0	0	0	0	0	0
130-145	3	2	7	3	5	20	1	0	0	0	0	1	0	0	0	0	0	0
145-200	6	1	2	1	2	12	0	0	0	0	0	0	0	0	0	0	0	0
200-215	15	1	3	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0
215-230	6	1	1	1	1	10	1	1	0	0	0	2	0	0	0	0	0	0
230-245	17	4	1	1	1	24	0	1	0	0	0	1	0	0	0	0	0	0
245-300	17	0	1	1	3	22	0	0	0	0	0	0	0	0	0	0	0	0
300-315	15	1	0	1	0	17	0	0	0	0	1	1	0	0	0	0	0	0
315-330	18	1	3	3	1	26	1	3	0	0	0	4	0	0	0	0	0	0
330-345	25	4	3	3	1	36	1	0	0	0	0	1	0	0	0	0	0	0
345-400	12	2	3	4	4	25	1	0	0	0	0	1	0	0	0	0	0	0
HOUR TOTALS																		
100-200	28	4	12	8	15	67	3	1	0	0	1	5	0	0	0	0	0	0
115-215	35	5	13	7	15	75	1	1	0	0	0	2	0	0	0	0	0	0
130-230	30	5	13	5	12	65	2	1	0	0	0	3	0	0	0	0	0	0
145-245	44	7	7	3	8	69	1	2	0	0	0	3	0	0	0	0	0	0
200-300	55	6	6	3	9	79	1	2	0	0	0	3	0	0	0	0	0	0
215-315	55	6	3	4	5	73	1	2	0	0	1	4	0	0	0	0	0	0
230-330	67	6	5	6	5	89	1	4	0	0	1	6	0	0	0	0	0	0
245-345	75	6	7	8	5	101	2	3	0	0	1	6	0	0	0	0	0	0
300-400	70	8	9	11	6	104	3	3	0	0	1	7	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	37	19	2	10	5	73	5	0	0	0	0	5
115-130	0	0	0	0	0	0	22	16	4	5	1	48	6	0	0	0	0	6
130-145	0	0	0	0	0	0	32	26	5	8	8	79	3	0	0	0	1	4
145-200	0	0	0	0	0	0	23	15	3	9	2	52	8	0	0	0	0	8
200-215	0	0	0	0	0	0	37	16	3	16	2	74	2	0	0	0	0	2
215-230	0	0	0	0	0	0	28	18	3	9	5	63	4	0	0	0	0	4
230-245	1	0	0	0	1	2	36	19	1	7	7	70	5	0	0	0	0	5
245-300	1	0	0	0	0	1	41	16	0	8	2	67	7	0	0	0	0	7
300-315	0	0	0	0	0	0	44	17	2	17	3	83	3	0	0	0	0	3
315-330	0	0	0	0	0	0	47	20	2	16	5	90	8	0	0	0	0	8
330-345	0	0	0	0	0	0	48	21	0	16	7	92	20	0	0	0	0	20
345-400	0	0	0	0	1	1	45	22	3	18	3	91	31	0	0	0	0	31
HOUR TOTALS																		
100-200	0	0	0	0	0	0	114	76	14	32	16	252	22	0	0	0	1	23
115-215	0	0	0	0	0	0	114	73	15	38	13	253	19	0	0	0	1	20
130-230	0	0	0	0	0	0	120	75	14	42	17	268	17	0	0	0	1	18
145-245	1	0	0	0	1	2	124	68	10	41	16	259	19	0	0	0	0	19
200-300	2	0	0	0	1	3	142	69	7	40	16	274	18	0	0	0	0	18
215-315	2	0	0	0	1	3	149	70	6	41	17	283	19	0	0	0	0	19
230-330	2	0	0	0	1	3	168	72	5	48	17	310	23	0	0	0	0	23
245-345	1	0	0	0	0	1	180	74	4	57	17	332	38	0	0	0	0	38
300-400	0	0	0	0	1	1	184	80	7	67	18	356	62	0	0	0	0	62

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	92	29	6	19	18	164
115-130	75	21	6	19	9	130
130-145	88	36	15	23	21	183
145-200	84	23	9	23	9	148
200-215	85	26	9	34	8	162
215-230	99	30	5	20	12	166
230-245	132	37	3	19	13	204
245-300	128	30	2	15	8	183
300-315	112	27	2	24	5	170
315-330	123	35	8	27	11	204
330-345	164	36	7	31	12	250
345-400	157	31	7	29	12	236
HOUR TOTALS						
100-200	339	109	36	84	57	625
115-215	332	106	39	99	47	623
130-230	356	115	38	100	50	659
145-245	400	116	26	96	42	680
200-300	444	123	19	88	41	715
215-315	471	124	12	78	38	723
230-330	524	128	19	97	36	804
245-345	527	128	19	97	36	807
300-400	556	129	24	111	40	860

WILTEC
INTERSECTION TURNING MOVEMENT COUNT SUMMARY
Phone: (626) 564-1944 Fax: (626) 564-0969

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S BROAD AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	10	0	0	0	0	10	0	0	0	0	0	0	5	0	0	0	0	5
415-430	30	0	0	0	0	30	1	0	0	0	0	1	19	0	0	0	0	19
430-445	27	0	0	0	0	27	0	0	0	0	0	0	14	0	0	0	0	14
445-500	50	0	0	0	0	50	1	0	0	0	0	1	30	0	0	0	0	30
500-515	35	0	0	0	0	35	0	0	0	0	0	0	30	0	0	0	0	30
515-530	27	0	0	0	0	27	0	0	0	0	0	0	43	0	0	0	0	43
530-545	33	0	0	0	0	33	0	0	0	0	0	0	19	0	0	0	0	19
545-600	14	0	0	0	0	14	1	0	0	0	0	1	7	0	0	0	0	7
HOUR TOTALS																		
400-500	117	0	0	0	0	117	2	0	0	0	0	2	68	0	0	0	0	68
415-515	142	0	0	0	0	142	2	0	0	0	0	2	93	0	0	0	0	93
430-530	139	0	0	0	0	139	1	0	0	0	0	1	117	0	0	0	0	117
445-545	145	0	0	0	0	145	1	0	0	0	0	1	122	0	0	0	0	122
500-600	109	0	0	0	0	109	1	0	0	0	0	1	99	0	0	0	0	99

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	18	0	0	0	0	18	45	11	8	9	2	75	2	0	0	0	2	4
415-430	12	0	0	0	0	12	35	10	3	9	1	58	2	0	0	0	2	4
430-445	25	0	0	0	0	25	72	5	0	12	3	92	1	0	0	0	1	2
445-500	16	0	0	0	0	16	77	10	3	5	1	96	1	1	0	0	2	4
500-515	1	0	0	0	0	1	56	8	2	2	1	69	3	0	0	0	0	3
515-530	3	0	0	0	0	3	65	7	2	4	2	80	1	0	0	0	2	3
530-545	1	0	0	0	0	1	65	12	2	7	2	88	1	0	0	0	0	1
545-600	0	0	0	0	0	0	57	8	1	8	1	75	1	0	0	0	0	1
HOUR TOTALS																		
400-500	71	0	0	0	0	71	229	36	14	35	7	321	6	1	0	0	7	14
415-515	54	0	0	0	0	54	240	33	8	28	6	315	7	1	0	0	5	13
430-530	45	0	0	0	0	45	270	30	7	23	7	337	6	1	0	0	5	12
445-545	21	0	0	0	0	21	263	37	9	18	6	333	6	1	0	0	4	11
500-600	5	0	0	0	0	5	243	35	7	21	6	312	6	0	0	0	2	8

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	15	0	2	2	1	20	0	0	0	0	0	0	1	0	0	0	0	1
415-430	36	3	1	4	1	45	0	0	0	0	0	0	0	0	0	0	1	1
430-445	32	2	1	1	3	39	2	0	0	0	0	2	3	0	0	0	0	3
445-500	10	1	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0
500-515	15	0	0	1	0	16	0	0	0	0	0	0	1	0	0	0	0	1
515-530	7	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0
530-545	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
545-600	4	0	1	2	0	7	1	0	0	0	0	1	0	0	0	0	0	0
HOUR TOTALS																		
400-500	93	6	4	7	6	116	2	0	0	0	0	2	4	0	0	0	1	5
415-515	93	6	2	6	5	112	2	0	0	0	0	2	4	0	0	0	1	5
430-530	64	3	1	2	10	80	2	0	0	0	0	2	4	0	0	0	0	4
445-545	35	1	0	1	8	45	0	0	0	0	0	0	1	0	0	0	0	1
500-600	29	0	1	3	7	40	1	0	0	0	0	1	1	0	0	0	0	1

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	41	30	2	21	2	96	30	0	0	0	0	30
415-430	0	0	0	0	0	0	55	27	4	22	4	112	27	0	0	0	0	27
430-445	0	0	0	0	0	0	65	28	2	12	2	109	30	0	0	0	0	30
445-500	0	0	0	0	0	0	71	9	1	9	4	94	39	0	0	0	0	39
500-515	0	0	0	0	0	0	64	2	0	3	2	71	10	0	0	0	0	10
515-530	0	0	0	0	0	0	45	8	1	4	1	59	11	0	0	0	0	11
530-545	0	0	0	0	0	0	36	2	1	15	3	57	6	0	0	0	0	6
545-600	0	0	0	0	0	0	29	7	0	8	0	44	4	0	0	0	0	4
HOUR TOTALS																		
400-500	0	0	0	0	0	0	232	94	9	64	12	411	126	0	0	0	0	126
415-515	0	0	0	0	0	0	255	66	7	46	12	386	106	0	0	0	0	106
430-530	0	0	0	0	0	0	245	47	4	28	9	333	90	0	0	0	0	90
445-545	0	0	0	0	0	0	216	21	3	31	10	281	66	0	0	0	0	66
500-600	0	0	0	0	0	0	174	19	2	30	6	231	31	0	0	0	0	31

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	167	41	12	32	7	259
415-430	217	40	8	35	9	309
430-445	271	35	3	25	9	343
445-500	295	21	4	14	8	342
500-515	215	10	2	6	3	236
515-530	202	15	3	8	11	239
530-545	164	14	3	22	6	209
545-600	118	15	2	18	1	154
HOUR TOTALS						
400-500	950	137	27	106	33	1253
415-515	998	106	17	80	29	1230
430-530	983	81	12	53	31	1160
445-545	876	60	12	50	28	1026
500-600	699	54	10	54	21	838

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		POLA CLASSIFICATION COUNTS
DATE:		WEDNESDAY, AUGUST 13, 2008
PERIOD:		6:00 AM TO 9:00 AM
INTERSECTION:	N/S	AVALON BOULEVARD
	E/W	HARRY BRIDGES BOULEVARD

	1 SBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	11	0	0	0	0	11
615-630	28	0	0	0	1	29
630-645	20	0	0	0	2	22
645-700	19	0	0	0	0	19
700-715	25	0	0	1	0	26
715-730	26	0	0	0	0	26
730-745	18	0	0	0	0	18
745-800	22	0	0	0	0	22
800-815	18	0	0	0	0	18
815-830	11	0	0	0	0	11
830-845	13	0	0	1	0	14
845-900	11	0	0	0	0	11
HOUR TOTALS						
600-700	78	0	0	0	3	81
615-715	92	0	0	1	3	96
630-730	90	0	0	1	2	93
645-745	88	0	0	1	0	89
700-800	91	0	0	1	0	92
715-815	84	0	0	0	0	84
730-830	69	0	0	0	0	69
745-845	64	0	0	1	0	65
800-900	53	0	0	1	0	54

	2 SBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	5	0	0	0	0	5
615-630	10	0	0	0	0	10
630-645	16	0	0	0	0	16
645-700	4	0	0	0	0	4
700-715	2	0	0	0	1	3
715-730	7	0	0	0	0	7
730-745	10	0	0	1	0	11
745-800	3	0	0	0	0	3
800-815	4	0	0	0	0	4
815-830	2	0	0	0	0	2
830-845	2	0	0	0	0	2
845-900	5	0	0	0	0	5
HOUR TOTALS						
600-700	35	0	0	0	0	35
615-715	32	0	0	0	1	33
630-730	29	0	0	0	1	30
645-745	23	0	0	1	1	25
700-800	22	0	0	1	1	24
715-815	24	0	0	1	0	25
730-830	19	0	0	1	0	20
745-845	11	0	0	0	0	11
800-900	13	0	0	0	0	13

	3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	0	0	1
615-630	2	0	0	0	0	2
630-645	2	0	0	0	0	2
645-700	1	0	0	0	0	1
700-715	5	0	0	0	0	5
715-730	2	0	0	0	0	2
730-745	0	0	0	0	0	0
745-800	4	0	0	2	0	6
800-815	0	0	0	0	0	0
815-830	2	0	0	0	0	2
830-845	2	0	0	0	0	2
845-900	3	0	0	0	0	3
HOUR TOTALS						
600-700	6	0	0	0	0	6
615-715	10	0	0	0	0	10
630-730	10	0	0	0	0	10
645-745	8	0	0	0	0	8
700-800	11	0	0	2	0	13
715-815	6	0	0	2	0	8
730-830	6	0	0	2	0	8
745-845	8	0	0	2	0	10
800-900	7	0	0	0	0	7

	4 WBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	4	0	0	0	0	4
615-630	2	0	0	0	0	2
630-645	3	0	0	1	0	4
645-700	4	0	0	0	0	4
700-715	1	0	0	0	0	1
715-730	4	0	0	0	0	4
730-745	1	0	0	0	0	1
745-800	4	0	0	1	0	5
800-815	1	0	0	0	0	1
815-830	4	0	0	1	0	5
830-845	8	0	0	0	0	8
845-900	2	0	0	0	0	2
HOUR TOTALS						
600-700	13	0	0	1	0	14
615-715	10	0	0	1	0	11
630-730	12	0	0	1	0	13
645-745	10	0	0	0	0	10
700-800	10	0	0	1	0	11
715-815	10	0	0	1	0	11
730-830	10	0	0	2	0	12
745-845	17	0	0	2	0	19
800-900	15	0	0	1	0	16

	5 WBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	44	6	0	3	2	55
615-630	67	5	0	2	2	76
630-645	58	4	1	4	3	70
645-700	69	6	0	4	2	81
700-715	79	9	0	3	2	93
715-730	61	13	0	8	0	82
730-745	58	15	1	7	3	84
745-800	66	7	0	11	1	85
800-815	45	11	0	15	1	72
815-830	36	9	1	6	2	54
830-845	43	8	1	16	3	71
845-900	50	6	2	10	2	70
HOUR TOTALS						
600-700	238	21	1	13	9	282
615-715	273	24	1	13	9	320
630-730	267	32	1	19	7	326
645-745	267	43	1	22	7	340
700-800	264	44	1	29	6	344
715-815	230	46	1	41	5	323
730-830	205	42	2	39	7	295
745-845	190	35	2	48	7	282
800-900	174	34	4	47	8	267

	6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	3	0	0	0	0	3
615-630	3	0	0	0	0	3
630-645	3	0	0	0	0	3
645-700	1	0	0	1	0	2
700-715	1	0	0	0	1	2
715-730	2	0	0	0	0	2
730-745	3	0	0	0	0	3
745-800	2	0	0	0	0	2
800-815	0	0	0	0	0	0
815-830	0	0	0	0	0	0
830-845	2	0	0	0	0	2
845-900	0	0	0	0	0	0
HOUR TOTALS						
600-700	10	0	0	1	0	11
615-715	8	0	0	1	1	10
630-730	7	0	0	1	1	9
645-745	7	0	0	1	1	9
700-800	8	0	0	0	1	9
715-815	7	0	0	0	0	7
730-830	5	0	0	0	0	5
745-845	4	0	0	0	0	4
800-900	2	0	0	0	0	2

	7 NBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0
615-630	0	0	0	0	0	0
630-645	1	0	0	0	0	1
645-700	0	0	0	0	3	3
700-715	0	0	0	1	0	1
715-730	0	0	0	1	0	1
730-745	0	0	0	0	0	0
745-800	0	0	0	1	0	1
800-815	0	0	0	1	0	1
815-830	0	0	0	0	0	0
830-845	0	1	0	2	0	3
845-900	0	0	0	0	1	1
HOUR TOTALS						
600-700	1	0	0	0	3	4
615-715	1	0	0	1	3	5
630-730	1	0	0	2	3	6
645-745	0	0	0	2	3	5
700-800	0	0	0	3	0	3
715-815	0	0	0	3	0	3
730-830	0	0	0	2	0	2
745-845	0	1	0	4	0	5
800-900	0	1	0	3	1	5

	8 NBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	0	2
615-630	0	0	0	0	0	0
630-645	3	0	0	0	0	3
645-700	1	0	0	0	0	1
700-715	5	0	0	0	0	5
715-730	5	0	0	0	0	5
730-745	3	0	0	0	0	3
745-800	0	0	0	0	0	0
800-815	4	0	0	0	0	4
815-830	2	0	0	0	0	2
830-845	0	0	0	0	0	0
845-900	1	0	0	0	0	1
HOUR TOTALS						
600-700	6	0	0	0	0	6
615-715	9	0	0	0	0	9
630-730	14	0	0	0	0	14
645-745	14	0	0	0	0	14
700-800	13	0	0	0	0	13
715-815	12	0	0	0	0	12
730-830	9	0	0	0	0	9
745-845	6	0	0	0	0	6
800-900	7	0	0	0	0	7

	9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	1	0	0	0	3
615-630	1	0	0	0	1	2
630-645	2	0	0	0	4	6
645-700	2	0	0	0	0	2
700-715	2	0	0	0	4	6
715-730	1	0	0	0	3	4
730-745	2	0	0	1	1	4
745-800	1	0	0	0	1	2
800-815	2	0	0	0	0	2
815-830	1	0	0	1	2	4
830-845	0	0	0	0	0	0
845-900	6	0	0	0	1	7
HOUR TOTALS						
600-700	7	1	0	0	5	13
615-715	7	0	0	0	9	16
630-730	7	0	0	0	11	18
645-745	7	0	0	1	8	16
700-800	6	0	0	1	9	16
715-815	6	0	0	1	5	12
730-830	6	0	0	2	4	12
745-845	4	0	0	1	3	8
800-900	9	0	0	1	3	13

	10 EBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	3	0	0	0	1	4
615-630	5	0	0	2	2	9
630-645	5	0	0	0	1	6
645-700	13	0	0	0	1	14
700-715	5	0	0	0	1	6
715-730	4	0	0	0	1	5
730-745	1	0	0	1	0	2
745-800	1	0	0	1	3	5
800-815	6	0	0	1	3	10
815-830	6	0	0	0	0	6
830-845	2	0	0	1	0	3
845-900	7	0	0	0	2	9
HOUR TOTALS						
600-700	26	0	0	2	5	33
615-715	28	0	0	2	5	35
630-730	27	0	0	0	4	31
645-745	23	0	0	1	3	27
700-800	11	0	0	2	5	18
715-815	12	0	0	3	7	22
730-830	14	0	0	3	6	23
745-845	15	0	0	3	6	24
800-900	21	0	0	2	5	28

	11 EBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	53	2	0	1	2	58
615-630	61	1	0	2	0	64
630-645	79	1	0	2	0	82
645-700	66	2	0	0	0	68
700-715	58	5	0	5	2	70
715-730	43	7	0	8	0	58
730-745	46	5	0	7	1	59
745-800	54	2	0	6	2	64
800-815	53	5	0	7	4	69
815-830	29	19	0	9	1	58
830-845	29	2	0	8	2	41
845-900	35	8	0	14	3	60
HOUR TOTALS						
600-700	259	6	0	5	2	272
615-715	264	9	0	9	2	284
630-730	246	15	0	15	2	278
645-745	213	19	0	20	3	255
700-800	201	19	0	26	5	251
715-815	196	19	0	28	7	250
730-830	182	31	0	29	8	250
745-845	165	28	0	30	9	232
800-900	146	34	0	38	10	228

	12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	53	0	0	0	1	54
615-630	53	0	0	0	0	53
630-645	57	0	0	0	0	57
645-700	28	0	0	0	1	29
700-715	15	0	0	1	0	16
715-730	10	0	0	0	0	10
730-745	7	1	0	0	0	8
745-800	16	0	0	0	0	16
800-815	21	0	0	0	0	21
815-830	9	0	0	0	0	9
830-845	4	0	0	0	0	4
845-900	8	0	0	0	0	8
HOUR TOTALS						
600-700	191	0	0	0	2	193
615-715	153	0	0	1	1	155
630-730	110	0	0	1	1	112
645-745	60	1	0	1	1	63
700-800	48	1	0	1	0	50
715-815	54	1	0	0	0	55
730-830	53	1	0	0	0	54
745-845	50	0	0	0	0	50
800-900	42	0	0	0	0	42

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	181	9	0	4	6	200
615-630	232	6	0	6	6	250
630-645	249	5	1	7	10	272
645-700	208	8	0	5	7	228
700-715	198	14	0	11	11	234
715-730	165	20	0	17	4	206
730-745	149	21	1	17	5	193
745-800	173	9	0	22	7	211
800-815	154	16	0	24	8	202
815-830	102	28	1	17	5	153
830-845	105	11	1	28	5	150
845-900	128	14	2	24	9	177
HOUR TOTALS						
600-700	870	28	1	22	29	950
615-715	887	33	1	29	34	984
630-730	820	47	1	40	32	940
645-745	720	63	1	50	27	861
700-800	685	64	1	67	27	844
715-815	641	66	1	80	24	812
730-830	578	[illegible]	2	[illegible]	[illegible]	759
745-845	534	64	2	91	25	716
800-900	489	69	4	93	27	682

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S AVALON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	13	0	0	0	0	13	9	0	0	0	0	9	2	0	0	0	0	2
115-130	16	0	0	0	0	16	4	0	0	0	0	4	0	0	0	0	0	0
130-145	13	0	0	0	0	13	7	0	0	0	0	7	1	0	0	0	0	1
145-200	21	0	0	0	0	21	8	0	0	1	0	9	2	0	0	0	0	2
200-215	13	0	0	0	0	13	4	0	0	0	0	4	3	0	0	0	0	3
215-230	22	0	0	1	0	23	5	0	0	0	0	5	3	0	0	0	0	3
230-245	14	0	0	0	0	14	4	0	0	0	1	5	3	0	0	0	0	3
245-300	22	0	0	0	0	22	7	0	0	0	0	7	5	0	0	0	0	5
300-315	18	0	0	0	0	18	5	0	0	0	0	5	1	0	0	0	0	1
315-330	17	0	0	0	0	17	8	0	0	0	1	9	0	0	0	0	0	0
330-345	16	0	0	0	0	16	3	0	0	0	0	3	0	0	0	0	0	0
345-400	24	0	0	0	0	24	4	0	0	0	0	4	3	0	0	0	0	3
HOUR TOTALS																		
100-200	63	0	0	0	0	63	28	0	0	1	0	29	5	0	0	0	0	5
115-215	63	0	0	0	0	63	23	0	0	1	0	24	6	0	0	0	0	6
130-230	69	0	0	1	0	70	24	0	0	1	0	25	9	0	0	0	0	9
145-245	70	0	0	1	0	71	21	0	0	1	1	23	11	0	0	0	0	11
200-300	71	0	0	1	0	72	20	0	0	0	1	21	14	0	0	0	0	14
215-315	76	0	0	1	0	77	21	0	0	0	1	22	12	0	0	0	0	12
230-330	71	0	0	0	0	71	24	0	0	0	2	26	9	0	0	0	0	9
245-345	73	0	0	0	0	73	23	0	0	0	1	24	6	0	0	0	0	6
300-400	75	0	0	0	0	75	20	0	0	0	1	21	4	0	0	0	0	4

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	4	0	0	0	0	4	29	10	2	8	3	52	5	0	0	0	1	6
115-130	1	0	0	0	0	1	31	3	1	10	2	47	2	0	0	0	0	2
130-145	3	0	0	0	0	3	28	7	2	13	5	55	2	0	0	0	0	2
145-200	2	0	0	0	0	2	38	8	5	16	2	69	0	0	0	0	0	0
200-215	1	0	0	0	0	1	27	9	2	19	1	58	1	0	0	0	0	1
215-230	2	0	0	0	0	2	42	7	1	9	2	61	1	0	0	0	0	1
230-245	2	0	0	0	0	2	51	16	1	7	4	79	0	0	0	0	0	0
245-300	3	0	0	0	0	3	47	12	1	10	1	71	0	0	0	1	0	1
300-315	3	0	0	0	0	3	48	12	0	7	0	67	1	0	0	0	0	1
315-330	2	0	0	0	0	2	32	11	3	7	4	57	3	0	0	0	0	3
330-345	5	0	0	0	0	5	43	13	5	13	2	76	0	0	0	0	0	0
345-400	2	0	0	0	0	2	45	8	0	8	2	63	1	0	0	0	0	1
HOUR TOTALS																		
100-200	10	0	0	0	0	10	126	28	10	47	12	223	9	0	0	0	1	10
115-215	7	0	0	0	0	7	124	27	10	58	10	229	5	0	0	0	0	5
130-230	8	0	0	0	0	8	135	31	10	57	10	243	4	0	0	0	0	4
145-245	7	0	0	0	0	7	158	40	9	51	9	267	2	0	0	0	0	2
200-300	8	0	0	0	0	8	167	44	5	45	8	269	2	0	0	1	0	3
215-315	10	0	0	0	0	10	188	47	3	33	7	278	2	0	0	1	0	3
230-330	10	0	0	0	0	10	178	51	5	31	9	274	4	0	0	1	0	5
245-345	13	0	0	0	0	13	170	48	9	37	7	271	4	0	0	1	0	5
300-400	12	0	0	0	0	12	168	44	8	35	8	263	5	0	0	0	0	5

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	3	1	0	2	0	6	6	0	0	0	0	6	4	0	0	0	1	5
115-130	0	1	0	0	0	1	7	0	0	0	0	7	9	0	0	0	1	10
130-145	1	1	1	0	0	3	9	0	0	0	0	9	10	0	0	1	0	11
145-200	3	1	0	0	0	4	3	0	0	0	0	3	8	1	0	1	0	10
200-215	4	0	0	2	0	6	4	0	0	0	0	4	9	0	0	3	1	13
215-230	0	4	0	0	0	4	5	0	0	0	0	5	11	0	0	0	0	11
230-245	1	0	0	0	1	2	19	0	0	0	0	19	14	0	0	0	1	15
245-300	0	1	0	0	1	2	7	0	0	0	0	7	4	0	0	0	0	4
300-315	0	1	0	0	0	1	5	0	0	0	0	5	3	0	0	2	0	5
315-330	2	0	0	1	0	3	3	0	0	0	0	3	4	0	0	0	2	6
330-345	1	1	0	0	0	2	9	0	0	0	0	9	9	0	0	0	1	10
345-400	3	0	0	0	0	3	2	0	0	0	0	2	2	0	0	0	2	4
HOUR TOTALS																		
100-200	7	4	1	2	0	14	25	0	0	0	0	25	31	1	0	2	2	36
115-215	8	3	1	2	0	14	23	0	0	0	0	23	36	1	0	5	2	44
130-230	8	6	1	2	0	17	21	0	0	0	0	21	38	1	0	5	1	45
145-245	8	5	0	2	1	16	31	0	0	0	0	31	42	1	0	4	2	49
200-300	5	5	0	2	2	14	35	0	0	0	0	35	38	0	0	3	2	43
215-315	1	6	0	0	2	9	36	0	0	0	0	36	32	0	0	2	1	35
230-330	3	2	0	1	2	8	34	0	0	0	0	34	25	0	0	2	3	30
245-345	3	3	0	1	1	8	24	0	0	0	0	24	20	0	0	2	3	25
300-400	6	2	0	1	0	9	19	0	0	0	0	19	18	0	0	2	5	25

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	3	0	0	1	1	5	42	16	1	6	4	69	16	1	0	0	0	17
115-130	5	0	0	2	2	9	25	14	4	5	1	49	14	0	1	0	0	15
130-145	6	0	0	1	1	8	34	23	9	12	5	83	18	1	0	1	0	20
145-200	5	1	0	1	0	7	23	19	1	10	2	55	20	0	0	0	0	20
200-215	3	1	0	0	1	5	26	16	2	11	3	58	16	0	0	1	0	17
215-230	3	0	0	0	0	3	32	10	1	11	7	61	14	0	0	0	0	14
230-245	9	0	0	0	1	10	28	11	1	5	2	47	16	0	0	1	0	17
245-300	4	0	0	0	0	4	35	20	0	3	4	62	12	0	0	0	0	12
300-315	5	0	0	0	0	5	55	18	2	16	4	95	12	0	0	0	0	12
315-330	3	0	0	0	0	3	57	16	0	14	2	89	22	0	0	0	0	22
330-345	2	0	0	0	0	2	60	20	0	18	4	102	24	1	1	0	0	26
345-400	3	0	0	0	0	3	55	22	5	8	0	90	37	0	0	1	0	38
HOUR TOTALS																		
100-200	19	1	0	5	4	29	124	72	15	33	12	256	68	2	1	1	0	72
115-215	19	2	0	4	4	29	108	72	16	38	11	245	68	1	1	2	0	72
130-230	17	2	0	2	2	23	115	68	13	44	17	257	68	1	0	2	0	71
145-245	20	2	0	1	2	25	109	56	5	37	14	221	66	0	0	2	0	68
200-300	19	1	0	0	2	22	121	57	4	30	16	228	58	0	0	2	0	60
215-315	21	0	0	0	1	22	150	59	4	35	17	265	54	0	0	1	0	55
230-330	21	0	0	0	1	22	175	65	3	38	12	293	62	0	0	1	0	63
245-345	14	0	0	0	0	14	207	74	2	51	14	348	70	1	1	0	0	72
300-400	13	0	0	0	0	13	227	76	7	56	10	376	95	1	1	1	0	98

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	136	28	3	17	10	194
115-130	114	18	6	17	6	161
130-145	132	32	12	28	11	215
145-200	133	30	6	29	4	202
200-215	111	26	4	36	6	183
215-230	140	21	2	21	9	193
230-245	161	27	2	13	10	213
245-300	146	33	1	14	6	200
300-315	156	31	2	25	4	218
315-330	153	27	3	22	9	214
330-345	172	35	6	31	7	251
345-400	181	30	5	17	4	237
HOUR TOTALS						
100-200	515	108	27	91	31	772
115-215	490	106	28	110	27	761
130-230	516	109	24	114	30	793
145-245	545	104	14	99	29	791
200-300	558	107	9	84	31	789
215-315	603	112	7	73	29	824
230-330	627	126	12	92	26	883
245-345	662	123	16	95	24	920

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S AVALON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	24	0	0	0	0	24	2	0	0	0	0	2	5	0	0	0	0	5
415-430	31	0	0	0	0	31	2	0	0	0	0	2	4	0	0	0	0	4
430-445	29	0	0	0	0	29	4	0	0	0	0	4	4	0	0	0	0	4
445-500	46	0	0	0	0	46	1	0	0	0	0	1	10	0	0	0	0	10
500-515	54	0	0	0	0	54	4	0	0	0	0	4	4	0	0	0	0	4
515-530	45	0	0	0	0	45	7	0	0	0	0	7	4	0	0	0	0	4
530-545	41	0	0	0	0	41	10	0	0	0	0	10	2	0	0	0	0	2
545-600	23	0	0	0	0	23	5	0	0	0	0	5	2	0	0	0	0	2
HOUR TOTALS																		
400-500	130	0	0	0	0	130	9	0	0	0	0	9	23	0	0	0	0	23
415-515	160	0	0	0	0	160	11	0	0	0	0	11	22	0	0	0	0	22
430-530	174	0	0	0	0	174	16	0	0	0	0	16	22	0	0	0	0	22
445-545	186	0	0	0	0	186	22	0	0	0	0	22	20	0	0	0	0	20
500-600	163	0	0	0	0	163	26	0	0	0	0	26	12	0	0	0	0	12

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	5	0	0	0	0	5	55	11	10	9	2	87	1	1	0	0	0	2
415-430	1	0	0	0	0	1	60	8	2	7	2	79	0	0	0	0	0	0
430-445	4	0	0	0	0	4	86	5	0	11	3	105	4	0	0	0	0	4
445-500	8	0	0	0	0	8	116	11	0	5	2	134	2	0	0	0	0	2
500-515	1	0	0	0	0	1	110	10	2	4	2	128	1	1	0	0	0	2
515-530	3	0	0	0	0	3	78	5	2	4	1	90	3	0	0	0	0	3
530-545	3	0	0	0	0	3	95	11	2	6	1	115	1	0	0	0	0	1
545-600	2	0	0	0	0	2	63	8	1	8	0	80	2	0	0	0	1	3
HOUR TOTALS																		
400-500	18	0	0	0	0	18	317	35	12	32	9	405	7	1	0	0	0	8
415-515	14	0	0	0	0	14	372	34	4	27	9	446	7	1	0	0	0	8
430-530	16	0	0	0	0	16	390	31	4	24	8	457	10	1	0	0	0	11
445-545	15	0	0	0	0	15	399	37	6	19	6	467	7	1	0	0	0	8
500-600	9	0	0	0	0	9	346	34	7	22	4	413	7	1	0	0	1	9

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	2	0	1	0	3	8	2	0	0	0	10	16	0	0	0	1	17
415-430	2	0	0	0	0	2	18	0	0	0	0	18	16	0	0	0	1	17
430-445	2	1	0	0	0	3	19	0	0	1	0	20	11	0	0	1	0	12
445-500	0	0	0	0	0	0	7	0	0	0	0	7	2	0	0	0	0	2
500-515	0	0	0	0	0	0	4	0	0	0	0	4	6	0	0	0	1	7
515-530	2	1	0	1	0	4	3	0	0	0	0	3	1	0	0	0	1	2
530-545	0	0	0	1	0	1	2	0	0	0	0	2	2	0	0	0	0	2
545-600	1	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	3
HOUR TOTALS																		
400-500	4	3	0	1	0	8	52	2	0	1	0	55	45	0	0	1	2	48
415-515	4	1	0	0	0	5	48	0	0	1	0	49	35	0	0	1	2	38
430-530	4	2	0	1	0	7	33	0	0	1	0	34	20	0	0	1	2	23
445-545	2	1	0	2	0	5	16	0	0	0	0	16	11	0	0	0	2	13
500-600	3	1	0	2	0	6	10	0	0	0	0	10	12	0	0	0	2	14

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	1	0	0	0	0	1	69	29	1	26	2	127	60	0	0	0	0	60
415-430	1	0	0	0	0	1	82	34	2	22	5	145	59	0	0	2	0	61
430-445	0	0	0	0	0	0	91	17	2	12	0	122	33	0	0	0	0	33
445-500	2	0	0	0	0	2	86	9	0	10	0	105	37	0	0	0	0	37
500-515	1	0	0	0	0	1	72	2	1	2	3	80	19	0	0	0	0	19
515-530	4	0	0	1	0	5	40	5	1	5	2	53	19	0	0	0	0	19
530-545	10	0	0	0	0	10	37	3	0	12	2	54	24	0	0	0	0	24
545-600	4	0	0	0	0	4	25	5	0	8	1	39	15	0	0	0	0	15
HOUR TOTALS																		
400-500	4	0	0	0	0	4	328	89	5	70	7	499	189	0	0	2	0	191
415-515	4	0	0	0	0	4	331	62	5	46	8	452	148	0	0	2	0	150
430-530	7	0	0	1	0	8	289	33	4	29	5	360	108	0	0	0	0	108
445-545	17	0	0	1	0	18	235	19	2	29	7	292	99	0	0	0	0	99
500-600	19	0	0	1	0	20	174	15	2	27	8	226	77	0	0	0	0	77

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	246	45	11	36	5	343
415-430	276	42	4	31	8	361
430-445	287	23	2	25	3	340
445-500	317	20	0	15	2	354
500-515	276	13	3	6	6	304
515-530	209	11	3	11	4	238
530-545	227	14	2	19	3	265
545-600	146	13	1	16	2	178
HOUR TOTALS						
400-500	1126	130	17	107	18	1398
415-515	1156	98	9	77	19	1359
430-530	1089	67	8	57	15	1236
445-545	1029	58	8	51	15	1161
500-600	858	51	9	52	15	985

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S FRIES AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	0	0	1	5	0	0	0	0	5	0	0	0	0	0	0
615-630	2	0	0	0	0	2	5	0	0	0	0	5	0	0	0	0	0	0
630-645	4	0	0	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0
645-700	3	0	0	0	0	3	5	0	0	0	0	5	0	1	0	1	0	2
700-715	4	0	0	0	0	4	1	0	0	0	0	1	1	2	0	0	0	3
715-730	3	0	0	0	0	3	2	0	0	0	0	2	1	2	0	0	1	4
730-745	2	0	0	0	0	2	5	0	0	0	1	6	1	1	0	0	0	2
745-800	1	0	0	0	0	1	3	0	0	0	0	3	1	0	0	1	0	2
800-815	1	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	3
815-830	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	1	2
830-845	5	0	1	0	0	6	4	0	0	0	0	4	0	0	0	0	0	0
845-900	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0
HOUR TOTALS																		
600-700	10	0	0	0	0	10	22	0	0	0	0	22	0	1	0	1	0	2
615-715	13	0	0	0	0	13	18	0	0	0	0	18	1	3	0	1	0	5
630-730	14	0	0	0	0	14	15	0	0	0	0	15	2	5	0	1	1	9
645-745	12	0	0	0	0	12	13	0	0	0	1	14	3	6	0	1	1	11
700-800	10	0	0	0	0	10	11	0	0	0	1	12	4	5	0	1	1	11
715-815	7	0	0	0	0	7	11	0	0	0	1	12	6	3	0	1	1	11
730-830	5	0	0	0	0	5	10	0	0	0	1	11	5	2	0	1	1	9
745-845	8	0	1	0	0	9	9	0	0	0	0	9	4	1	0	1	1	7
800-900	8	0	1	0	0	9	9	0	0	0	0	9	3	1	0	0	1	5

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	50	10	1	2	3	66	7	0	0	0	1	8
615-630	3	0	0	0	0	3	84	5	0	3	0	92	7	0	0	0	0	7
630-645	1	0	0	0	0	1	67	3	2	5	6	83	12	0	0	0	0	12
645-700	2	0	0	0	0	2	87	6	0	3	7	103	13	0	0	0	1	14
700-715	2	0	0	0	0	2	111	9	0	3	6	129	2	1	0	0	0	3
715-730	3	0	0	0	0	3	76	13	0	8	1	98	0	4	0	0	0	4
730-745	2	0	0	0	0	2	88	15	2	10	2	117	5	8	0	0	0	13
745-800	2	0	0	0	0	2	50	6	0	8	5	69	3	3	0	0	0	6
800-815	2	0	0	0	0	2	69	11	1	11	3	95	1	2	0	0	0	3
815-830	1	0	0	0	0	1	54	8	1	12	1	76	3	0	0	0	1	4
830-845	2	0	0	0	0	2	63	9	1	15	3	91	2	0	0	0	0	2
845-900	1	0	0	0	0	1	56	4	1	12	1	74	3	1	0	0	1	5
HOUR TOTALS																		
600-700	6	0	0	0	0	6	288	24	3	13	16	344	39	0	0	0	2	41
615-715	8	0	0	0	0	8	349	23	2	14	19	407	34	1	0	0	1	36
630-730	8	0	0	0	0	8	341	31	2	19	20	413	27	5	0	0	1	33
645-745	9	0	0	0	0	9	362	43	2	24	16	447	20	13	0	0	1	34
700-800	9	0	0	0	0	9	325	43	2	29	14	413	10	16	0	0	0	26
715-815	9	0	0	0	0	9	283	45	3	37	11	379	9	17	0	0	0	26
730-830	7	0	0	0	0	7	261	40	4	41	11	357	12	13	0	0	1	26
745-845	7	0	0	0	0	7	236	34	3	46	12	331	9	5	0	0	1	15
800-900	6	0	0	0	0	6	242	32	4	50	8	336	9	3	0	0	2	14

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	0	2	7	0	0	0	0	7	6	0	0	0	0	6
615-630	3	1	0	0	0	4	3	0	0	0	0	3	4	0	0	0	0	4
630-645	3	0	0	0	0	3	1	0	0	0	0	1	3	0	0	0	0	3
645-700	3	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	2	8
700-715	2	0	0	0	0	2	1	0	0	0	0	1	6	0	0	0	0	6
715-730	2	1	0	1	0	4	1	0	0	0	0	1	11	2	0	3	0	16
730-745	3	2	0	0	0	5	4	0	0	0	1	5	16	0	0	2	3	21
745-800	2	0	0	0	0	2	1	1	0	0	0	2	11	3	0	2	0	16
800-815	4	1	0	0	1	6	0	0	0	0	0	0	16	9	0	3	2	30
815-830	3	8	0	0	0	11	1	0	0	1	0	2	10	2	3	7	2	24
830-845	2	1	0	2	0	5	2	0	0	2	0	4	4	8	4	8	0	24
845-900	1	2	0	1	0	4	7	0	0	1	0	8	8	4	0	6	0	18
HOUR TOTALS																		
600-700	8	1	0	0	0	9	11	0	0	0	0	11	13	0	0	0	0	13
615-715	11	1	0	0	0	12	11	0	0	0	0	11	19	0	0	0	2	21
630-730	11	1	0	0	0	12	5	0	0	0	0	5	19	0	0	0	2	21
645-745	10	1	0	1	0	12	3	0	0	0	0	3	26	2	0	3	2	33
700-800	10	3	0	1	0	14	6	0	0	0	1	7	39	2	0	5	5	51
715-815	9	3	0	1	0	13	7	1	0	0	1	9	44	5	0	7	3	59
730-830	11	4	0	1	1	17	6	1	0	0	1	8	54	14	0	10	5	83
745-845	12	11	0	0	1	24	6	1	0	1	1	9	53	14	3	14	7	91
800-900	11	10	0	2	1	24	4	1	0	3	0	8	41	22	7	20	4	94

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	16	0	0	1	0	17	109	0	1	1	0	111	2	0	0	0	0	2
615-630	39	0	0	0	0	39	123	1	0	1	0	125	4	0	0	0	0	4
630-645	37	0	0	0	0	37	128	0	0	4	4	136	4	0	2	0	0	6
645-700	17	0	0	0	1	18	97	1	0	3	4	105	4	0	0	0	0	4
700-715	17	0	0	0	0	17	67	3	0	4	0	74	1	0	0	0	0	1
715-730	8	0	0	0	0	8	64	2	0	2	3	71	1	0	0	0	0	1
730-745	10	0	0	0	0	10	79	1	0	8	3	91	3	1	0	0	0	4
745-800	15	0	0	0	2	17	62	3	3	8	3	79	1	0	0	0	0	1
800-815	5	3	0	0	0	8	62	3	0	5	3	73	3	1	0	0	2	6
815-830	8	0	0	0	0	8	50	2	0	7	3	62	2	0	0	0	0	2
830-845	8	0	0	0	1	9	49	5	0	6	2	62	3	0	0	0	1	4
845-900	9	3	0	0	0	12	59	1	0	13	4	77	4	0	0	0	0	4
HOUR TOTALS																		
600-700	109	0	0	1	1	111	457	2	1	9	8	477	14	0	2	0	0	16
615-715	110	0	0	0	1	111	415	5	0	12	8	440	13	0	2	0	0	15
630-730	79	0	0	0	1	80	356	6	0	13	11	386	10	0	2	0	0	12
645-745	52	0	0	0	1	53	307	7	0	17	10	341	9	1	0	0	0	10
700-800	50	0	0	0	2	52	272	9	3	22	9	315	6	1	0	0	0	7
715-815	38	3	0	0	2	43	267	9	3	23	12	314	8	2	0	0	2	12
730-830	38	3	0	0	2	43	253	9	3	28	12	305	9	2	0	0	2	13
745-845	36	3	0	0	3	42	223	13	3	26	11	276	9	1	0	0	3	13
800-900	30	6	0	0	1	37	220	11	0	31	12	274	12	1	0	0	3	16

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	205	10	2	4	4	225
615-630	277	7	0	4	0	288
630-645	267	3	4	9	10	293
645-700	237	8	0	7	15	267
700-715	215	15	0	7	6	243
715-730	172	24	0	14	5	215
730-745	218	28	2	20	10	278
745-800	152	16	3	19	10	200
800-815	167	30	1	19	11	228
815-830	134	21	4	27	8	194
830-845	144	23	6	33	7	213
845-900	152	15	1	33	6	207
HOUR TOTALS						
600-700	986	28	6	24	29	1073
615-715	996	33	4	27	31	1091
630-730	891	50	4	37	36	1018
645-745	842	75	2	48	36	1003
700-800	757	83	5	60	31	936
715-815	709	98	6	72	36	921
730-830	597	90	14	98	36	835
745-845	597	90	14	98	36	835
800-900	597	89	12	112	32	842

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S FRIES AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	4	0	0	0	1	5	4	0	0	0	1	5	0	0	0	0	1	1
115-130	5	0	0	0	1	6	4	0	0	0	0	4	1	0	0	0	0	1
130-145	3	0	0	0	0	3	6	0	0	0	0	6	2	0	0	0	0	2
145-200	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	1	2
200-215	5	0	0	0	1	6	3	0	0	1	0	4	0	0	0	0	0	0
215-230	4	0	0	0	0	4	2	0	1	0	0	3	1	0	0	0	1	2
230-245	7	1	0	0	2	10	4	0	0	0	0	4	2	0	0	0	0	2
245-300	9	0	0	0	0	9	3	0	0	0	0	3	0	0	0	0	1	1
300-315	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
315-330	2	0	0	0	0	2	2	0	0	0	1	3	1	0	0	0	0	1
330-345	6	5	0	0	0	11	2	0	0	0	0	2	0	0	0	0	0	0
345-400	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1
HOUR TOTALS																		
100-200	18	0	0	0	2	20	14	0	0	0	1	15	3	0	0	1	2	6
115-215	19	0	0	0	2	21	13	0	0	1	0	14	3	0	0	1	1	5
130-230	18	0	0	0	1	19	11	0	1	1	0	13	3	0	0	1	2	6
145-245	22	1	0	0	3	26	9	0	1	1	0	11	3	0	0	1	2	6
200-300	25	1	0	0	3	29	12	0	1	1	0	14	3	0	0	0	2	5
215-315	22	1	0	0	2	25	9	0	1	0	0	10	3	0	0	0	2	5
230-330	20	1	0	0	2	23	9	0	0	0	1	10	3	0	0	0	1	4
245-345	19	5	0	0	0	24	7	0	0	0	1	8	1	0	0	0	1	2
300-400	11	5	0	0	0	16	5	0	0	0	1	6	2	0	0	0	0	2

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	42	9	1	9	4	65	1	1	0	0	0	2
115-130	1	0	0	0	0	1	50	4	1	11	4	70	6	0	0	0	0	6
130-145	4	0	0	0	0	4	62	6	4	9	6	87	2	0	0	0	0	2
145-200	1	0	0	2	0	3	46	8	3	11	1	69	4	0	0	0	1	5
200-215	1	0	0	0	0	1	52	7	2	19	9	89	1	1	0	0	0	2
215-230	4	0	0	1	0	5	56	8	1	9	1	75	1	1	0	0	0	2
230-245	4	0	0	0	1	5	98	17	2	9	4	130	1	0	0	0	1	2
245-300	4	0	0	0	0	4	78	9	1	9	1	98	2	1	0	0	0	3
300-315	0	0	0	0	0	0	59	13	1	5	2	80	2	0	0	0	0	2
315-330	0	0	0	0	0	0	71	12	2	6	6	97	1	0	0	0	1	2
330-345	0	0	0	0	0	0	52	9	3	11	1	76	1	0	0	0	0	1
345-400	2	0	0	0	0	2	67	9	0	6	4	86	0	0	0	0	0	0
HOUR TOTALS																		
100-200	6	0	0	2	0	8	200	27	9	40	15	291	13	1	0	0	1	15
115-215	7	0	0	2	0	9	210	25	10	50	20	315	13	1	0	0	1	15
130-230	10	0	0	3	0	13	216	29	10	48	17	320	8	2	0	0	1	11
145-245	10	0	0	3	1	14	252	40	8	48	15	363	7	2	0	0	2	11
200-300	13	0	0	1	1	15	284	41	6	46	15	392	5	3	0	0	1	9
215-315	12	0	0	1	1	14	291	47	5	32	8	383	6	2	0	0	1	9
230-330	8	0	0	0	1	9	306	51	6	29	13	405	6	1	0	0	2	9
245-345	4	0	0	0	0	4	260	43	7	31	10	351	6	1	0	0	1	8
300-400	2	0	0	0	0	2	249	43	6	28	13	339	4	0	0	0	1	5

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	5	2	3	0	11	4	0	1	0	0	5	9	0	0	8	0	17
115-130	0	8	4	1	0	13	1	0	0	0	1	2	10	10	0	13	1	34
130-145	4	4	3	1	0	12	6	0	0	0	0	6	4	11	2	23	1	41
145-200	1	4	2	2	0	9	2	0	0	0	0	2	4	4	1	9	0	18
200-215	1	4	1	3	1	10	2	0	0	0	1	3	7	5	0	8	0	20
215-230	3	2	0	3	0	8	2	0	0	0	0	2	6	2	4	10	0	22
230-245	9	5	2	1	0	17	3	0	0	0	0	3	2	3	5	15	0	25
245-300	4	8	0	3	0	15	11	0	0	0	0	11	9	5	1	14	0	29
300-315	13	3	0	1	0	17	4	0	0	0	0	4	13	3	3	2	0	21
315-330	12	6	0	4	1	23	6	0	0	0	0	6	10	6	1	11	4	32
330-345	5	5	0	0	1	11	7	0	0	0	0	7	7	3	0	20	0	30
345-400	4	2	0	0	0	6	4	0	0	0	0	4	11	11	0	5	1	28
HOUR TOTALS																		
100-200	5	17	9	5	0	36	11	0	1	0	1	13	23	21	2	44	2	92
115-215	6	21	11	7	0	45	13	0	1	0	1	15	27	25	3	53	2	110
130-230	6	20	10	7	1	44	11	0	0	0	2	13	25	30	3	53	2	113
145-245	9	14	6	9	1	39	12	0	0	0	1	13	21	22	7	50	1	101
200-300	14	15	5	9	1	44	9	0	0	0	1	10	19	14	10	42	0	85
215-315	17	19	3	10	1	50	18	0	0	0	1	19	24	15	10	47	0	96
230-330	29	18	2	8	0	57	20	0	0	0	0	20	30	13	13	41	0	97
245-345	38	22	2	9	1	72	24	0	0	0	0	24	34	17	10	42	4	107
300-400	34	22	0	8	2	66	28	0	0	0	0	28	39	17	5	47	4	112

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	18	0	0	0	0	18	54	8	0	6	4	72	5	0	0	0	0	5
115-130	14	0	0	1	0	15	40	5	0	1	6	52	6	0	0	0	0	6
130-145	9	0	0	0	0	9	48	11	0	7	4	70	1	0	0	0	0	1
145-200	13	0	0	0	1	14	46	15	1	5	2	69	3	0	0	0	0	3
200-215	4	1	0	0	2	7	32	6	1	8	3	50	3	0	0	0	0	3
215-230	7	0	0	0	0	7	32	3	2	2	7	46	3	0	0	0	0	3
230-245	4	0	0	0	1	5	52	7	0	8	7	74	7	0	0	0	0	7
245-300	7	0	0	0	2	9	55	15	0	4	6	80	3	0	0	0	1	4
300-315	11	0	0	0	0	11	67	14	1	16	4	102	2	0	0	0	0	2
315-330	13	0	0	0	3	16	62	6	2	6	1	77	0	0	0	1	1	2
330-345	17	0	0	0	0	17	80	9	0	8	0	97	8	0	0	0	0	8
345-400	10	0	0	0	0	10	99	11	4	12	2	128	3	0	0	0	0	3
HOUR TOTALS																		
100-200	54	0	0	1	1	56	188	39	1	19	16	263	15	0	0	0	0	15
115-215	40	1	0	1	3	45	166	37	2	21	15	241	13	0	0	0	0	13
130-230	33	1	0	0	3	37	158	35	4	22	16	235	10	0	0	0	0	10
145-245	28	1	0	0	4	33	162	31	4	23	19	239	16	0	0	0	0	16
200-300	22	1	0	0	5	28	171	31	3	22	23	250	16	0	0	0	1	17
215-315	29	0	0	0	3	32	206	39	3	30	24	302	15	0	0	0	1	16
230-330	35	0	0	0	6	41	236	42	3	34	18	333	12	0	0	1	2	15
245-345	48	0	0	0	5	53	264	44	3	34	11	356	13	0	0	1	2	16
300-400	51	0	0	0	3	54	308	40	7	42	7	404	13	0	0	1	1	15

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	142	23	4	26	11	206
115-130	138	27	5	27	13	210
130-145	151	32	9	40	11	243
145-200	126	31	7	30	6	200
200-215	111	24	4	39	17	195
215-230	121	16	8	25	9	179
230-245	193	33	9	33	16	284
245-300	185	38	2	30	11	266
300-315	173	33	5	24	6	241
315-330	180	30	5	28	18	261
330-345	185	31	3	39	2	260
345-400	203	33	4	23	7	270
HOUR TOTALS						
100-200	557	113	25	123	41	859
115-215	526	114	25	136	47	848
130-230	509	103	28	134	43	817
145-245	551	104	28	127	48	858
200-300	610	111	23	127	53	924
215-315	672	120	24	112	42	970
230-330	731	134	21	115	51	1052
245-345	723	132	15	121	37	1028
300-400	741	127	17	114	33	1032

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S FRIES AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	8	0	0	0	0	8	2	0	0	0	0	2	0	0	0	0	0	0
415-430	9	0	0	0	0	9	1	0	0	0	0	1	2	0	0	0	0	2
430-445	2	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	2
445-500	6	0	0	0	2	8	1	0	0	0	0	1	2	0	0	0	0	2
500-515	7	0	0	0	0	7	1	0	0	0	0	1	2	0	0	0	0	2
515-530	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
545-600	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1
HOUR TOTALS																		
400-500	25	0	0	0	2	27	6	0	0	0	0	6	6	0	0	0	0	6
415-515	24	0	0	0	2	26	5	0	0	0	0	5	8	0	0	0	0	8
430-530	16	0	0	0	2	18	4	0	0	0	0	4	6	0	0	0	0	6
445-545	14	0	0	0	2	16	2	0	1	0	0	3	4	0	0	0	0	4
500-600	10	0	0	0	0	10	1	0	1	0	0	2	3	0	0	0	0	3

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	1	0	0	0	0	1	88	8	9	8	2	115	2	0	0	0	0	2
415-430	2	0	0	0	0	2	132	11	2	8	2	155	2	0	0	0	1	3
430-445	9	0	0	0	1	10	108	3	0	6	2	119	1	0	0	0	0	1
445-500	12	0	0	0	2	14	168	12	0	7	1	188	1	0	0	0	0	1
500-515	2	0	0	0	0	2	152	8	2	2	3	167	9	0	0	0	1	10
515-530	2	0	0	0	0	2	115	5	2	5	1	128	2	0	0	0	0	2
530-545	2	0	0	0	0	2	148	5	2	6	2	163	2	2	0	0	0	4
545-600	2	0	0	0	0	2	81	12	1	9	1	104	1	0	0	0	0	1
HOUR TOTALS																		
400-500	24	0	0	0	3	27	496	34	11	29	7	577	6	0	0	0	1	7
415-515	25	0	0	0	3	28	560	34	4	23	8	629	13	0	0	0	2	15
430-530	25	0	0	0	3	28	543	28	4	20	7	602	13	0	0	0	1	14
445-545	18	0	0	0	2	20	583	30	6	20	7	646	14	2	0	0	1	17
500-600	8	0	0	0	0	8	496	30	7	22	7	562	14	2	0	0	1	17

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	2	8	1	2	0	13	7	0	0	1	0	8	15	2	0	13	0	30
415-430	13	9	1	6	0	29	9	0	0	0	0	9	49	12	0	5	0	66
430-445	2	10	0	4	0	16	5	0	0	0	0	5	18	8	0	3	2	31
445-500	4	4	0	1	0	9	2	0	0	0	0	2	15	0	0	3	0	18
500-515	9	1	0	0	0	10	8	0	0	0	0	8	4	0	0	6	0	10
515-530	2	2	0	0	0	4	2	0	0	0	0	2	4	2	0	2	0	8
530-545	3	2	0	2	0	7	1	0	0	1	0	2	5	3	0	2	0	10
545-600	3	1	0	0	0	4	1	0	0	0	0	1	2	0	0	2	0	4
HOUR TOTALS																		
400-500	17	27	2	12	0	58	21	0	0	1	0	22	82	22	0	21	2	127
415-515	21	31	2	13	0	67	23	0	0	1	0	24	97	22	0	24	2	145
430-530	28	24	1	11	0	64	24	0	0	0	0	24	86	20	0	17	2	125
445-545	17	17	0	5	0	39	17	0	0	0	0	17	41	10	0	14	2	67
500-600	18	9	0	3	0	30	13	0	0	1	0	14	28	5	0	13	0	46

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	4	0	0	0	0	4	118	16	2	11	3	150	5	0	0	0	0	5
415-430	4	0	0	0	0	4	105	12	2	5	1	125	2	0	0	0	0	2
430-445	5	0	0	0	0	5	135	9	1	8	2	155	4	0	0	0	0	4
445-500	6	0	0	0	0	6	97	3	0	3	1	104	4	0	0	0	0	4
500-515	5	0	0	0	0	5	84	1	4	1	3	93	2	0	0	0	0	2
515-530	5	0	0	0	0	5	49	1	0	1	1	52	1	0	0	0	0	1
530-545	1	0	0	0	0	1	52	1	0	4	1	58	4	0	0	0	0	4
545-600	6	0	0	0	0	6	39	1	1	4	1	46	6	0	0	0	0	6
HOUR TOTALS																		
400-500	19	0	0	0	0	19	455	40	5	27	7	534	15	0	0	0	0	15
415-515	20	0	0	0	0	20	421	25	7	17	7	477	12	0	0	0	0	12
430-530	21	0	0	0	0	21	365	14	5	13	7	404	11	0	0	0	0	11
445-545	17	0	0	0	0	17	282	6	4	9	6	307	11	0	0	0	0	11
500-600	17	0	0	0	0	17	224	4	5	10	6	249	13	0	0	0	0	13

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	252	34	12	35	5	338
415-430	330	44	5	24	4	407
430-445	293	30	1	21	7	352
445-500	318	19	0	14	6	357
500-515	285	10	6	9	7	317
515-530	183	10	2	8	2	205
530-545	218	13	3	15	3	252
545-600	144	14	2	15	2	177
HOUR TOTALS						
400-500	1193	127	18	94	22	1454
415-515	1226	103	12	68	24	1433
430-530	1079	69	9	52	22	1231
445-545	1004	52	11	46	18	1131
500-600	830	47	13	47	14	951

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S NEPTUNE AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
615-630	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1
630-645	8	0	0	0	1	9	0	0	0	0	0	0	1	0	0	0	0	1
645-700	5	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0
700-715	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0
715-730	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
730-745	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
745-800	11	0	0	0	0	11	2	0	0	0	0	2	6	0	0	0	0	6
800-815	3	0	0	0	0	3	1	0	0	0	0	1	1	0	0	0	0	1
815-830	6	0	0	0	0	6	2	0	0	0	0	2	3	0	0	0	0	3
830-845	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
845-900	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	18	0	0	0	1	19	1	0	0	0	0	1	2	0	0	0	0	2
615-715	21	0	0	0	1	22	2	0	0	0	0	2	2	0	0	0	0	2
630-730	24	0	0	0	1	25	2	0	0	0	0	2	1	0	0	0	0	1
645-745	25	0	0	0	0	25	2	0	0	0	0	2	0	0	0	0	0	0
700-800	31	0	0	0	0	31	3	0	0	0	0	3	6	0	0	0	0	6
715-815	28	0	0	0	0	28	3	0	0	0	0	3	7	0	0	0	0	7
730-830	29	0	0	0	0	29	5	0	0	0	0	5	10	0	0	0	0	10
745-845	24	0	0	0	0	24	5	0	0	0	0	5	10	0	0	0	0	10
800-900	21	0	0	0	0	21	3	0	0	0	0	3	4	0	0	0	0	4

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	0	0	1	51	7	0	3	2	63	4	0	0	0	1	5
615-630	0	0	0	0	0	0	66	3	0	3	0	72	1	0	0	0	1	2
630-645	0	0	0	0	0	0	68	4	0	3	0	75	2	1	0	1	0	4
645-700	1	0	0	0	0	1	94	10	0	7	2	113	1	0	0	1	0	2
700-715	0	0	0	0	0	0	118	9	0	11	5	143	1	1	0	0	0	2
715-730	0	0	0	0	1	1	100	13	0	12	0	125	2	0	0	0	0	2
730-745	3	0	0	0	0	3	91	15	0	14	1	121	2	0	0	0	0	2
745-800	1	0	0	0	0	1	86	17	0	15	0	118	5	0	0	0	0	5
800-815	0	0	0	0	0	0	63	11	0	25	0	99	3	0	0	0	0	3
815-830	2	0	0	0	0	2	85	21	1	16	2	125	3	0	0	0	0	3
830-845	2	0	0	0	0	2	73	13	0	27	1	114	1	0	0	0	0	1
845-900	0	0	0	0	0	0	76	11	1	23	0	111	2	0	0	0	0	2
HOUR TOTALS																		
600-700	2	0	0	0	0	2	279	24	0	16	4	323	8	1	0	2	2	13
615-715	1	0	0	0	0	1	346	26	0	24	7	403	5	2	0	2	1	10
630-730	1	0	0	0	1	2	380	36	0	33	7	456	6	2	0	2	0	10
645-745	4	0	0	0	1	5	403	47	0	44	8	502	6	1	0	1	0	8
700-800	4	0	0	0	1	5	395	54	0	52	6	507	10	1	0	0	0	11
715-815	4	0	0	0	1	5	340	56	0	66	1	463	12	0	0	0	0	12
730-830	6	0	0	0	0	6	325	64	1	70	3	463	13	0	0	0	0	13
745-845	5	0	0	0	0	5	307	62	1	83	3	456	12	0	0	0	0	12
800-900	4	0	0	0	0	4	297	56	2	91	3	449	9	0	0	0	0	9

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
630-645	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
645-700	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1
700-715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
715-730	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	1
730-745	1	0	0	1	0	2	2	0	0	0	0	2	0	0	0	0	0	0
745-800	5	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0
800-815	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
815-830	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
830-845	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
845-900	5	0	0	0	2	7	0	0	0	0	0	0	0	0	0	1	0	1
HOUR TOTALS																		
600-700	4	0	0	0	0	4	0	0	0	0	0	0	0	1	1	1	0	3
615-715	5	0	0	0	0	5	0	0	0	0	0	0	0	1	1	1	0	3
630-730	6	0	0	0	0	6	1	0	0	0	0	1	0	0	1	1	0	2
645-745	5	0	0	1	0	6	3	0	0	0	0	3	0	0	1	1	0	2
700-800	8	0	0	2	0	10	3	0	0	0	0	3	0	0	0	1	0	1
715-815	9	0	0	2	0	11	3	0	0	0	0	3	0	0	0	1	0	1
730-830	9	0	0	2	0	11	2	0	0	0	0	2	0	0	0	0	0	0
745-845	16	0	0	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0
800-900	16	0	0	0	2	18	0	0	0	0	0	0	0	0	0	1	0	1

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	1	1	132	0	0	0	1	133	0	0	0	0	0	0
615-630	0	0	0	0	0	0	165	0	0	0	5	170	0	0	0	0	0	0
630-645	1	1	0	0	0	2	208	1	0	1	4	214	4	0	0	0	0	4
645-700	0	0	0	0	0	0	145	1	0	1	4	151	2	0	0	0	0	2
700-715	0	0	0	0	0	0	95	5	0	0	4	104	3	0	0	0	0	3
715-730	1	0	0	0	0	1	85	2	0	1	2	90	1	0	0	0	0	1
730-745	1	0	0	0	0	1	99	1	0	5	5	110	3	0	0	0	0	3
745-800	0	0	0	0	0	0	93	4	0	3	6	106	1	0	0	0	0	1
800-815	4	1	0	0	0	5	94	3	0	3	6	106	4	0	0	0	0	4
815-830	1	0	0	0	0	1	91	2	0	6	5	104	1	0	0	0	0	1
830-845	0	0	0	0	0	0	60	4	0	1	7	72	2	0	0	0	0	2
845-900	1	1	0	0	0	2	73	3	0	7	7	90	2	0	0	0	0	2
HOUR TOTALS																		
600-700	1	1	0	0	1	3	650	2	0	2	14	668	6	0	0	0	0	6
615-715	1	1	0	0	0	2	613	7	0	2	17	639	9	0	0	0	0	9
630-730	2	1	0	0	0	3	533	9	0	3	14	559	10	0	0	0	0	10
645-745	2	0	0	0	0	2	424	9	0	7	15	455	9	0	0	0	0	9
700-800	2	0	0	0	0	2	372	12	0	9	17	410	8	0	0	0	0	8
715-815	6	1	0	0	0	7	371	10	0	12	19	412	9	0	0	0	0	9
730-830	6	1	0	0	0	7	377	10	0	17	22	426	9	0	0	0	0	9
745-845	5	1	0	0	0	6	338	13	0	13	24	388	8	0	0	0	0	8
800-900	6	2	0	0	0	8	318	12	0	17	25	372	9	0	0	0	0	9

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	191	7	0	3	5	206
615-630	235	4	0	4	6	249
630-645	294	7	0	5	5	311
645-700	251	11	1	9	6	278
700-715	225	15	0	11	9	260
715-730	196	15	0	14	3	228
730-745	211	16	0	20	6	253
745-800	210	21	0	19	6	256
800-815	175	15	0	28	6	224
815-830	195	23	1	22	7	248
830-845	150	17	0	28	8	203
845-900	167	15	1	31	9	223
HOUR TOTALS						
600-700	971	29	1	21	22	1044
615-715	1005	37	1	29	26	1098
630-730	966	48	1	39	23	1077
645-745	883	57	1	54	24	1019
700-800	842	67	0	64	24	997
715-815	792	67	0	81	21	961
730-830	730	76	1	97	27	931
745-845	687	70	2	109	30	898

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S NEPTUNE AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	2	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	0	2
115-130	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1
130-145	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
200-215	2	0	0	0	0	2	2	0	0	0	0	2	1	0	0	0	0	1
215-230	8	0	0	0	0	8	0	0	0	0	2	2	2	0	0	0	0	2
230-245	4	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2
245-300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
300-315	3	1	0	0	0	4	1	0	0	0	0	1	2	0	0	0	0	2
315-330	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2
330-345	9	0	0	0	0	9	1	0	0	0	0	1	3	0	0	0	0	3
345-400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	10	0	0	0	0	10	2	0	0	0	0	2	5	0	0	0	0	5
115-215	10	0	0	0	0	10	3	0	0	0	0	3	4	0	0	0	0	4
130-230	16	0	0	0	0	16	3	0	0	0	2	5	5	0	0	0	0	5
145-245	14	0	0	0	0	14	2	0	0	0	2	4	7	0	0	0	0	7
200-300	16	0	0	0	0	16	2	0	0	0	2	4	5	0	0	0	0	5
215-315	17	1	0	0	0	18	1	0	0	0	2	3	6	0	0	0	0	6
230-330	12	1	0	0	0	13	1	0	0	0	0	1	6	0	0	0	0	6
245-345	17	1	0	0	0	18	2	0	0	0	0	2	7	0	0	0	0	7
300-400	16	1	0	0	0	17	2	0	0	0	0	2	7	0	0	0	0	7

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	0	0	0	0	1	63	15	1	19	2	100	2	0	0	1	0	3
115-130	0	0	0	0	0	0	63	11	3	25	4	106	0	0	0	0	0	0
130-145	1	0	0	0	0	1	58	22	5	33	3	121	3	0	0	1	0	4
145-200	0	0	0	0	0	0	61	15	6	24	6	112	1	0	0	1	0	2
200-215	1	0	0	0	0	1	64	17	2	27	5	115	1	0	0	0	0	1
215-230	1	0	0	0	0	1	68	17	4	26	2	117	2	0	0	0	0	2
230-245	1	0	0	0	0	1	92	17	7	26	2	144	0	0	0	0	1	1
245-300	2	0	0	0	0	2	87	13	3	19	5	127	3	0	0	0	0	3
300-315	0	0	0	0	0	0	95	15	2	15	2	129	1	2	0	0	0	3
315-330	3	0	0	0	0	3	70	22	4	21	4	121	1	0	0	0	0	1
330-345	2	0	0	0	0	2	99	18	3	23	2	145	0	0	0	0	0	0
345-400	1	0	0	0	0	1	85	18	3	19	2	127	3	0	0	0	0	3
HOUR TOTALS																		
100-200	2	0	0	0	0	2	245	63	15	101	15	439	6	0	0	3	0	9
115-215	2	0	0	0	0	2	246	65	16	109	18	454	5	0	0	2	0	7
130-230	3	0	0	0	0	3	251	71	17	110	16	465	7	0	0	2	0	9
145-245	3	0	0	0	0	3	285	66	19	103	15	488	4	0	0	1	1	6
200-300	5	0	0	0	0	5	311	64	16	98	14	503	6	0	0	0	1	7
215-315	4	0	0	0	0	4	342	62	16	86	11	517	6	2	0	0	1	9
230-330	6	0	0	0	0	6	344	67	16	81	13	521	5	2	0	0	1	8
245-345	7	0	0	0	0	7	351	68	12	78	13	522	5	2	0	0	0	7
300-400	6	0	0	0	0	6	349	73	12	78	10	522	5	2	0	0	0	7

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1
115-130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130-145	2	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2
145-200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
200-215	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
245-300	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
300-315	3	1	0	2	0	6	0	0	0	1	0	1	0	0	0	0	0	0
315-330	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
330-345	2	0	0	1	0	3	1	0	0	0	0	1	0	0	0	0	0	0
345-400	0	1	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1
HOUR TOTALS																		
100-200	4	2	0	0	0	6	0	0	0	0	0	0	2	1	0	0	0	3
115-215	7	0	0	0	0	7	0	0	0	0	0	0	1	1	0	0	0	2
130-230	7	0	0	0	0	7	0	0	0	0	0	0	1	1	0	0	0	2
145-245	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
200-300	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
215-315	4	3	0	2	0	9	0	0	0	1	0	1	0	0	0	0	0	0
230-330	4	4	0	2	0	10	0	0	0	1	0	1	0	0	0	0	1	1
245-345	5	3	0	3	0	11	1	0	0	1	0	2	0	0	0	0	1	1
300-400	5	3	0	3	0	11	2	0	0	1	0	3	1	0	0	0	1	2

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	2	1	0	0	3	81	5	0	4	5	95	1	0	0	0	0	1
115-130	1	0	0	0	0	1	75	6	0	5	8	94	1	0	0	0	0	1
130-145	0	0	0	0	1	1	67	10	0	7	13	97	2	0	0	0	0	2
145-200	0	0	0	2	0	2	60	10	1	3	2	76	0	0	0	0	0	0
200-215	1	0	0	0	0	1	67	12	0	5	5	89	6	0	0	0	1	7
215-230	0	0	1	0	0	1	51	5	3	5	6	70	1	0	0	0	0	1
230-245	0	0	0	0	0	0	72	13	0	3	11	99	6	0	0	0	0	6
245-300	0	0	0	1	0	1	79	13	0	5	10	107	2	0	0	0	0	2
300-315	0	0	0	0	0	0	69	10	2	12	4	97	4	0	0	0	0	4
315-330	2	0	0	1	0	3	84	9	2	4	8	107	4	0	0	0	0	4
330-345	1	1	0	0	0	2	130	12	0	7	7	156	6	0	0	0	0	6
345-400	1	0	0	0	0	1	149	8	3	9	7	176	7	0	0	0	0	7
HOUR TOTALS																		
100-200	1	2	1	2	1	7	283	31	1	19	28	362	4	0	0	0	0	4
115-215	2	0	0	2	1	5	269	38	1	20	28	356	9	0	0	0	1	10
130-230	1	0	1	2	1	5	245	37	4	20	26	332	9	0	0	0	1	10
145-245	1	0	1	2	0	4	250	40	4	16	24	334	13	0	0	0	1	14
200-300	1	0	1	1	0	3	269	43	3	18	32	365	15	0	0	0	1	16
215-315	0	0	1	1	0	2	271	41	5	25	31	373	13	0	0	0	0	13
230-330	2	0	0	2	0	4	304	45	4	24	33	410	16	0	0	0	0	16
245-345	3	1	0	2	0	6	362	44	4	28	29	467	16	0	0	0	0	16
300-400	4	1	0	1	0	6	432	39	7	32	26	536	21	0	0	0	0	21

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	154	24	2	24	7	211
115-130	143	17	3	30	12	205
130-145	141	33	5	41	17	237
145-200	126	25	7	30	8	196
200-215	148	29	2	32	11	222
215-230	133	22	8	31	10	204
230-245	178	31	7	29	14	259
245-300	175	27	3	25	15	245
300-315	178	29	4	30	6	247
315-330	169	32	6	26	13	246
330-345	254	31	3	31	9	328
345-400	249	27	6	28	9	319
HOUR TOTALS						
100-200	564	99	17	125	44	849
115-215	558	104	17	133	48	860
130-230	548	109	22	134	46	859
145-245	585	107	24	122	43	881
200-300	634	109	20	117	50	930
215-315	664	109	22	115	45	955
230-330	776	119	16	112	43	1066
245-345	850	119	19	115	37	1140

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: WEDNESDAY, AUGUST 13, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S NEPTUNE AVENUE
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
415-430	5	0	0	0	1	6	0	0	0	0	0	0	2	0	0	0	0	2
430-445	4	0	0	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0
445-500	6	0	0	0	0	6	1	0	0	0	0	1	2	0	0	0	0	2
500-515	18	0	0	0	0	18	0	0	0	0	0	0	3	0	0	0	0	3
515-530	17	0	0	0	0	17	1	0	0	0	0	1	3	0	0	0	0	3
530-545	9	0	0	0	0	9	0	0	0	0	0	0	2	0	0	0	0	2
545-600	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	25	0	0	0	1	26	3	0	0	0	0	3	4	0	0	0	0	4
415-515	33	0	0	0	1	34	3	0	0	0	0	3	7	0	0	0	0	7
430-530	45	0	0	0	0	45	4	0	0	0	0	4	8	0	0	0	0	8
445-545	50	0	0	0	0	50	2	0	0	0	0	2	10	0	0	0	0	10
500-600	51	0	0	0	0	51	1	0	0	0	0	1	8	0	0	0	0	8

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	2	0	0	0	0	2	119	11	11	24	3	168	2	0	0	0	2	4
415-430	1	0	0	0	0	1	175	21	2	15	0	213	0	1	0	0	0	1
430-445	1	0	0	0	0	1	145	15	0	18	0	178	3	1	0	0	2	6
445-500	1	0	0	0	0	1	189	18	2	6	2	217	0	0	0	0	0	0
500-515	5	0	0	0	0	5	192	7	2	6	0	207	1	0	0	0	0	1
515-530	4	0	0	0	0	4	167	6	3	6	0	182	2	1	0	0	0	3
530-545	4	0	0	0	0	4	130	11	2	10	0	153	0	1	0	0	0	1
545-600	2	0	0	0	0	2	104	16	2	15	0	137	0	0	0	0	0	0
HOUR TOTALS																		
400-500	5	0	0	0	0	5	628	65	15	63	5	776	5	2	0	0	4	11
415-515	8	0	0	0	0	8	701	61	6	45	2	815	4	2	0	0	2	8
430-530	11	0	0	0	0	11	693	46	7	36	2	784	6	2	0	0	2	10
445-545	14	0	0	0	0	14	678	42	9	28	2	759	3	2	0	0	0	5
500-600	15	0	0	0	0	15	593	40	9	37	0	679	3	2	0	0	0	5

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
430-445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	6	0	0	0	1	7	0	0	0	0	0	0	6	0	0	0	0	6
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	2	0	0	0	1	3	0	0	0	0	0	0	2	1	0	0	0	3
415-515	1	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3
430-530	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
445-545	6	0	0	0	1	7	0	0	0	0	0	0	7	0	0	0	0	7
500-600	6	0	0	0	1	7	0	0	0	0	0	0	6	0	0	0	0	6

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	3	3	113	16	1	6	0	136	3	1	0	0	0	4
415-430	0	0	0	1	5	6	139	10	1	5	0	155	5	0	0	0	0	5
430-445	0	1	0	0	3	4	168	7	3	7	0	185	3	0	0	0	0	3
445-500	0	0	0	0	0	0	117	7	0	1	5	130	5	0	0	0	0	5
500-515	0	0	0	0	0	0	76	1	0	2	2	81	3	0	0	0	1	4
515-530	0	1	0	2	0	3	68	3	0	2	2	75	5	0	0	0	1	6
530-545	0	0	0	0	0	0	68	2	1	3	0	74	5	0	0	0	0	5
545-600	0	0	0	0	0	0	41	4	0	3	1	49	9	0	0	0	0	9
HOUR TOTALS																		
400-500	0	1	0	1	11	13	537	40	5	19	5	606	16	1	0	0	0	17
415-515	0	1	0	1	8	10	500	25	4	15	7	551	16	0	0	0	1	17
430-530	0	2	0	2	3	7	429	18	3	12	9	471	16	0	0	0	2	18
445-545	0	1	0	2	0	3	329	13	1	8	9	360	18	0	0	0	2	20
500-600	0	1	0	2	0	3	253	10	1	10	5	279	22	0	0	0	2	24

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	250	28	12	30	9	329
415-430	328	33	3	21	6	391
430-445	327	24	3	25	5	384
445-500	322	25	2	7	7	363
500-515	298	8	2	8	3	319
515-530	267	11	3	10	3	294
530-545	230	14	3	13	1	261
545-600	163	20	2	18	1	204
HOUR TOTALS						
400-500	1227	110	20	83	27	1467
415-515	1275	90	10	61	21	1457
430-530	1214	68	10	50	18	1360
445-545	1117	58	10	38	14	1237
500-600	958	53	10	49	8	1078

WILTEC Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: THURSDAY, AUGUST 14, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S WILMINGTON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1
615-630	2	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3
630-645	7	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1
645-700	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1
700-715	9	0	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1
715-730	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
730-745	20	0	0	0	0	20	0	0	0	0	0	0	3	0	0	0	0	3
745-800	23	0	0	0	0	23	0	0	0	0	0	0	3	0	0	0	0	3
800-815	13	0	0	0	0	13	0	0	0	0	0	0	1	0	0	0	0	1
815-830	14	0	0	0	0	14	0	0	0	0	0	0	1	0	0	0	0	1
830-845	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
845-900	3	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1
HOUR TOTALS																		
600-700	16	0	0	0	0	16	0	0	0	0	0	0	6	0	0	0	0	6
615-715	20	0	0	0	0	20	0	0	0	0	0	0	6	0	0	0	0	6
630-730	31	0	0	0	0	31	0	0	0	0	0	0	3	0	0	0	0	3
645-745	44	0	0	0	0	44	0	0	0	0	0	0	5	0	0	0	0	5
700-800	65	0	0	0	0	65	0	0	0	0	0	0	7	0	0	0	0	7
715-815	69	0	0	0	0	69	0	0	0	0	0	0	7	0	0	0	0	7
730-830	70	0	0	0	0	70	0	0	0	0	0	0	8	0	0	0	0	8
745-845	66	0	0	0	0	66	0	0	0	0	0	0	5	0	0	0	0	5
800-900	46	0	0	0	0	46	0	0	0	0	0	0	3	0	0	0	0	3

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	0	2	61	2	0	1	1	65	0	0	0	0	0	0
615-630	1	0	0	0	0	1	67	5	0	4	4	80	0	0	0	0	0	0
630-645	1	0	0	0	0	1	51	5	0	6	1	63	0	0	0	0	0	0
645-700	1	0	0	0	0	1	105	8	1	6	2	122	0	0	0	0	0	0
700-715	1	0	0	0	0	1	158	12	0	12	4	186	0	0	0	0	0	0
715-730	2	0	0	0	0	2	121	8	4	12	4	149	0	0	0	0	0	0
730-745	2	0	0	0	0	2	118	14	1	15	0	148	0	0	0	0	0	0
745-800	2	0	0	0	0	2	76	19	2	17	5	119	0	0	0	0	0	0
800-815	1	0	0	0	0	1	78	15	0	21	5	119	0	0	0	0	0	0
815-830	2	0	0	0	0	2	76	16	3	24	2	121	0	0	0	0	0	0
830-845	0	0	0	0	0	0	62	14	1	26	2	105	0	0	0	0	0	0
845-900	1	0	0	0	0	1	71	13	2	24	2	112	0	0	0	0	0	0
HOUR TOTALS																		
600-700	5	0	0	0	0	5	284	20	1	17	8	330	0	0	0	0	0	0
615-715	4	0	0	0	0	4	381	30	1	28	11	451	0	0	0	0	0	0
630-730	5	0	0	0	0	5	435	33	5	36	11	520	0	0	0	0	0	0
645-745	6	0	0	0	0	6	502	42	6	45	10	605	0	0	0	0	0	0
700-800	7	0	0	0	0	7	473	53	7	56	13	602	0	0	0	0	0	0
715-815	7	0	0	0	0	7	393	56	7	65	14	535	0	0	0	0	0	0
730-830	7	0	0	0	0	7	348	64	6	77	12	507	0	0	0	0	0	0
745-845	5	0	0	0	0	5	292	64	6	88	14	464	0	0	0	0	0	0
800-900	4	0	0	0	0	4	287	58	6	95	11	457	0	0	0	0	0	0

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	167	2	0	0	5	174	3	0	0	0	0	3
615-630	0	0	0	0	0	0	167	0	0	1	4	172	3	0	0	0	0	3
630-645	0	0	0	0	0	0	193	1	0	0	10	204	5	0	0	0	1	6
645-700	0	0	0	0	0	0	127	2	1	0	1	131	2	0	0	0	1	3
700-715	0	0	0	0	0	0	110	3	0	1	3	117	6	0	0	0	0	6
715-730	0	0	0	0	0	0	88	0	0	2	1	91	10	0	0	0	0	10
730-745	0	0	0	0	0	0	92	3	0	3	8	106	5	0	0	0	1	6
745-800	0	0	0	0	0	0	119	2	0	2	5	128	11	0	0	0	0	11
800-815	0	0	0	0	0	0	91	4	0	5	7	107	14	0	0	0	0	14
815-830	0	0	0	0	0	0	88	5	1	4	2	100	6	0	0	0	0	6
830-845	0	0	0	0	0	0	80	0	0	2	7	89	8	0	0	0	0	8
845-900	0	0	0	0	0	0	66	3	0	5	7	81	6	0	0	0	0	6
HOUR TOTALS																		
600-700	0	0	0	0	0	0	654	5	1	1	20	681	13	0	0	0	2	15
615-715	0	0	0	0	0	0	597	6	1	2	18	624	16	0	0	0	2	18
630-730	0	0	0	0	0	0	518	6	1	3	15	543	23	0	0	0	2	25
645-745	0	0	0	0	0	0	417	8	1	6	13	445	23	0	0	0	2	25
700-800	0	0	0	0	0	0	409	8	0	8	17	442	32	0	0	0	1	33
715-815	0	0	0	0	0	0	390	9	0	12	21	432	40	0	0	0	1	41
730-830	0	0	0	0	0	0	390	14	1	14	22	441	36	0	0	0	1	37
745-845	0	0	0	0	0	0	378	11	1	13	21	424	39	0	0	0	0	39
800-900	0	0	0	0	0	0	325	12	1	16	23	377	34	0	0	0	0	34

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	239	4	0	1	6	250
615-630	243	5	0	5	8	261
630-645	258	6	0	6	12	282
645-700	238	10	2	6	4	260
700-715	285	15	0	13	7	320
715-730	234	8	4	14	5	265
730-745	240	17	1	18	9	285
745-800	234	21	2	19	10	286
800-815	198	19	0	26	12	255
815-830	187	21	4	28	4	244
830-845	166	14	1	28	9	218
845-900	148	16	2	29	9	204
HOUR TOTALS						
600-700	978	25	2	18	30	1053
615-715	1024	36	2	30	31	1123
630-730	1015	39	6	39	28	1127
645-745	997	50	7	51	25	1130
700-800	993	61	7	64	31	1156
715-815	906	65	7	77	36	1091
730-830	[illegible]	[illegible]	7	[illegible]	35	[illegible]
745-845	785	75	7	101	35	1003
800-900	699	70	7	111	34	921

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: THURSDAY, AUGUST 14, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S WILMINGTON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
115-130	9	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0
130-145	8	0	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	1
145-200	10	0	0	0	0	10	0	0	0	0	0	0	3	0	0	0	0	3
200-215	7	0	0	0	1	8	0	0	0	0	0	0	1	0	0	0	0	1
215-230	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
230-245	6	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	2
245-300	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
300-315	9	0	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0
315-330	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
330-345	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
345-400	11	0	0	0	0	11	0	0	0	0	0	0	3	0	0	0	0	3
HOUR TOTALS																		
100-200	36	0	0	0	1	37	0	0	0	0	0	0	4	0	0	0	0	4
115-215	34	0	0	0	2	36	0	0	0	0	0	0	5	0	0	0	0	5
130-230	31	0	0	0	1	32	0	0	0	0	0	0	5	0	0	0	0	5
145-245	29	0	0	0	1	30	0	0	0	0	0	0	6	0	0	0	0	6
200-300	27	0	0	0	1	28	0	0	0	0	0	0	3	0	0	0	0	3
215-315	29	0	0	0	2	31	0	0	0	0	0	0	2	0	0	0	0	2
230-330	33	0	0	0	2	35	0	0	0	0	0	0	2	0	0	0	0	2
245-345	38	0	0	0	2	40	0	0	0	0	0	0	0	0	0	0	0	0
300-400	41	0	0	0	2	43	0	0	0	0	0	0	3	0	0	0	0	3

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	3	0	0	0	0	3	78	17	0	19	3	117	0	0	0	0	0	0
115-130	0	0	0	0	0	0	74	16	3	31	5	129	0	0	0	0	0	0
130-145	2	0	0	0	0	2	74	17	3	28	4	126	0	0	0	0	0	0
145-200	3	0	0	0	0	3	80	12	1	27	3	123	0	0	0	0	0	0
200-215	1	0	0	0	0	1	88	18	2	21	4	133	0	0	0	0	0	0
215-230	1	0	0	0	0	1	80	18	2	24	5	129	0	0	0	0	0	0
230-245	2	0	0	0	0	2	96	15	4	20	4	139	0	0	0	0	0	0
245-300	1	0	0	0	0	1	99	18	3	20	5	145	0	0	0	0	0	0
300-315	1	0	0	0	0	1	95	12	2	24	5	138	0	0	0	0	0	0
315-330	3	0	0	0	0	3	88	23	0	19	3	133	0	0	0	0	0	0
330-345	3	0	0	0	0	3	121	20	2	20	5	168	0	0	0	0	0	0
345-400	2	0	0	0	0	2	90	20	2	19	2	133	0	0	0	0	0	0
HOUR TOTALS																		
100-200	8	0	0	0	0	8	306	62	7	105	15	495	0	0	0	0	0	0
115-215	6	0	0	0	0	6	316	63	9	107	16	511	0	0	0	0	0	0
130-230	7	0	0	0	0	7	322	65	8	100	16	511	0	0	0	0	0	0
145-245	7	0	0	0	0	7	344	63	9	92	16	524	0	0	0	0	0	0
200-300	5	0	0	0	0	5	363	69	11	85	18	546	0	0	0	0	0	0
215-315	5	0	0	0	0	5	370	63	11	88	19	551	0	0	0	0	0	0
230-330	7	0	0	0	0	7	378	68	9	83	17	555	0	0	0	0	0	0
245-345	8	0	0	0	0	8	403	73	7	83	18	584	0	0	0	0	0	0
300-400	9	0	0	0	0	9	394	75	6	82	15	572	0	0	0	0	0	0

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	0	0	0	0	0	0	85	7	7	2	8	109	10	0	0	0	0	10
115-130	0	0	0	0	0	0	67	7	10	0	4	88	6	0	0	0	0	6
130-145	0	0	0	0	0	0	60	9	4	12	12	97	6	0	0	0	0	6
145-200	0	0	0	0	0	0	70	9	3	6	4	92	7	0	0	0	0	7
200-215	0	0	0	0	0	0	88	10	2	4	10	114	8	0	0	0	0	8
215-230	0	0	0	0	0	0	79	10	0	8	10	107	14	0	0	0	0	14
230-245	0	0	0	0	0	0	90	7	0	5	9	111	13	0	0	0	0	13
245-300	0	0	0	0	0	0	77	9	0	8	8	102	8	0	0	0	0	8
300-315	0	0	0	0	0	0	96	12	2	6	6	122	12	0	0	0	1	13
315-330	0	0	0	0	0	0	107	8	0	6	8	129	14	0	0	0	0	14
330-345	0	0	0	0	0	0	124	9	0	7	10	150	15	0	0	0	0	15
345-400	0	0	0	0	0	0	185	6	3	9	11	214	11	0	0	0	0	11
HOUR TOTALS																		
100-200	0	0	0	0	0	0	282	32	24	20	28	386	29	0	0	0	0	29
115-215	0	0	0	0	0	0	285	35	19	22	30	391	27	0	0	0	0	27
130-230	0	0	0	0	0	0	297	38	9	30	36	410	35	0	0	0	0	35
145-245	0	0	0	0	0	0	327	36	5	23	33	424	42	0	0	0	0	42
200-300	0	0	0	0	0	0	334	36	2	25	37	434	43	0	0	0	0	43
215-315	0	0	0	0	0	0	342	38	2	27	33	442	47	0	0	0	1	48
230-330	0	0	0	0	0	0	370	36	2	25	31	464	47	0	0	0	1	48
245-345	0	0	0	0	0	0	404	38	2	27	32	503	49	0	0	0	1	50
300-400	0	0	0	0	0	0	512	35	5	28	35	615	52	0	0	0	1	53

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	185	24	7	21	11	248
115-130	156	23	13	31	10	233
130-145	151	26	7	40	16	240
145-200	173	21	4	33	7	238
200-215	193	28	4	25	15	265
215-230	180	28	2	32	15	257
230-245	209	22	4	25	13	273
245-300	193	27	3	28	13	264
300-315	213	24	4	30	14	285
315-330	222	31	0	25	11	289
330-345	274	29	2	27	15	347
345-400	302	26	5	28	13	374
HOUR TOTALS						
100-200	665	94	31	125	44	959
115-215	673	98	28	129	48	976
130-230	697	103	17	130	53	1000
145-245	755	99	14	115	50	1033
200-300	775	105	13	110	56	1059
215-315	795	101	13	115	55	1079
230-330	902	111	9	110	53	1185
245-345	1011	110	11	110	53	1295
300-400						

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: THURSDAY, AUGUST 14, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S WILMINGTON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
415-430	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
430-445	15	0	0	0	0	15	0	0	0	0	0	0	1	0	0	0	0	1
445-500	9	0	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1
500-515	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
515-530	18	0	0	0	0	18	0	0	0	0	0	0	1	0	0	0	0	1
530-545	19	0	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	1
545-600	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	53	0	0	0	0	53	0	0	0	0	0	0	2	0	0	0	0	2
415-515	49	0	0	0	0	49	0	0	0	0	0	0	2	0	0	0	0	2
430-530	51	0	0	0	0	51	0	0	0	0	0	0	3	0	0	0	0	3
445-545	55	0	0	0	0	55	0	0	0	0	0	0	3	0	0	0	0	3
500-600	59	0	0	0	0	59	0	0	0	0	0	0	2	0	0	0	0	2

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	1	0	0	0	0	1	148	19	2	22	3	194	0	0	0	0	0	0
415-430	8	0	0	0	0	8	182	14	0	17	2	215	0	0	0	0	0	0
430-445	2	0	0	0	0	2	171	17	0	16	5	209	0	0	0	0	0	0
445-500	3	0	0	0	0	3	184	14	2	10	2	212	0	0	0	0	0	0
500-515	4	0	0	0	0	4	235	11	2	10	0	258	0	0	0	0	0	0
515-530	3	0	0	0	0	3	154	9	3	5	1	172	0	0	0	0	0	0
530-545	1	0	0	0	0	1	154	10	4	6	0	174	0	0	0	0	0	0
545-600	2	0	0	0	0	2	123	13	3	11	4	154	0	0	0	0	0	0
HOUR TOTALS																		
400-500	14	0	0	0	0	14	685	64	4	65	12	830	0	0	0	0	0	0
415-515	17	0	0	0	0	17	772	56	4	53	9	894	0	0	0	0	0	0
430-530	12	0	0	0	0	12	744	51	7	41	8	851	0	0	0	0	0	0
445-545	11	0	0	0	0	11	727	44	11	31	3	816	0	0	0	0	0	0
500-600	10	0	0	0	0	10	666	43	12	32	5	758	0	0	0	0	0	0

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	168	16	0	3	1	188	20	0	0	0	0	20
415-430	0	0	0	0	0	0	141	13	0	6	6	166	10	0	0	0	0	10
430-445	0	0	0	0	0	0	157	8	0	3	6	174	17	0	0	0	0	17
445-500	0	0	0	0	0	0	149	1	0	5	3	158	11	0	0	0	0	11
500-515	0	0	0	0	0	0	114	4	2	9	4	133	14	0	0	0	0	14
515-530	0	0	0	0	0	0	88	3	1	6	3	101	13	0	0	0	0	13
530-545	0	0	0	0	0	0	88	1	0	1	2	92	18	0	0	0	0	18
545-600	0	0	0	0	0	0	68	3	0	4	1	76	8	0	0	0	0	8
HOUR TOTALS																		
400-500	0	0	0	0	0	0	615	38	0	17	16	686	58	0	0	0	0	58
415-515	0	0	0	0	0	0	561	26	2	23	19	631	52	0	0	0	0	52
430-530	0	0	0	0	0	0	508	16	3	23	16	566	55	0	0	0	0	55
445-545	0	0	0	0	0	0	439	9	3	21	12	484	56	0	0	0	0	56
500-600	0	0	0	0	0	0	358	11	3	20	10	402	53	0	0	0	0	53

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	350	35	2	25	4	416
415-430	357	27	0	23	8	415
430-445	363	25	0	19	11	418
445-500	357	15	2	15	5	394
500-515	376	15	4	19	4	418
515-530	277	12	4	11	4	308
530-545	281	11	4	7	2	305
545-600	214	16	3	15	5	253
HOUR TOTALS						
400-500	1427	102	4	82	28	1643
415-515	1453	82	6	76	28	1645
430-530	1373	67	10	64	24	1538
445-545	1291	53	14	52	15	1425
500-600	1148	54	15	52	15	1284

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S JOHN S. GIBSON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	15	0	0	0	0	15	5	1	0	0	0	6	85	1	0	0	1	87
615-630	29	0	0	0	0	29	8	3	0	2	0	13	95	1	0	0	2	98
630-645	15	0	0	0	0	15	7	0	0	0	0	7	119	1	0	2	5	127
645-700	12	0	0	0	0	12	5	1	0	0	0	6	57	1	0	3	7	68
700-715	10	0	0	0	0	10	6	1	0	6	0	13	46	2	0	2	6	56
715-730	12	0	0	0	0	12	3	2	0	7	0	12	43	2	0	1	8	54
730-745	15	0	0	0	0	15	4	3	0	12	0	19	47	1	1	6	8	63
745-800	17	1	0	0	0	18	7	3	0	12	0	22	50	2	0	4	6	62
800-815	12	0	0	0	0	12	3	3	0	9	0	15	38	1	0	0	6	45
815-830	15	1	0	0	0	16	1	11	0	12	0	24	43	1	0	4	1	49
830-845	11	0	0	0	0	11	0	7	1	5	0	13	47	0	1	1	0	49
845-900	12	0	0	0	0	12	1	9	1	7	0	18	25	1	0	1	0	27
HOUR TOTALS																		
600-700	71	0	0	0	0	71	25	5	0	2	0	32	356	4	0	5	15	380
615-715	66	0	0	0	0	66	26	5	0	8	0	39	317	5	0	7	20	349
630-730	49	0	0	0	0	49	21	4	0	13	0	38	265	6	0	8	26	305
645-745	49	0	0	0	0	49	18	7	0	25	0	50	193	6	1	12	29	241
700-800	54	1	0	0	0	55	20	9	0	37	0	66	186	7	1	13	28	235
715-815	56	1	0	0	0	57	17	11	0	40	0	68	178	6	1	11	28	224
730-830	59	2	0	0	0	61	15	20	0	45	0	80	178	5	1	14	21	219
745-845	55	2	0	0	0	57	11	24	1	38	0	74	178	4	1	9	13	205
800-900	50	1	0	0	0	51	5	30	2	33	0	70	153	3	1	6	7	170

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	20	0	0	0	1	21	27	0	0	0	0	27	4	1	0	0	0	5
615-630	26	0	0	0	2	28	35	1	0	0	0	36	6	1	0	1	0	8
630-645	27	2	0	2	1	32	43	1	0	0	0	44	2	2	0	3	0	7
645-700	24	2	0	4	4	34	92	3	0	2	2	99	6	3	0	3	0	12
700-715	57	2	0	6	3	68	83	4	0	1	2	90	11	3	0	3	0	17
715-730	31	4	0	6	4	45	91	4	0	0	2	97	7	4	0	4	0	15
730-745	28	6	0	5	5	44	99	10	0	0	1	110	8	0	0	5	0	13
745-800	23	9	2	17	4	55	114	7	0	0	1	122	8	1	0	7	1	17
800-815	12	8	0	14	2	36	74	4	0	0	0	78	1	3	0	7	0	11
815-830	15	10	3	16	1	45	75	6	1	1	0	83	2	5	0	5	0	12
830-845	17	5	4	10	1	37	66	3	0	1	3	73	1	5	0	9	0	15
845-900	17	3	2	20	0	42	71	5	0	1	1	78	3	2	1	9	0	15
HOUR TOTALS																		
600-700	97	4	0	6	8	115	197	5	0	2	2	206	18	7	0	7	0	32
615-715	134	6	0	12	10	162	253	9	0	3	4	269	25	9	0	10	0	44
630-730	139	10	0	18	12	179	309	12	0	3	6	330	26	12	0	13	0	51
645-745	140	14	0	21	16	191	365	21	0	3	7	396	32	10	0	15	0	57
700-800	139	21	2	34	16	212	387	25	0	1	6	419	34	8	0	19	1	62
715-815	94	27	2	42	15	180	378	25	0	0	4	407	24	8	0	23	1	56
730-830	78	33	5	52	12	180	362	27	1	1	2	393	19	9	0	24	1	53
745-845	67	32	9	57	8	173	329	20	1	2	4	356	12	14	0	28	1	55
800-900	61	26	9	60	4	160	286	18	1	3	4	312	7	15	1	30	0	53

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	2	0	1	1	0	4	0	0	0	0	0	0
645-700	0	0	0	0	0	0	2	0	-1	0	0	1	1	0	0	0	0	1
700-715	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
715-730	0	0	0	0	0	0	4	0	0	0	0	4	1	1	0	0	0	2
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	2	0	0	0	0	2	3	0	0	0	0	3	1	0	0	0	0	1
815-830	2	1	0	0	0	3	3	0	0	0	0	3	1	0	0	0	0	1
830-845	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
845-900	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
HOUR TOTALS																		
600-700	0	0	0	0	0	0	4	0	0	1	0	5	1	0	0	0	0	1
615-715	0	0	0	0	0	0	8	0	0	1	0	9	1	0	0	0	0	1
630-730	0	0	0	0	0	0	12	0	0	1	0	13	2	1	0	0	0	3
645-745	0	0	0	0	0	0	10	0	-1	0	0	9	2	1	0	0	0	3
700-800	0	0	0	0	0	0	8	0	0	0	0	8	1	1	0	0	0	2
715-815	2	0	0	0	0	2	7	0	0	0	0	7	2	1	0	0	0	3
730-830	4	1	0	0	0	5	6	0	0	0	0	6	2	0	0	0	0	2
745-845	5	1	0	0	0	6	8	0	0	0	0	8	2	0	0	0	0	2
800-900	7	1	0	0	0	8	9	0	0	0	0	9	2	0	0	0	0	2

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	0	2	60	2	0	0	0	62	3	0	0	0	0	3
615-630	1	0	0	0	0	1	73	0	0	0	0	73	6	0	0	0	0	6
630-645	3	0	0	0	0	3	64	0	0	0	0	64	5	0	0	0	0	5
645-700	2	2	0	0	0	4	47	0	0	0	0	47	5	1	0	0	0	6
700-715	2	1	0	0	0	3	46	1	0	0	0	47	1	0	0	0	0	1
715-730	2	0	1	0	0	3	52	1	3	1	0	57	6	1	0	0	0	7
730-745	5	1	1	1	0	8	53	1	3	1	0	58	16	1	1	0	0	18
745-800	4	5	2	9	3	23	49	1	0	2	2	54	17	7	0	3	0	27
800-815	5	5	0	8	0	18	48	2	0	1	0	51	6	3	0	5	0	14
815-830	4	3	0	1	0	8	43	2	1	3	0	49	8	3	0	0	3	14
830-845	2	0	1	2	0	5	54	0	0	2	0	56	7	0	0	1	0	8
845-900	5	3	0	3	0	11	52	3	0	3	0	58	8	0	2	1	1	12
HOUR TOTALS																		
600-700	8	2	0	0	0	10	244	2	0	0	0	246	19	1	0	0	0	20
615-715	8	3	0	0	0	11	230	1	0	0	0	231	17	1	0	0	0	18
630-730	9	3	1	0	0	13	209	2	3	1	0	215	17	2	0	0	0	19
645-745	11	4	2	1	0	18	198	3	6	2	0	209	28	3	1	0	0	32
700-800	13	7	4	10	3	37	200	4	6	4	2	216	40	9	1	3	0	53
715-815	16	11	4	18	3	52	202	5	6	5	2	220	45	12	1	8	0	66
730-830	18	14	3	19	3	57	193	6	4	7	2	212	47	14	1	8	3	73
745-845	15	13	3	20	3	54	194	5	1	8	2	210	38	13	0	9	3	63
800-900	16	11	1	14	0	42	197	7	1	9	0	214	29	6	2	7	4	48

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	221	5	0	0	2	228
615-630	279	6	0	3	4	292
630-645	287	6	1	8	6	308
645-700	253	13	-1	12	13	290
700-715	266	14	0	18	11	309
715-730	252	19	4	19	14	308
730-745	275	23	6	30	14	348
745-800	289	36	4	54	17	400
800-815	205	29	0	44	8	286
815-830	212	43	5	42	5	307
830-845	208	20	7	31	4	270
845-900	197	26	6	45	2	276
HOUR TOTALS						
600-700	1040	30	0	23	25	1118
615-715	1085	39	0	41	34	1199
630-730	1058	52	4	57	44	1215
645-745	1046	69	9	79	52	1255
700-800	1082	92	14	121	56	1365
715-815	1021	107	14	147	53	1342
730-830	981	134	15	170	44	1344
745-845	914	128	16	171	34	1263
800-900	822	118	18	162	19	1139

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S JOHN S. GIBSON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	16	0	0	0	0	16	1	12	1	9	0	23	26	2	0	10	6	44
115-130	7	0	0	1	0	8	3	2	6	12	0	23	31	3	1	2	4	41
130-145	10	0	0	0	0	10	0	11	2	14	0	27	26	0	1	5	3	35
145-200	13	0	0	0	0	13	2	11	5	12	0	30	26	0	0	2	4	32
200-215	13	1	0	0	0	14	2	8	1	11	0	22	24	4	0	3	3	34
215-230	14	0	0	0	0	14	2	7	6	12	0	27	22	1	1	3	7	34
230-245	13	0	0	0	0	13	1	7	3	11	0	22	30	5	0	6	3	44
245-300	9	0	0	0	0	9	1	7	2	17	0	27	28	0	0	3	8	39
300-315	12	0	1	1	0	14	1	9	5	19	0	34	27	2	1	6	2	38
315-330	9	0	0	0	0	9	0	5	3	18	0	26	35	3	0	2	10	50
330-345	12	0	0	0	0	12	1	7	2	13	0	23	49	6	0	5	3	63
345-400	19	0	0	0	0	19	0	11	1	8	0	20	70	2	0	6	5	83
HOUR TOTALS																		
100-200	46	0	0	1	0	47	6	36	14	47	0	103	109	5	2	19	17	152
115-215	43	1	0	1	0	45	7	32	14	49	0	102	107	7	2	12	14	142
130-230	50	1	0	0	0	51	6	37	14	49	0	106	98	5	2	13	17	135
145-245	53	1	0	0	0	54	7	33	15	46	0	101	102	10	1	14	17	144
200-300	49	1	0	0	0	50	6	29	12	51	0	98	104	10	1	15	21	151
215-315	48	0	1	1	0	50	5	30	16	59	0	110	107	8	2	18	20	155
230-330	43	0	1	1	0	45	3	28	13	65	0	109	120	10	1	17	23	171
245-345	42	0	1	1	0	44	3	28	12	67	0	110	139	11	1	16	23	190
300-400	52	0	1	1	0	54	2	32	11	58	0	103	181	13	1	19	20	234

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	21	3	0	10	6	40	53	2	2	3	2	62	4	6	1	7	0	18
115-130	19	6	2	13	0	40	60	0	0	0	0	60	2	5	0	8	0	15
130-145	21	16	1	22	0	60	57	1	0	3	1	62	4	6	2	9	0	21
145-200	23	9	2	9	0	43	79	1	0	5	1	86	1	9	5	9	0	24
200-215	31	9	1	18	6	65	64	2	0	0	0	66	2	2	3	11	0	18
215-230	35	8	0	13	0	56	70	0	0	1	1	72	1	8	1	9	0	19
230-245	38	12	4	18	0	72	88	4	0	3	1	96	2	7	0	5	0	14
245-300	32	12	1	13	6	64	71	1	0	2	1	75	0	6	1	4	0	11
300-315	45	8	1	13	0	67	80	1	0	0	1	82	3	6	0	6	0	15
315-330	22	10	2	12	6	52	62	3	0	2	1	68	1	7	3	2	0	13
330-345	38	14	1	24	0	77	94	1	1	1	0	97	0	4	0	7	0	11
345-400	37	20	1	13	1	72	75	3	1	1	2	82	0	4	1	8	0	13
HOUR TOTALS																		
100-200	84	34	5	54	6	183	249	4	2	11	4	270	11	26	8	33	0	78
115-215	94	40	6	62	6	208	260	4	0	8	2	274	9	22	10	37	0	78
130-230	110	42	4	62	6	224	270	4	0	9	3	286	8	25	11	38	0	82
145-245	127	38	7	58	6	236	301	7	0	9	3	320	6	26	9	34	0	75
200-300	136	41	6	62	12	257	293	7	0	6	3	309	5	23	5	29	0	62
215-315	150	40	6	57	6	259	309	6	0	6	4	325	6	27	2	24	0	59
230-330	137	42	8	56	12	255	301	9	0	7	4	321	6	26	4	17	0	53
245-345	137	44	5	62	12	260	307	6	1	5	3	322	4	23	4	19	0	50
300-400	142	52	5	62	7	268	311	8	2	4	4	329	4	21	4	23	0	52

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	0	0	0	0	1	2	0	0	0	0	2	1	0	0	0	0	1
115-130	2	1	0	0	0	3	1	0	0	0	0	1	3	0	0	0	0	3
130-145	0	1	0	0	1	2	1	0	0	0	0	1	2	0	0	0	0	2
145-200	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
200-215	3	0	0	0	0	3	2	0	0	0	0	2	2	0	0	0	0	2
215-230	1	0	0	0	0	1	3	0	0	0	0	3	2	0	0	0	0	2
230-245	2	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	1	3
245-300	0	0	0	0	0	0	3	0	0	0	0	3	5	0	0	0	0	5
300-315	3	0	0	0	0	3	3	1	0	0	0	4	4	0	0	0	0	4
315-330	1	0	0	0	1	2	2	0	0	0	0	2	2	0	0	0	0	2
330-345	3	0	0	0	0	3	3	0	0	0	0	3	2	0	0	0	0	2
345-400	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	4
HOUR TOTALS																		
100-200	4	2	0	0	1	7	4	0	0	0	0	4	7	0	0	0	0	7
115-215	6	2	0	0	1	9	4	0	0	0	0	4	8	0	0	0	0	8
130-230	5	1	0	0	1	7	6	0	0	0	0	6	7	0	0	0	0	7
145-245	7	0	0	0	0	7	7	0	0	0	0	7	7	0	0	0	1	8
200-300	6	0	0	0	0	6	10	0	0	0	0	10	11	0	0	0	1	12
215-315	6	0	0	0	0	6	11	1	0	0	0	12	13	0	0	0	1	14
230-330	6	0	0	0	1	7	10	1	0	0	0	11	13	0	0	0	1	14
245-345	7	0	0	0	1	8	11	1	0	0	0	12	13	0	0	0	0	13
300-400	7	0	0	0	1	8	9	1	0	0	0	10	12	0	0	0	0	12

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	3	1	0	0	0	4	75	2	0	0	2	79	5	0	0	0	0	5
115-130	1	1	0	2	0	4	64	8	0	0	1	73	12	0	0	0	0	12
130-145	0	2	0	0	0	2	66	13	1	4	0	84	8	6	0	0	2	16
145-200	1	1	0	0	0	2	48	10	1	2	2	63	13	0	0	1	1	15
200-215	1	0	0	2	0	3	59	8	0	5	0	72	15	0	0	0	0	15
215-230	1	0	0	1	0	2	51	5	1	3	3	63	14	1	0	3	1	19
230-245	1	0	0	1	0	2	72	11	0	5	0	88	12	0	0	0	3	15
245-300	0	4	0	1	0	5	53	15	0	1	1	70	12	1	0	0	1	14
300-315	1	2	0	0	0	3	75	13	1	4	0	93	8	0	0	0	1	9
315-330	1	0	0	0	0	1	94	10	0	3	1	108	11	0	0	0	2	13
330-345	1	0	0	2	0	3	117	5	1	6	0	129	8	1	0	0	3	12
345-400	0	0	0	1	0	1	110	8	0	6	4	128	8	1	0	0	0	9
HOUR TOTALS																		
100-200	5	5	0	2	0	12	253	33	2	6	5	299	38	6	0	1	3	48
115-215	3	4	0	4	0	11	237	39	2	11	3	292	48	6	0	1	3	58
130-230	3	3	0	3	0	9	224	36	3	14	5	282	50	7	0	4	4	65
145-245	4	1	0	4	0	9	230	34	2	15	5	286	54	1	0	4	5	64
200-300	3	4	0	5	0	12	235	39	1	14	4	293	53	2	0	3	5	63
215-315	3	6	0	3	0	12	251	44	2	13	4	314	46	2	0	3	6	57
230-330	3	6	0	2	0	11	294	49	1	13	2	359	43	1	0	0	7	51
245-345	3	6	0	3	0	12	339	43	2	14	2	400	39	2	0	0	7	48
300-400	3	2	0	3	0	8	396	36	2	19	5	458	35	2	0	0	6	43

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	208	28	4	39	16	295
115-130	205	26	9	38	5	283
130-145	195	56	7	57	7	322
145-200	208	41	13	40	8	310
200-215	218	34	5	50	9	316
215-230	216	30	9	45	12	312
230-245	263	46	7	49	8	373
245-300	214	46	4	41	17	322
300-315	262	42	9	49	4	366
315-330	240	38	8	39	21	346
330-345	328	38	5	58	6	435
345-400	324	49	4	43	12	432
HOUR TOTALS						
100-200	816	151	33	174	36	1210
115-215	826	157	34	185	29	1231
130-230	837	161	34	192	36	1260
145-245	905	151	34	184	37	1311
200-300	911	156	25	185	46	1323
215-315	955	164	29	184	41	1373
230-330	1044	164	26	187	48	1469
245-345	1154	167	26	189	43	1579

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S JOHN S. GIBSON BOULEVARD
E/W HARRY BRIDGES BOULEVARD

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	17	0	0	0	0	17	2	3	7	8	0	20	43	3	0	2	0	48
415-430	19	0	0	0	0	19	1	8	4	11	0	24	76	2	1	9	0	88
430-445	10	0	0	0	0	10	4	6	0	11	0	21	51	2	0	2	0	55
445-500	18	0	0	0	0	18	4	18	0	8	0	30	47	3	0	2	0	52
500-515	15	0	0	0	0	15	0	4	0	8	0	12	32	0	1	2	0	35
515-530	16	0	0	0	0	16	1	4	0	6	0	11	26	1	0	0	0	27
530-545	15	0	0	0	0	15	1	3	0	10	0	14	33	2	0	3	0	38
545-600	11	0	0	0	0	11	2	3	2	4	0	11	23	1	0	3	0	27
HOUR TOTALS																		
400-500	64	0	0	0	0	64	11	35	11	38	0	95	217	10	1	15	0	243
415-515	62	0	0	0	0	62	9	36	4	38	0	87	206	7	2	15	0	230
430-530	59	0	0	0	0	59	9	32	0	33	0	74	156	6	1	6	0	169
445-545	64	0	0	0	0	64	6	29	0	32	0	67	138	6	1	7	0	152
500-600	57	0	0	0	0	57	4	14	2	28	0	48	114	4	1	8	0	127

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	45	4	2	11	6	68	94	3	0	2	0	99	0	7	9	8	0	24
415-430	97	12	1	17	0	127	103	3	0	2	1	109	1	1	2	8	0	12
430-445	49	5	0	8	0	62	107	7	0	1	2	117	1	6	0	3	1	11
445-500	48	3	0	4	0	55	128	3	0	0	2	133	2	9	0	3	0	14
500-515	97	3	0	1	0	101	155	3	1	2	0	161	11	2	1	2	0	16
515-530	54	2	0	5	2	63	126	3	1	1	0	131	5	2	0	2	0	9
530-545	33	2	0	3	0	38	152	1	1	2	0	156	9	9	2	5	0	25
545-600	16	4	0	5	0	25	89	0	1	3	0	93	2	7	1	4	1	15
HOUR TOTALS																		
400-500	239	24	3	40	6	312	432	16	0	5	5	458	4	23	11	22	1	61
415-515	291	23	1	30	0	345	493	16	1	5	5	520	15	18	3	16	1	53
430-530	248	13	0	18	2	281	516	16	2	4	4	542	19	19	1	10	1	50
445-545	232	10	0	13	2	257	561	10	3	5	2	581	27	22	3	12	0	64
500-600	200	11	0	14	2	227	522	7	4	8	0	541	27	20	4	13	1	65

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1
415-430	4	0	0	0	0	4	6	1	0	0	0	7	0	0	0	0	0	0
430-445	0	0	0	0	1	1	7	6	0	3	0	16	0	0	0	1	0	1
445-500	13	0	0	0	0	13	24	1	0	1	0	26	1	0	0	1	1	3
500-515	3	0	0	1	0	4	5	0	0	0	0	5	1	0	0	2	0	3
515-530	4	4	0	3	0	11	1	0	0	2	0	3	3	0	0	1	0	4
530-545	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
545-600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	18	0	0	0	1	19	38	8	0	4	0	50	2	0	0	2	1	5
415-515	20	0	0	1	1	22	42	8	0	4	0	54	2	0	0	4	1	7
430-530	20	4	0	4	1	29	37	7	0	6	0	50	5	0	0	5	1	11
445-545	21	4	0	4	0	29	30	1	0	3	0	34	5	0	0	4	1	10
500-600	9	4	0	4	0	17	6	0	0	2	0	8	4	0	0	3	0	7

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	3	0	3	107	15	1	8	1	132	13	0	0	0	0	13
415-430	1	0	0	1	0	2	90	13	1	2	0	106	10	0	0	0	2	12
430-445	1	1	0	1	0	3	120	9	4	3	0	136	7	0	0	0	0	7
445-500	0	1	0	1	0	2	110	2	0	1	1	114	8	0	1	0	0	9
500-515	1	1	0	4	0	6	81	0	0	0	0	81	10	0	0	1	0	11
515-530	3	0	0	0	0	3	53	2	1	2	0	58	11	0	0	0	1	12
530-545	3	0	0	0	0	3	57	2	1	0	0	60	10	0	0	0	0	10
545-600	1	0	0	0	0	1	43	6	0	0	0	49	10	1	0	0	0	11
HOUR TOTALS																		
400-500	2	2	0	6	0	10	427	39	6	14	2	488	38	0	1	0	2	41
415-515	3	3	0	7	0	13	401	24	5	6	1	437	35	0	1	1	2	39
430-530	5	3	0	6	0	14	364	13	5	6	1	389	36	0	1	1	1	39
445-545	7	2	0	5	0	14	301	6	2	3	1	313	39	0	1	1	1	42
500-600	8	1	0	4	0	13	234	10	2	2	0	248	41	1	0	1	1	44

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	324	35	19	42	7	427
415-430	408	40	9	50	3	510
430-445	357	42	4	33	4	440
445-500	403	40	1	21	4	469
500-515	411	13	3	23	0	450
515-530	303	18	2	22	3	348
530-545	314	19	4	23	0	360
545-600	198	22	4	19	1	244
HOUR TOTALS						
400-500	1492	157	33	146	18	1846
415-515	1579	135	17	127	11	1869
430-530	1474	113	10	99	11	1707
445-545	1431	90	10	89	7	1627
500-600	1226	72	13	87	4	1402

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: WEDNESDAY, SEPTEMBER 16, 2009
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S ALAMEDA RAMP
E/W PACIFIC COAST HIGHWAY

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	48	0	3	0	3	54	0	0	0	0	0	0	19	2	1	0	2	24
715-730	64	3	1	3	1	72	0	0	0	0	0	0	26	4	2	1	3	36
730-745	52	1	3	1	0	57	0	0	0	0	0	0	45	4	2	2	4	57
745-800	52	0	2	0	0	54	0	0	0	0	0	0	21	3	8	0	7	39
800-815	36	1	0	0	1	38	0	0	0	0	0	0	18	3	3	0	3	27
815-830	32	1	0	0	1	34	0	0	0	0	0	0	16	4	7	2	5	34
830-845	36	3	3	0	1	43	0	0	0	0	0	0	15	4	1	1	8	29
845-900	36	4	3	0	1	44	0	0	0	0	0	0	5	1	5	0	2	13
HOUR TOTALS																		
700-800	216	4	9	4	4	237	0	0	0	0	0	0	111	13	13	3	16	156
715-815	204	5	6	4	2	221	0	0	0	0	0	0	110	14	15	3	17	159
730-830	172	3	5	1	2	183	0	0	0	0	0	0	100	14	20	4	19	157
745-845	156	5	5	0	3	169	0	0	0	0	0	0	70	14	19	3	23	129
800-900	140	9	6	0	4	159	0	0	0	0	0	0	54	12	16	3	18	103

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	14	2	3	1	2	22	224	2	3	1	5	235	0	0	0	0	0	0
715-730	15	3	5	0	7	30	203	2	2	0	2	209	0	0	0	0	0	0
730-745	24	5	4	0	6	39	200	1	7	0	7	215	0	0	0	0	0	0
745-800	17	3	0	0	6	26	172	2	1	0	4	179	0	0	0	0	0	0
800-815	27	0	2	0	2	31	205	1	4	0	4	214	0	0	0	0	0	0
815-830	15	7	3	2	9	36	202	3	5	2	7	219	0	0	0	0	0	0
830-845	13	5	3	1	3	25	195	2	5	3	9	214	0	0	0	0	0	0
845-900	11	5	3	1	4	24	171	2	12	1	5	191	0	0	0	0	0	0
HOUR TOTALS																		
700-800	70	13	12	1	21	117	799	7	13	1	18	838	0	0	0	0	0	0
715-815	83	11	11	0	21	126	780	6	14	0	17	817	0	0	0	0	0	0
730-830	83	15	9	2	23	132	779	7	17	2	22	827	0	0	0	0	0	0
745-845	72	15	8	3	20	118	774	8	15	5	24	826	0	0	0	0	0	0
800-900	66	17	11	4	18	116	773	8	26	6	25	838	0	0	0	0	0	0

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
700-715	0	0	0	0	0	0	137	3	4	0	2	146	42	1	3	1	0	47	484	10	17	3	14	528
715-730	0	0	0	0	0	0	173	4	7	3	4	191	51	2	0	1	2	56	532	18	17	8	19	594
730-745	0	0	0	0	0	0	181	1	9	3	6	200	55	0	1	0	0	56	557	12	26	6	23	624
745-800	0	0	0	0	0	0	212	1	2	1	3	219	59	1	0	0	2	62	533	10	13	1	22	579
800-815	0	0	0	0	0	0	172	4	4	8	4	192	47	0	0	0	1	48	505	9	13	8	15	550
815-830	0	0	0	0	0	0	163	6	5	0	7	181	46	2	1	1	1	51	474	23	21	7	30	555
830-845	0	0	0	0	0	0	154	14	6	1	6	181	35	3	3	1	1	43	448	31	21	7	28	535
845-900	0	0	0	0	0	0	139	15	8	3	5	170	38	2	0	0	1	41	400	29	31	5	18	483
HOUR TOTALS																								
700-800	0	0	0	0	0	0	703	9	22	7	15	756	207	4	4	2	4	221	2106	50	73	18	78	2325
715-815	0	0	0	0	0	0	738	10	22	15	17	802	212	3	1	1	5	222	2127	49	69	23	79	2347
730-830	0	0	0	0	0	0	728	12	20	12	20	792	207	3	2	1	4	217	2069	54	73	22	90	2308
745-845	0	0	0	0	0	0	701	25	17	10	20	773	187	6	4	2	5	204	1960	73	68	23	95	2219
800-900	0	0	0	0	0	0	628	39	23	12	22	724	166	7	4	2	4	183	1827	92	86	27	91	2123

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: LONG BEACH PORT CLASSIFICATION COUNTS
DATE: WEDNESDAY, SEPTEMBER 16, 2009
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S ALAMEDA RAMP
E/W PACIFIC COAST HIGHWAY

	1						2						3					
	SBRT						SBTH						SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	46	2	6	0	0	54	0	0	0	0	0	0	21	2	3	1	2	29
415-430	57	2	2	2	2	65	0	0	0	0	0	0	21	7	6	0	0	34
430-445	65	4	4	0	2	75	0	0	0	0	0	0	23	5	3	1	1	33
445-500	74	3	3	0	0	80	0	0	0	0	0	0	31	11	10	0	0	52
500-515	68	2	1	0	1	72	0	0	0	0	0	0	31	4	3	1	1	40
515-530	66	1	3	0	1	71	0	0	0	0	0	0	26	4	3	2	1	36
530-545	45	1	2	0	0	48	0	0	0	0	0	0	19	3	0	0	1	23
545-600	49	1	2	0	0	52	0	0	0	0	0	0	18	2	2	0	0	22
HOUR TOTALS																		
400-500	242	11	15	2	4	274	0	0	0	0	0	0	96	25	22	2	3	148
415-515	264	11	10	2	5	292	0	0	0	0	0	0	106	27	22	2	2	159
430-530	273	10	11	0	4	298	0	0	0	0	0	0	111	24	19	4	3	161
445-545	253	7	9	0	2	271	0	0	0	0	0	0	107	22	16	3	3	151
500-600	228	5	8	0	2	243	0	0	0	0	0	0	94	13	8	3	3	121

	4						5						6					
	WBRT						WBTH						WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	22	8	3	0	4	37	187	10	5	3	3	208	0	0	0	0	0	0
415-430	24	11	4	0	2	41	179	13	9	0	0	201	0	0	0	0	0	0
430-445	44	4	1	0	2	51	231	8	5	1	0	245	0	0	0	0	0	0
445-500	25	7	5	0	1	38	224	5	9	0	3	241	0	0	0	0	0	0
500-515	40	2	4	0	0	46	240	7	2	0	1	250	0	0	0	0	0	0
515-530	23	0	1	1	1	26	215	0	4	1	1	221	0	0	0	0	0	0
530-545	51	4	1	0	2	58	209	6	3	0	0	218	0	0	0	0	0	0
545-600	17	0	1	0	1	19	184	2	3	1	0	190	0	0	0	0	0	0
HOUR TOTALS																		
400-500	115	30	13	0	9	167	821	36	28	4	6	895	0	0	0	0	0	0
415-515	133	24	14	0	5	176	874	33	25	1	4	937	0	0	0	0	0	0
430-530	132	13	11	1	4	161	910	20	20	2	5	957	0	0	0	0	0	0
445-545	139	13	11	1	4	168	888	18	18	1	5	930	0	0	0	0	0	0
500-600	131	6	7	1	4	149	848	15	12	2	2	879	0	0	0	0	0	0

	7						8						9					
	NBRT						NBTH						NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	10						11						12						ALL MOVEMENTS TOTALS					
	EBRT						EBTH						EBLT											
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	275	1	3	10	1	290	54	0	3	1	1	59	605	23	23	15	11	677
415-430	0	0	0	0	0	0	240	3	8	1	2	254	61	4	1	0	2	68	582	40	30	3	8	663
430-445	0	0	0	0	0	0	310	3	6	1	2	322	71	0	2	0	1	74	744	24	21	3	8	800
445-500	0	0	0	0	0	0	278	4	3	3	2	290	37	0	0	0	0	37	669	30	30	3	6	738
500-515	0	0	0	0	0	0	251	14	2	1	0	268	74	2	4	0	0	80	704	31	16	2	3	756
515-530	0	0	0	0	0	0	253	6	5	2	1	267	52	1	2	0	0	55	635	12	18	6	5	676
530-545	0	0	0	0	0	0	286	5	7	1	2	301	45	1	2	1	1	50	655	20	15	2	6	698
545-600	0	0	0	0	0	0	256	3	11	0	5	275	45	1	1	0	0	47	569	9	20	1	6	605
HOUR TOTALS																								
400-500	0	0	0	0	0	0	1103	11	20	15	7	1156	223	4	6	1	4	238	2600	117	104	24	33	2878
415-515	0	0	0	0	0	0	1079	24	19	6	6	1134	243	6	7	0	3	259	2699	125	97	11	25	2957
430-530	0	0	0	0	0	0	1092	27	16	7	5	1147	234	3	8	0	1	246	2752	97	85	14	22	2970
445-545	0	0	0	0	0	0	1068	29	17	7	5	1126	208	4	8	1	1	222	2663	93	79	13	20	2868
500-600	0	0	0	0	0	0	1046	28	25	4	8	1111	216	5	9	1	1	232	2563	72	69	11	20	2735

WILTEC

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PROJECT SITE ON/OFF RAMPS
E/W PACIFIC COAST HIGHWAY

	1 SBRT (WB ON RAMP)						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0
615-630	2	0	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
645-700	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
700-715	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
715-730	4	1	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0
730-745	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
745-800	5	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
800-815	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
815-830	5	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
830-845	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
845-900	7	1	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	5	1	3	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0
615-715	5	1	4	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0
630-730	7	2	4	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0
645-745	9	4	3	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0
700-800	13	3	4	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0
715-815	13	5	3	1	0	22	0	0	0	0	0	0	0	0	0	0	0	0
730-830	14	5	3	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
745-845	13	3	2	2	0	20	0	0	0	0	0	0	0	0	0	0	0	0
800-900	15	4	1	2	1	23	0	0	0	0	0	0	0	0	0	0	0	0

	4 WBRT (WB OFF RAMP)						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	6	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0
615-630	7	0	0	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0
630-645	14	0	1	2	0	17	0	0	0	0	0	0	0	0	0	0	0	0
645-700	16	5	1	3	0	25	0	0	0	0	0	0	0	0	0	0	0	0
700-715	28	5	2	3	0	38	0	0	0	0	0	0	0	0	0	0	0	0
715-730	31	1	1	5	0	38	0	0	0	0	0	0	0	0	0	0	0	0
730-745	44	5	3	1	0	53	0	0	0	0	0	0	0	0	0	0	0	0
745-800	30	1	11	5	0	47	0	0	0	0	0	0	0	0	0	0	0	0
800-815	7	3	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
815-830	9	8	6	3	1	27	0	0	0	0	0	0	0	0	0	0	0	0
830-845	11	10	2	2	2	27	0	0	0	0	0	0	0	0	0	0	0	0
845-900	5	1	2	7	1	16	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	43	5	2	7	1	58	0	0	0	0	0	0	0	0	0	0	0	0
615-715	65	10	4	9	1	89	0	0	0	0	0	0	0	0	0	0	0	0
630-730	89	11	5	13	0	118	0	0	0	0	0	0	0	0	0	0	0	0
645-745	119	16	7	12	0	154	0	0	0	0	0	0	0	0	0	0	0	0
700-800	133	12	17	14	0	176	0	0	0	0	0	0	0	0	0	0	0	0
715-815	112	10	18	11	0	151	0	0	0	0	0	0	0	0	0	0	0	0
730-830	90	17	23	9	1	140	0	0	0	0	0	0	0	0	0	0	0	0
745-845	57	22	22	10	3	114	0	0	0	0	0	0	0	0	0	0	0	0
800-900	32	22	13	12	4	83	0	0	0	0	0	0	0	0	0	0	0	0

	7 NBRT (EB ON RAMP)						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
630-645	3	1	1	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0
645-700	4	1	2	8	0	15	0	0	0	0	0	0	0	0	0	0	0	0
700-715	3	2	1	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0
715-730	5	2	3	5	0	15	0	0	0	0	0	0	0	0	0	0	0	0
730-745	10	0	9	9	0	28	0	0	0	0	0	0	0	0	0	0	0	0
745-800	15	1	2	9	0	27	0	0	0	0	0	0	0	0	0	0	0	0
800-815	4	1	3	5	0	13	0	0	0	0	0	0	0	0	0	0	0	0
815-830	3	3	3	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0
830-845	4	3	2	5	1	15	0	0	0	0	0	0	0	0	0	0	0	0
845-900	1	5	2	8	2	18	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	8	2	3	19	0	32	0	0	0	0	0	0	0	0	0	0	0	0
615-715	10	4	4	23	0	41	0	0	0	0	0	0	0	0	0	0	0	0
630-730	15	6	7	23	0	51	0	0	0	0	0	0	0	0	0	0	0	0
645-745	22	5	15	28	0	70	0	0	0	0	0	0	0	0	0	0	0	0
700-800	33	5	15	29	0	82	0	0	0	0	0	0	0	0	0	0	0	0
715-815	34	4	17	28	0	83	0	0	0	0	0	0	0	0	0	0	0	0
730-830	32	5	17	28	0	82	0	0	0	0	0	0	0	0	0	0	0	0
745-845	26	8	10	24	1	69	0	0	0	0	0	0	0	0	0	0	0	0
800-900	12	12	10	23	3	60	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT (EB OFF RAMP)						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
615-630	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
630-645	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
645-700	17	1	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
700-715	12	2	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0
715-730	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0
730-745	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0
745-800	10	0	0	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0
800-815	6	0	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0
815-830	5	0	4	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0
830-845	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
845-900	1	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
600-700	34	1	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0
615-715	45	3	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0
630-730	58	3	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0
645-745	70	3	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0
700-800	63	2	0	1	0	66	0	0	0	0	0	0	0	0	0	0	0	0
715-815	57	0	1	2	0	60	0	0	0	0	0	0	0	0	0	0	0	0
730-830	45	0	5	3	0	53	0	0	0	0	0	0	0	0	0	0	0	0
745-845	23	0	6	3	0	32	0	0	0	0	0	0	0	0	0	0	0	0
800-900	14	1	6	3	0	24	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	10	0	0	5	0	15
615-630	13	0	1	7	1	22
630-645	29	1	4	6	0	40
645-700	38	8	3	11	0	60
700-715	45	9	4	9	0	67
715-730	57	4	5	11	0	77
730-745	80	7	13	10	0	110
745-800	60	2	14	15	0	91
800-815	19	6	7	6	0	38
815-830	22	12	14	9	1	58
830-845	18	13	5	9	3	48
845-900	14	8	4	16	4	46
HOUR TOTALS						
600-700	90	9	8	29	1	137
615-715	125	18	12	33	1	189
630-730	169	22	16	37	0	244
645-745	220	28	25	41	0	314
700-800	242	22	36	45	0	345
715-815	216	19	39	42	0	316
730-830	181	27	48	40	1	297
745-845	119	33	40	39	4	235
800-900	73	39	30	40	8	190

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S PROJECT SITE ON/OFF RAMPS
E/W PACIFIC COAST HIGHWAY

	1 SBRT (WB ON RAMP)						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	3	0	0	3	1	7	0	0	0	0	0	0	0	0	0	0	0	0
115-130	3	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0
130-145	6	1	0	2	1	10	0	0	0	0	0	0	0	0	0	0	0	0
145-200	6	1	0	1	2	10	0	0	0	0	0	0	0	0	0	0	0	0
200-215	3	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0
215-230	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
230-245	6	0	0	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0
245-300	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
300-315	3	1	2	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0
315-330	4	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0
330-345	5	1	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0
345-400	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	18	2	0	7	6	33	0	0	0	0	0	0	0	0	0	0	0	0
115-215	18	2	0	6	5	31	0	0	0	0	0	0	0	0	0	0	0	0
130-230	18	6	0	5	3	32	0	0	0	0	0	0	0	0	0	0	0	0
145-245	18	5	0	4	3	30	0	0	0	0	0	0	0	0	0	0	0	0
200-300	16	6	0	3	1	26	0	0	0	0	0	0	0	0	0	0	0	0
215-315	16	7	2	1	3	29	0	0	0	0	0	0	0	0	0	0	0	0
230-330	17	3	2	1	4	27	0	0	0	0	0	0	0	0	0	0	0	0
245-345	16	4	2	2	3	27	0	0	0	0	0	0	0	0	0	0	0	0
300-400	15	2	2	2	4	25	0	0	0	0	0	0	0	0	0	0	0	0

	4 WBRT (WB OFF RAMP)						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	6	5	2	4	1	18	0	0	0	0	0	0	0	0	0	0	0	0
115-130	8	4	2	6	2	22	0	0	0	0	0	0	0	0	0	0	0	0
130-145	3	4	2	7	2	18	0	0	0	0	0	0	0	0	0	0	0	0
145-200	7	10	0	9	0	26	0	0	0	0	0	0	0	0	0	0	0	0
200-215	9	6	1	6	1	23	0	0	0	0	0	0	0	0	0	0	0	0
215-230	2	6	1	11	1	21	0	0	0	0	0	0	0	0	0	0	0	0
230-245	4	9	0	9	2	24	0	0	0	0	0	0	0	0	0	0	0	0
245-300	2	5	2	6	1	16	0	0	0	0	0	0	0	0	0	0	0	0
300-315	10	5	1	7	1	24	0	0	0	0	0	0	0	0	0	0	0	0
315-330	5	7	1	7	3	23	0	0	0	0	0	0	0	0	0	0	0	0
330-345	3	7	2	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0
345-400	4	8	1	6	1	20	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	24	23	6	26	5	84	0	0	0	0	0	0	0	0	0	0	0	0
115-215	27	24	5	28	5	89	0	0	0	0	0	0	0	0	0	0	0	0
130-230	21	26	4	33	4	88	0	0	0	0	0	0	0	0	0	0	0	0
145-245	22	31	2	35	4	94	0	0	0	0	0	0	0	0	0	0	0	0
200-300	17	26	4	32	5	84	0	0	0	0	0	0	0	0	0	0	0	0
215-315	18	25	4	33	5	85	0	0	0	0	0	0	0	0	0	0	0	0
230-330	21	26	4	29	7	87	0	0	0	0	0	0	0	0	0	0	0	0
245-345	20	24	6	22	5	77	0	0	0	0	0	0	0	0	0	0	0	0
300-400	22	27	5	22	5	81	0	0	0	0	0	0	0	0	0	0	0	0

	7 NBRT (EB ON RAMP)						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	7	1	0	8	2	18	0	0	0	0	0	0	0	0	0	0	0	0
115-130	9	3	1	4	1	18	0	0	0	0	0	0	0	0	0	0	0	0
130-145	9	0	1	13	3	26	0	0	0	0	0	0	0	0	0	0	0	0
145-200	2	0	8	11	1	22	0	0	0	0	0	0	0	0	0	0	0	0
200-215	8	2	1	10	5	26	0	0	0	0	0	0	0	0	0	0	0	0
215-230	9	0	1	9	2	21	0	0	0	0	0	0	0	0	0	0	0	0
230-245	6	1	1	4	1	13	0	0	0	0	0	0	0	0	0	0	0	0
245-300	7	2	1	11	1	22	0	0	0	0	0	0	0	0	0	0	0	0
300-315	6	1	1	6	4	18	0	0	0	0	0	0	0	0	0	0	0	0
315-330	10	2	1	7	3	23	0	0	0	0	0	0	0	0	0	0	0	0
330-345	4	0	3	7	0	14	0	0	0	0	0	0	0	0	0	0	0	0
345-400	12	2	1	6	3	24	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	27	4	10	36	7	84	0	0	0	0	0	0	0	0	0	0	0	0
115-215	28	5	11	38	10	92	0	0	0	0	0	0	0	0	0	0	0	0
130-230	28	2	11	43	11	95	0	0	0	0	0	0	0	0	0	0	0	0
145-245	25	3	11	34	9	82	0	0	0	0	0	0	0	0	0	0	0	0
200-300	30	5	4	34	9	82	0	0	0	0	0	0	0	0	0	0	0	0
215-315	28	4	4	30	8	74	0	0	0	0	0	0	0	0	0	0	0	0
230-330	29	6	4	28	9	76	0	0	0	0	0	0	0	0	0	0	0	0
245-345	27	5	6	31	8	77	0	0	0	0	0	0	0	0	0	0	0	0
300-400	32	5	6	26	10	79	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT (EB OFF RAMP)						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
115-130	3	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
130-145	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
145-200	4	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
200-215	4	2	1	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0
215-230	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
230-245	3	1	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0
245-300	6	1	1	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0
300-315	3	2	0	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0
315-330	3	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0
330-345	1	2	6	7	3	19	0	0	0	0	0	0	0	0	0	0	0	0
345-400	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
100-200	10	3	6	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0
115-215	13	5	6	1	1	26	0	0	0	0	0	0	0	0	0	0	0	0
130-230	11	5	3	1	3	23	0	0	0	0	0	0	0	0	0	0	0	0
145-245	12	6	4	2	3	27	0	0	0	0	0	0	0	0	0	0	0	0
200-300	14	5	3	4	3	29	0	0	0	0	0	0	0	0	0	0	0	0
215-315	13	5	2	5	3	28	0	0	0	0	0	0	0	0	0	0	0	0
230-330	15	5	2	6	1	29	0	0	0	0	0	0	0	0	0	0	0	0
245-345	13	6	7	12	4	42	0	0	0	0	0	0	0	0	0	0	0	0
300-400	13	6	6	10	4	39	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	17	6	3	15	4	45
115-130	23	8	6	11	5	53
130-145	20	5	3	22	6	56
145-200	19	13	10	21	3	66
200-215	24	10	3	19	7	63
215-230	15	11	2	20	5	53
230-245	19	11	2	15	4	51
245-300	19	10	4	19	2	54
300-315	22	9	4	15	8	58
315-330	22	10	2	15	7	56
330-345	13	10	11	18	3	55
345-400	25	11	2	12	5	55
HOUR TOTALS						
100-200	79	32	22	69	18	220
115-215	86	36	22	73	21	238
130-230	78	39	18	82	21	238
145-245	77	45	17	75	19	233
200-300	77	42	11	73	18	221
215-315	75	41	12	69	19	216
230-330	76	39	21	67	20	223
245-345	82	40	19	60	23	224

WILTEC
INTERSECTION TURNING MOVEMENT COUNT SUMMARY
Phone: (626) 564-1944 Fax: (626) 564-0969

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S PROJECT SITE ON/OFF RAMPS
E/W PACIFIC COAST HIGHWAY

	1 SBRT (WB ON RAMP)						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	3	2	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0
415-430	6	1	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0
430-445	63	1	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0
445-500	14	4	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
500-515	5	5	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0
515-530	4	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	86	8	0	2	2	98	0	0	0	0	0	0	0	0	0	0	0	0
415-515	88	11	0	0	3	102	0	0	0	0	0	0	0	0	0	0	0	0
430-530	86	11	0	0	2	99	0	0	0	0	0	0	0	0	0	0	0	0
445-545	23	10	1	2	2	38	0	0	0	0	0	0	0	0	0	0	0	0
500-600	9	6	1	2	3	21	0	0	0	0	0	0	0	0	0	0	0	0

	4 WBRT (WB OFF RAMP)						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	6	8	1	5	0	20	0	0	0	0	0	0	0	0	0	0	0	0
415-430	22	8	2	4	3	39	0	0	0	0	0	0	0	0	0	0	0	0
430-445	31	7	0	5	1	44	0	0	0	0	0	0	0	0	0	0	0	0
445-500	6	3	2	6	1	18	0	0	0	0	0	0	0	0	0	0	0	0
500-515	4	4	0	6	3	17	0	0	0	0	0	0	0	0	0	0	0	0
515-530	5	2	0	7	2	16	0	0	0	0	0	0	0	0	0	0	0	0
530-545	7	3	1	6	0	17	0	0	0	0	0	0	0	0	0	0	0	0
545-600	3	1	0	4	2	10	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	65	26	5	20	5	121	0	0	0	0	0	0	0	0	0	0	0	0
415-515	63	22	4	21	8	118	0	0	0	0	0	0	0	0	0	0	0	0
430-530	46	16	2	24	7	95	0	0	0	0	0	0	0	0	0	0	0	0
445-545	22	12	3	25	6	68	0	0	0	0	0	0	0	0	0	0	0	0
500-600	19	10	1	23	7	60	0	0	0	0	0	0	0	0	0	0	0	0

	7 NBRT (EB ON RAMP)						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	10	1	0	8	1	20	0	0	0	0	0	0	0	0	0	0	0	0
415-430	11	3	1	8	1	24	0	0	0	0	0	0	0	0	0	0	0	0
430-445	73	1	1	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0
445-500	20	0	0	4	1	25	0	0	0	0	0	0	0	0	0	0	0	0
500-515	19	6	0	4	1	30	0	0	0	0	0	0	0	0	0	0	0	0
515-530	5	5	0	10	1	21	0	0	0	0	0	0	0	0	0	0	0	0
530-545	4	4	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0
545-600	8	9	0	18	4	39	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	114	5	2	21	3	145	0	0	0	0	0	0	0	0	0	0	0	0
415-515	123	10	2	17	3	155	0	0	0	0	0	0	0	0	0	0	0	0
430-530	117	12	1	19	3	152	0	0	0	0	0	0	0	0	0	0	0	0
445-545	48	15	0	20	3	86	0	0	0	0	0	0	0	0	0	0	0	0
500-600	36	24	0	34	6	100	0	0	0	0	0	0	0	0	0	0	0	0

	10 EBRT (EB OFF RAMP)						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	7	1	1	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0
415-430	11	2	0	1	0	14	0	0	0	0	0	0	0	0	0	0	0	0
430-445	14	0	1	1	1	17	0	0	0	0	0	0	0	0	0	0	0	0
445-500	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
500-515	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
545-600	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	40	4	2	4	1	51	0	0	0	0	0	0	0	0	0	0	0	0
415-515	37	3	1	2	1	44	0	0	0	0	0	0	0	0	0	0	0	0
430-530	26	1	1	1	1	30	0	0	0	0	0	0	0	0	0	0	0	0
445-545	13	3	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
500-600	6	2	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	26	12	2	17	1	58
415-430	50	14	3	13	6	86
430-445	181	9	2	7	2	201
445-500	48	8	2	10	2	70
500-515	32	15	0	10	5	62
515-530	14	8	0	17	4	43
530-545	12	9	2	10	0	33
545-600	12	10	0	23	7	52
HOUR TOTALS						
400-500	305	43	9	47	11	415
415-515	311	46	7	40	15	419
430-530	275	40	4	44	13	376
445-545	106	40	4	47	11	208
500-600	70	42	2	60	16	190

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S SANTA FE AVENUE
E/W PACIFIC COAST HIGHWAY

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	11	0	0	0	0	11	39	0	0	2	0	41	1	0	0	0	0	1
615-630	11	0	0	0	0	11	36	0	0	0	0	36	1	0	0	0	0	1
630-645	12	0	0	0	0	12	34	1	0	2	0	37	0	0	0	0	0	0
645-700	20	0	0	0	0	20	52	0	0	1	0	53	1	0	0	0	0	1
700-715	11	0	0	0	0	11	49	0	0	0	0	49	0	0	0	0	0	0
715-730	13	0	0	0	0	13	46	0	0	0	1	47	0	0	0	0	0	0
730-745	14	0	0	0	0	14	51	0	0	0	0	51	1	0	0	0	0	1
745-800	12	0	0	0	0	12	51	0	0	0	0	51	1	0	0	0	0	1
800-815	13	0	0	0	0	13	47	0	0	0	0	47	2	1	0	0	0	3
815-830	16	0	0	0	0	16	45	0	0	2	0	47	0	0	0	0	0	0
830-845	11	0	0	0	0	11	62	0	0	0	0	62	1	0	0	0	0	1
845-900	24	0	0	0	0	24	38	0	0	1	2	41	0	0	0	1	0	1
HOUR TOTALS																		
600-700	54	0	0	0	0	54	161	1	0	5	0	167	3	0	0	0	0	3
615-715	54	0	0	0	0	54	171	1	0	3	0	175	2	0	0	0	0	2
630-730	56	0	0	0	0	56	181	1	0	3	1	186	1	0	0	0	0	1
645-745	58	0	0	0	0	58	198	0	0	1	1	200	2	0	0	0	0	2
700-800	50	0	0	0	0	50	197	0	0	0	1	198	2	0	0	0	0	2
715-815	52	0	0	0	0	52	195	0	0	0	1	196	4	1	0	0	0	5
730-830	55	0	0	0	0	55	194	0	0	2	0	196	4	1	0	0	0	5
745-845	52	0	0	0	0	52	205	0	0	2	0	207	4	1	0	0	0	5
800-900	64	0	0	0	0	64	192	0	0	3	2	197	3	1	0	1	0	5

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	9	0	0	0	0	9	184	2	3	4	1	194	14	1	0	1	0	16
615-630	14	0	0	0	0	14	240	1	0	11	1	253	7	0	0	0	0	7
630-645	15	0	0	0	0	15	328	3	0	4	2	337	12	0	1	0	0	13
645-700	18	0	0	0	0	18	263	9	4	10	2	288	11	0	0	0	4	15
700-715	11	0	0	0	0	11	296	5	1	10	1	313	15	0	0	0	5	20
715-730	22	0	0	0	0	22	243	13	1	17	2	276	11	0	0	3	1	15
730-745	22	0	0	0	0	22	303	2	3	12	0	320	12	1	1	1	1	16
745-800	15	0	0	0	0	15	330	11	3	15	2	361	18	0	0	0	1	19
800-815	17	0	0	0	0	17	247	14	3	22	6	292	14	1	0	2	1	18
815-830	14	0	0	0	0	14	195	11	4	16	6	232	15	0	0	0	0	15
830-845	14	0	0	0	0	14	203	5	7	18	5	238	3	0	0	0	0	3
845-900	6	0	0	1	0	7	218	6	8	18	4	254	4	0	0	0	0	4
HOUR TOTALS																		
600-700	56	0	0	0	0	56	1015	15	7	29	6	1072	44	1	1	1	4	51
615-715	58	0	0	0	0	58	1127	18	5	35	6	1191	45	0	1	0	9	55
630-730	66	0	0	0	0	66	1130	30	6	41	7	1214	49	0	1	3	10	63
645-745	73	0	0	0	0	73	1105	29	9	49	5	1197	49	1	1	4	11	66
700-800	70	0	0	0	0	70	1172	31	8	54	5	1270	56	1	1	4	8	70
715-815	76	0	0	0	0	76	1123	40	10	66	10	1249	55	2	1	6	4	68
730-830	68	0	0	0	0	68	1075	38	13	65	14	1205	59	2	1	3	3	68
745-845	60	0	0	0	0	60	975	41	17	71	19	1123	50	1	0	2	2	55
800-900	51	0	0	1	0	52	863	36	22	74	21	1016	36	1	0	2	1	40

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	5	1	0	1	0	7	33	0	0	5	0	38	9	0	0	0	0	9
615-630	0	0	0	5	1	6	8	0	0	0	0	8	10	0	0	1	1	12
630-645	6	1	0	6	2	15	14	0	0	1	0	15	21	1	0	0	4	26
645-700	1	0	0	2	0	3	17	0	0	0	1	18	22	1	0	0	0	23
700-715	2	0	0	5	0	7	23	0	0	0	0	23	23	8	0	1	1	33
715-730	6	1	1	3	2	13	30	0	0	1	1	32	25	6	0	2	0	33
730-745	5	3	1	0	1	10	55	0	0	0	1	56	21	5	0	1	1	28
745-800	5	3	0	1	1	10	47	0	0	0	0	47	19	8	0	0	1	28
800-815	6	0	1	3	1	11	35	0	0	0	0	35	21	7	0	1	2	31
815-830	9	3	0	4	1	17	37	0	0	1	0	38	18	2	0	0	0	20
830-845	4	0	0	8	0	12	35	0	0	0	0	35	17	3	0	0	0	20
845-900	11	3	0	3	0	17	30	0	0	0	0	30	14	1	0	2	1	18
HOUR TOTALS																		
600-700	12	2	0	14	3	31	72	0	0	6	1	79	62	2	0	1	5	70
615-715	9	1	0	18	3	31	62	0	0	1	1	64	76	10	0	2	6	94
630-730	15	2	1	16	4	38	84	0	0	2	2	88	91	16	0	3	5	115
645-745	14	4	2	10	3	33	125	0	0	1	3	129	91	20	0	4	2	117
700-800	18	7	2	9	4	40	155	0	0	1	2	158	88	27	0	4	3	122
715-815	22	7	3	7	5	44	167	0	0	1	2	170	86	26	0	4	4	120
730-830	25	9	2	8	4	48	174	0	0	1	1	176	79	22	0	2	4	107
745-845	24	6	1	16	3	50	154	0	0	1	0	155	75	20	0	1	3	99
800-900	30	6	1	18	2	57	137	0	0	1	0	138	70	13	0	3	3	89

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	3	0	0	0	0	3	66	1	0	13	5	85	7	0	0	0	0	7
615-630	7	0	0	0	0	7	83	3	0	18	6	110	7	0	0	0	0	7
630-645	4	0	0	0	0	4	99	3	1	13	5	121	11	0	0	0	0	11
645-700	13	1	0	0	0	14	107	8	0	16	2	133	17	1	0	0	0	18
700-715	10	0	0	0	0	10	126	5	1	14	2	148	12	0	0	0	0	12
715-730	6	1	0	0	1	8	139	3	1	24	8	175	14	0	0	0	0	14
730-745	12	1	0	0	0	13	153	6	0	15	6	180	13	0	0	0	0	13
745-800	8	0	0	0	0	8	187	6	0	23	4	220	19	0	0	0	0	19
800-815	11	0	0	1	0	12	139	15	0	18	4	176	22	0	0	0	0	22
815-830	7	0	0	1	0	8	120	15	4	28	4	171	12	0	0	0	0	12
830-845	12	0	0	1	1	14	120	9	1	21	6	157	17	0	0	0	0	17
845-900	2	0	0	1	1	4	163	27	3	23	7	223	13	0	0	0	1	14
HOUR TOTALS																		
600-700	27	1	0	0	0	28	355	15	1	60	18	449	42	1	0	0	0	43
615-715	34	1	0	0	0	35	415	19	2	61	15	512	47	1	0	0	0	48
630-730	33	2	0	0	1	36	471	19	3	67	17	577	54	1	0	0	0	55
645-745	41	3	0	0	1	45	525	22	2	69	18	636	56	1	0	0	0	57
700-800	36	2	0	0	1	39	605	20	2	76	20	723	58	0	0	0	0	58
715-815	37	2	0	1	1	41	618	30	1	80	22	751	68	0	0	0	0	68
730-830	38	1	0	2	0	41	599	42	4	84	18	747	66	0	0	0	0	66
745-845	38	0	0	3	1	42	566	45	5	90	18	724	70	0	0	0	0	70
800-900	32	0	0	4	2	38	542	66	8	90	21	727	64	0	0	0	1	65

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	381	5	3	26	6	421
615-630	424	4	0	35	9	472
630-645	556	9	2	26	13	606
645-700	542	20	4	29	9	604
700-715	578	18	2	30	9	637
715-730	555	24	3	50	16	648
730-745	662	18	5	29	10	724
745-800	712	28	3	39	9	791
800-815	574	38	4	47	14	677
815-830	488	31	8	52	11	590
830-845	499	17	8	48	12	584
845-900	523	37	11	50	16	637
HOUR TOTALS						
600-700	1903	38	9	116	37	2103
615-715	2100	51	8	120	40	2319
630-730	2231	71	11	135	47	2495
645-745	2337	80	14	138	44	2613
700-800	2507	88	13	148	44	2800
715-815	2503	108	15	165	49	2840
730-830	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
745-845	2273	114	23	186	46	2642
800-900	2084	123	31	197	53	2488

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 1:00 PM TO 4:00 PM
INTERSECTION: N/S SANTA FE AVENUE
E/W PACIFIC COAST HIGHWAY

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	25	0	0	0	0	25	48	0	0	0	0	48	0	0	0	0	0	0
115-130	29	1	0	2	0	32	48	0	0	2	0	50	3	0	0	0	0	3
130-145	18	0	0	0	0	18	46	1	0	1	0	48	1	0	0	0	0	1
145-200	20	0	0	1	0	21	57	1	0	0	0	58	0	0	1	0	0	1
200-215	20	0	0	0	3	23	56	1	0	0	1	58	0	0	0	0	0	0
215-230	13	0	0	0	1	14	49	0	0	0	3	52	0	0	0	0	0	0
230-245	16	0	0	1	0	17	47	0	0	0	3	50	0	0	0	0	0	0
245-300	17	1	0	0	0	18	42	2	0	1	1	46	2	0	0	0	0	2
300-315	25	0	0	0	0	25	42	0	0	0	0	42	0	0	0	0	0	0
315-330	22	0	0	1	0	23	40	0	0	2	0	42	2	0	0	0	0	2
330-345	17	0	0	0	0	17	51	0	0	0	0	51	4	0	0	0	0	4
345-400	21	0	0	0	0	21	50	0	0	0	2	52	1	0	0	0	0	1
HOUR TOTALS																		
100-200	92	1	0	3	0	96	199	2	0	3	0	204	4	0	1	0	0	5
115-215	87	1	0	3	3	94	207	3	0	3	1	214	4	0	1	0	0	5
130-230	71	0	0	1	4	76	208	3	0	1	4	216	1	0	1	0	0	2
145-245	69	0	0	2	4	75	209	2	0	0	7	218	0	0	1	0	0	1
200-300	66	1	0	1	4	72	194	3	0	1	8	206	2	0	0	0	0	2
215-315	71	1	0	1	1	74	180	2	0	1	7	190	2	0	0	0	0	2
230-330	80	1	0	2	0	83	171	2	0	3	4	180	4	0	0	0	0	4
245-345	81	1	0	1	0	83	175	2	0	3	1	181	8	0	0	0	0	8
300-400	85	0	0	1	0	86	183	0	0	2	2	187	7	0	0	0	0	7

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	26	0	0	0	0	26	179	13	1	23	9	225	0	0	0	0	0	0
115-130	15	0	1	1	0	17	173	7	2	15	8	205	0	0	0	0	0	0
130-145	18	0	0	0	0	18	169	13	5	13	9	209	0	0	0	0	0	0
145-200	15	0	0	0	0	15	185	12	6	18	5	226	0	0	0	0	0	0
200-215	16	0	0	0	1	17	140	6	2	14	12	174	0	0	0	0	0	0
215-230	17	0	0	0	3	20	149	4	3	15	4	175	0	0	0	0	0	0
230-245	24	0	0	0	0	24	193	11	3	16	7	230	0	0	0	0	0	0
245-300	30	0	0	0	0	30	171	6	1	12	8	198	0	0	0	0	0	0
300-315	24	0	0	0	0	24	176	15	3	13	7	214	0	0	0	0	0	0
315-330	21	0	0	0	0	21	199	8	2	13	6	228	0	0	0	0	0	0
330-345	38	0	0	0	0	38	172	7	1	9	5	194	0	0	0	0	0	0
345-400	16	0	0	0	0	16	195	9	2	13	7	226	0	0	0	0	0	0
HOUR TOTALS																		
100-200	74	0	1	1	0	76	706	45	14	69	31	865	0	0	0	0	0	0
115-215	64	0	1	1	1	67	667	38	15	60	34	814	0	0	0	0	0	0
130-230	66	0	0	0	4	70	643	35	16	60	30	784	0	0	0	0	0	0
145-245	72	0	0	0	4	76	667	33	14	63	28	805	0	0	0	0	0	0
200-300	87	0	0	0	4	91	653	27	9	57	31	777	0	0	0	0	0	0
215-315	95	0	0	0	3	98	689	36	10	56	26	817	0	0	0	0	0	0
230-330	99	0	0	0	0	99	739	40	9	54	28	870	0	0	0	0	0	0
245-345	113	0	0	0	0	113	718	36	7	47	26	834	0	0	0	0	0	0
300-400	99	0	0	0	0	99	742	39	8	48	25	862	0	0	0	0	0	0

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	19	0	0	0	1	20	43	0	0	0	0	43	1	0	0	0	0	1
115-130	10	3	0	0	1	14	47	0	0	0	1	48	0	0	0	0	0	0
130-145	17	0	0	2	4	23	53	0	0	0	0	53	0	0	0	0	0	0
145-200	17	2	0	2	3	24	41	0	0	0	0	41	0	0	0	0	0	0
200-215	13	4	0	2	1	20	49	0	0	0	0	49	1	0	0	1	0	2
215-230	11	3	0	2	0	16	43	0	0	0	0	43	0	0	0	0	0	0
230-245	18	1	1	1	0	21	79	0	0	1	1	81	0	0	0	0	0	0
245-300	17	1	0	1	0	19	38	0	0	0	0	38	1	0	0	0	0	1
300-315	16	2	1	2	1	22	62	0	0	0	1	63	0	0	0	1	0	1
315-330	11	1	0	4	1	17	55	0	0	0	2	57	0	0	0	0	0	0
330-345	14	1	0	4	0	19	74	0	0	0	2	76	0	0	0	0	0	0
345-400	22	2	1	0	1	26	77	0	0	1	0	78	0	0	0	0	0	0
HOUR TOTALS																		
100-200	63	5	0	4	9	81	184	0	0	0	1	185	1	0	0	0	0	1
115-215	57	9	0	6	9	81	190	0	0	0	1	191	1	0	0	1	0	2
130-230	58	9	0	8	8	83	186	0	0	0	0	186	1	0	0	1	0	2
145-245	59	10	1	7	4	81	212	0	0	1	1	214	1	0	0	1	0	2
200-300	59	9	1	6	1	76	209	0	0	1	1	211	2	0	0	1	0	3
215-315	62	7	2	6	1	78	222	0	0	1	2	225	1	0	0	1	0	2
230-330	62	5	2	8	2	79	234	0	0	1	4	239	1	0	0	1	0	2
245-345	58	5	1	11	2	77	229	0	0	0	5	234	1	0	0	1	0	2
300-400	63	6	2	10	3	84	268	0	0	1	5	274	0	0	0	1	0	1

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	1	0	0	0	0	1	148	6	0	17	6	177	24	0	0	0	0	24
115-130	2	0	0	0	0	2	189	6	4	18	6	223	22	0	0	0	1	23
130-145	0	0	0	0	0	0	180	3	2	18	13	216	14	0	0	0	0	14
145-200	0	0	0	0	0	0	185	11	2	14	11	223	14	0	0	0	1	15
200-215	0	0	0	0	0	0	189	6	1	21	9	226	28	0	0	0	0	28
215-230	1	0	0	0	0	1	174	11	0	21	3	209	17	0	0	0	0	17
230-245	0	0	0	0	0	0	219	10	0	20	5	254	29	0	0	0	0	29
245-300	2	0	0	0	0	2	189	10	2	24	4	229	33	0	0	0	0	33
300-315	0	0	0	0	0	0	230	16	4	20	9	279	29	0	0	0	0	29
315-330	5	0	0	0	0	5	223	10	2	20	7	262	21	0	0	0	0	21
330-345	1	0	0	0	0	1	239	9	2	17	4	271	25	0	0	0	0	25
345-400	0	0	0	0	0	0	259	12	3	21	6	301	27	0	0	0	1	28
HOUR TOTALS																		
100-200	3	0	0	0	0	3	702	26	8	67	36	839	74	0	0	0	2	76
115-215	2	0	0	0	0	2	743	26	9	71	39	888	78	0	0	0	2	80
130-230	1	0	0	0	0	1	728	31	5	74	36	874	73	0	0	0	1	74
145-245	1	0	0	0	0	1	767	38	3	76	28	912	88	0	0	0	1	89
200-300	3	0	0	0	0	3	771	37	3	86	21	918	107	0	0	0	0	107
215-315	3	0	0	0	0	3	812	47	6	85	21	971	108	0	0	0	0	108
230-330	7	0	0	0	0	7	861	46	8	84	25	1024	112	0	0	0	0	112
245-345	8	0	0	0	0	8	881	45	10	81	24	1041	108	0	0	0	0	108
300-400	6	0	0	0	0	6	951	47	11	78	26	1113	102	0	0	0	1	103

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	514	19	1	40	16	590
115-130	538	17	7	38	17	617
130-145	516	17	7	34	26	600
145-200	534	26	9	35	20	624
200-215	512	17	3	38	27	597
215-230	474	18	3	38	14	547
230-245	625	22	4	39	16	706
245-300	542	20	3	38	13	616
300-315	604	33	8	36	18	699
315-330	599	19	4	40	16	678
330-345	635	17	3	30	11	696
345-400	668	23	6	35	17	749
HOUR TOTALS						
100-200	2102	79	24	147	79	2431
115-215	2100	77	26	145	90	2438
130-230	2036	78	22	145	87	2368
145-245	2145	83	19	150	77	2474
200-300	2153	77	13	153	70	2466
215-315	2245	93	18	151	61	2568
230-330	2380	89	18	144	58	2689
245-345	2506	92	21	141	62	2822

WILTEC
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S SANTA FE AVENUE
E/W PACIFIC COAST HIGHWAY

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	15	0	0	0	0	15	58	0	0	0	0	58	1	0	0	0	0	1
415-430	30	0	0	0	0	30	59	1	0	0	0	60	3	0	0	0	0	3
430-445	25	1	0	0	0	26	50	1	0	0	0	51	3	0	0	1	0	4
445-500	28	0	0	1	0	29	56	0	0	0	0	56	0	0	0	0	0	0
500-515	26	0	0	1	0	27	45	0	0	0	0	45	1	0	0	0	0	1
515-530	31	0	0	0	0	31	59	1	0	0	0	60	1	0	0	0	0	1
530-545	23	0	0	0	0	23	47	0	0	0	0	47	0	0	0	0	0	0
545-600	16	1	0	0	0	17	55	0	0	0	0	55	2	0	0	0	0	2
HOUR TOTALS																		
400-500	98	1	0	1	0	100	223	2	0	0	0	225	7	0	0	1	0	8
415-515	109	1	0	2	0	112	210	2	0	0	0	212	7	0	0	1	0	8
430-530	110	1	0	2	0	113	210	2	0	0	0	212	5	0	0	1	0	6
445-545	108	0	0	2	0	110	207	1	0	0	0	208	2	0	0	0	0	2
500-600	96	1	0	1	0	98	206	1	0	0	0	207	4	0	0	0	0	4

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	22	0	0	0	0	22	179	8	0	11	3	201	0	0	0	0	0	0
415-430	19	0	0	0	0	19	189	8	2	15	3	217	0	0	0	0	0	0
430-445	22	0	0	0	0	22	214	15	0	12	9	250	0	0	0	0	0	0
445-500	22	0	0	0	0	22	177	3	1	17	2	200	0	0	0	0	0	0
500-515	20	0	0	0	1	21	188	7	1	10	3	209	0	0	0	0	0	0
515-530	26	0	0	0	0	26	234	6	0	10	2	252	0	0	0	0	0	0
530-545	26	0	0	0	0	26	200	8	0	12	1	221	0	0	0	0	0	0
545-600	23	0	0	0	0	23	186	4	2	4	1	197	0	0	0	0	0	0
HOUR TOTALS																		
400-500	85	0	0	0	0	85	759	34	3	55	17	868	0	0	0	0	0	0
415-515	83	0	0	0	1	84	768	33	4	54	17	876	0	0	0	0	0	0
430-530	90	0	0	0	1	91	813	31	2	49	16	911	0	0	0	0	0	0
445-545	94	0	0	0	1	95	799	24	2	49	8	882	0	0	0	0	0	0
500-600	95	0	0	0	1	96	808	25	3	36	7	879	0	0	0	0	0	0

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	12	0	0	7	0	19	81	0	0	0	1	82	0	1	0	0	0	1
415-430	10	0	0	7	0	17	71	0	0	0	1	72	0	1	0	0	0	1
430-445	16	1	0	1	0	18	104	1	0	0	0	105	0	1	0	0	0	1
445-500	22	2	0	3	0	27	146	0	0	0	0	146	1	0	0	0	0	1
500-515	15	3	0	4	1	23	109	0	0	0	1	110	0	0	0	0	0	0
515-530	19	0	0	2	0	21	117	0	0	0	0	117	0	0	0	0	0	0
530-545	11	6	0	2	1	20	65	0	0	0	0	65	0	0	0	1	0	1
545-600	12	3	0	1	0	16	66	4	0	0	0	70	1	0	0	0	0	1
HOUR TOTALS																		
400-500	60	3	0	18	0	81	402	1	0	0	2	405	1	3	0	0	0	4
415-515	63	6	0	15	1	85	430	1	0	0	2	433	1	2	0	0	0	3
430-530	72	6	0	10	1	89	476	1	0	0	1	478	1	1	0	0	0	2
445-545	67	11	0	11	2	91	437	0	0	0	1	438	1	0	0	1	0	2
500-600	57	12	0	9	2	80	357	4	0	0	1	362	1	0	0	1	0	2

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	0	0	0	0	0	0	226	14	2	16	3	261	30	0	0	0	0	30
415-430	0	0	0	0	0	0	293	21	2	20	6	342	42	0	0	0	0	42
430-445	1	0	0	0	0	1	317	10	1	9	3	340	38	0	0	0	0	38
445-500	1	0	0	0	0	1	308	14	0	13	1	336	36	0	0	0	0	36
500-515	0	0	0	0	0	0	324	11	2	13	4	354	35	0	0	0	0	35
515-530	2	0	0	0	0	2	270	9	0	14	3	296	39	0	0	0	0	39
530-545	2	0	0	0	0	2	314	15	0	11	3	343	49	0	0	0	0	49
545-600	0	0	0	0	0	0	261	9	1	8	3	282	28	0	0	0	0	28
HOUR TOTALS																		
400-500	2	0	0	0	0	2	1144	59	5	58	13	1279	146	0	0	0	0	146
415-515	2	0	0	0	0	2	1242	56	5	55	14	1372	151	0	0	0	0	151
430-530	4	0	0	0	0	4	1219	44	3	49	11	1326	148	0	0	0	0	148
445-545	5	0	0	0	0	5	1216	49	2	51	11	1329	159	0	0	0	0	159
500-600	4	0	0	0	0	4	1169	44	3	46	13	1275	151	0	0	0	0	151

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	624	23	2	34	7	690
415-430	716	31	4	42	10	803
430-445	790	30	1	23	12	856
445-500	797	19	1	34	3	854
500-515	763	21	3	28	10	825
515-530	798	16	0	26	5	845
530-545	737	29	0	26	5	797
545-600	650	21	3	13	4	691
HOUR TOTALS						
400-500	2927	103	8	133	32	3203
415-515	3066	101	9	127	35	3338
430-530	3148	86	5	111	30	3380
445-545	3095	85	4	114	23	3321
500-600	2948	87	6	93	24	3158

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S HARBOR AVENUE
E/W PACIFIC COAST HIGHWAY

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	6	0	0	0	0	6	6	0	0	0	0	6	20	0	0	0	1	21
615-630	7	0	0	0	0	7	5	0	0	0	0	5	28	0	0	0	0	28
630-645	12	0	0	0	0	12	6	0	0	0	0	6	45	0	0	0	0	45
645-700	10	0	0	0	0	10	9	0	0	0	0	9	30	0	0	0	0	30
700-715	8	0	0	0	0	8	10	0	0	0	0	10	45	0	0	0	0	45
715-730	13	0	0	0	0	13	15	0	0	0	0	15	39	0	0	0	0	39
730-745	7	0	0	0	0	7	14	0	0	0	0	14	48	0	0	0	0	48
745-800	16	0	0	0	0	16	22	0	0	0	0	22	37	0	0	0	0	37
800-815	6	0	0	0	0	6	13	0	0	0	0	13	42	0	0	0	0	42
815-830	10	0	0	0	0	10	9	0	0	0	0	9	25	0	0	0	0	25
830-845	3	0	0	0	0	3	10	0	0	0	0	10	32	0	0	0	0	32
845-900	4	0	0	0	0	4	8	0	0	0	0	8	45	0	0	0	0	45
HOUR TOTALS																		
600-700	35	0	0	0	0	35	26	0	0	0	0	26	123	0	0	0	1	124
615-715	37	0	0	0	0	37	30	0	0	0	0	30	148	0	0	0	0	148
630-730	43	0	0	0	0	43	40	0	0	0	0	40	159	0	0	0	0	159
645-745	38	0	0	0	0	38	48	0	0	0	0	48	162	0	0	0	0	162
700-800	44	0	0	0	0	44	61	0	0	0	0	61	169	0	0	0	0	169
715-815	42	0	0	0	0	42	64	0	0	0	0	64	166	0	0	0	0	166
730-830	39	0	0	0	0	39	58	0	0	0	0	58	152	0	0	0	0	152
745-845	35	0	0	0	0	35	54	0	0	0	0	54	136	0	0	0	0	136
800-900	23	0	0	0	0	23	40	0	0	0	0	40	144	0	0	0	0	144

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	2	0	0	0	0	2	274	2	0	11	4	291	5	0	0	0	1	6
615-630	5	0	0	0	0	5	323	2	0	8	0	333	5	0	0	0	0	5
630-645	11	0	0	0	0	11	344	4	0	3	1	352	12	0	0	0	0	12
645-700	15	0	0	0	0	15	367	11	4	11	7	400	12	1	0	0	0	13
700-715	10	0	0	0	0	10	332	7	3	16	4	362	13	0	1	1	0	15
715-730	19	0	0	0	0	19	324	7	0	16	5	352	14	2	0	1	0	17
730-745	18	0	0	0	0	18	364	5	5	8	1	383	17	0	0	0	0	17
745-800	11	0	0	0	0	11	380	9	3	12	0	404	22	0	0	0	0	22
800-815	19	0	0	0	0	19	318	12	9	33	4	376	15	0	0	0	0	15
815-830	10	0	0	0	0	10	228	14	5	15	3	265	10	0	0	1	0	11
830-845	16	0	0	0	0	16	253	7	10	21	4	295	8	0	0	0	0	8
845-900	11	0	0	0	0	11	274	4	8	21	3	310	16	0	0	0	0	16
HOUR TOTALS																		
600-700	33	0	0	0	0	33	1308	19	4	33	12	1376	34	1	0	0	1	36
615-715	41	0	0	0	0	41	1366	24	7	38	12	1447	42	1	1	1	0	45
630-730	55	0	0	0	0	55	1367	29	7	46	17	1466	51	3	1	2	0	57
645-745	62	0	0	0	0	62	1387	30	12	51	17	1497	56	3	1	2	0	62
700-800	58	0	0	0	0	58	1400	28	11	52	10	1501	66	2	1	2	0	71
715-815	67	0	0	0	0	67	1386	33	17	69	10	1515	68	2	0	1	0	71
730-830	58	0	0	0	0	58	1290	40	22	68	8	1428	64	0	0	1	0	65
745-845	56	0	0	0	0	56	1179	42	27	81	11	1340	55	0	0	1	0	56
800-900	56	0	0	0	0	56	1073	37	32	90	14	1246	49	0	0	1	0	50

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	6	1	0	3	4	14	0	0	0	0	0	0	0	0	0	0	0	0
615-630	11	0	0	9	0	20	0	0	0	0	0	0	0	0	0	0	0	0
630-645	8	0	0	5	0	13	3	0	0	0	0	3	0	0	0	2	0	2
645-700	10	0	0	2	3	15	2	0	0	0	0	2	3	0	0	0	0	3
700-715	6	1	0	10	2	19	3	0	0	0	0	3	2	0	0	0	0	2
715-730	9	0	0	2	5	16	4	0	1	0	0	5	0	5	0	3	0	8
730-745	12	2	0	1	3	18	3	0	0	0	0	3	3	2	0	0	0	5
745-800	8	3	0	0	2	13	5	0	0	0	0	5	2	1	0	2	6	11
800-815	11	1	0	6	0	18	7	0	0	0	0	7	5	0	1	2	0	8
815-830	14	2	0	2	1	19	3	0	0	0	0	3	3	2	0	0	0	5
830-845	16	1	0	3	2	22	6	0	0	0	0	6	8	2	0	0	2	12
845-900	13	0	0	4	1	18	2	0	0	0	0	2	1	2	0	0	0	3
HOUR TOTALS																		
600-700	35	1	0	19	7	62	5	0	0	0	0	5	3	0	0	2	0	5
615-715	35	1	0	26	5	67	8	0	0	0	0	8	5	0	0	2	0	7
630-730	33	1	0	19	10	63	12	0	1	0	0	13	5	5	0	5	0	15
645-745	37	3	0	15	13	68	12	0	1	0	0	13	8	7	0	3	0	18
700-800	35	6	0	13	12	66	15	0	1	0	0	16	7	8	0	5	6	26
715-815	40	6	0	9	10	65	19	0	1	0	0	20	10	8	1	7	6	32
730-830	45	8	0	9	6	68	18	0	0	0	0	18	13	5	1	4	6	29
745-845	49	7	0	11	5	72	21	0	0	0	0	21	18	5	1	4	8	36
800-900	54	4	0	15	4	77	18	0	0	0	0	18	17	6	1	2	2	28

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	3	0	0	0	0	3	91	3	2	11	8	115	0	0	0	0	0	0
615-630	0	0	0	0	0	0	92	2	4	20	8	126	2	0	0	0	0	2
630-645	1	0	0	0	0	1	114	4	1	15	13	147	0	0	0	0	0	0
645-700	4	0	0	0	0	4	143	9	4	23	4	183	1	0	0	0	0	1
700-715	0	0	0	0	0	0	127	2	0	13	5	147	0	0	0	0	0	0
715-730	4	0	0	0	0	4	183	8	2	37	8	238	3	0	0	0	0	3
730-745	4	1	0	0	0	5	138	8	1	9	6	162	0	0	0	2	0	2
745-800	2	1	0	0	0	3	192	10	1	24	4	231	1	0	0	0	0	1
800-815	2	1	0	0	1	4	189	12	3	17	4	225	1	0	0	0	0	1
815-830	1	0	0	1	3	5	148	23	5	30	7	213	0	0	0	0	0	0
830-845	12	1	0	0	2	15	142	9	2	25	9	187	3	0	0	0	0	3
845-900	5	1	0	0	0	6	165	30	4	26	10	235	6	0	1	0	0	7
HOUR TOTALS																		
600-700	8	0	0	0	0	8	440	18	11	69	33	571	3	0	0	0	0	3
615-715	5	0	0	0	0	5	476	17	9	71	30	603	3	0	0	0	0	3
630-730	9	0	0	0	0	9	567	23	7	88	30	715	4	0	0	0	0	4
645-745	12	1	0	0	0	13	591	27	7	82	23	730	4	0	0	2	0	6
700-800	10	2	0	0	0	12	640	28	4	83	23	778	4	0	0	2	0	6
715-815	12	3	0	0	1	16	702	38	7	87	22	856	5	0	0	2	0	7
730-830	9	3	0	1	4	17	667	53	10	80	21	831	2	0	0	2	0	4
745-845	17	3	0	1	6	27	671	54	11	96	24	856	5	0	0	0	0	5
800-900	20	3	0	1	6	30	644	74	14	98	30	860	10	0	1	0	0	11

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
600-615	413	6	2	25	18	464
615-630	478	4	4	37	8	531
630-645	556	8	1	25	14	604
645-700	606	21	8	36	14	685
700-715	556	10	4	40	11	621
715-730	627	22	3	59	18	729
730-745	628	18	6	20	10	682
745-800	698	24	4	38	12	776
800-815	628	26	13	58	9	734
815-830	461	41	10	49	14	575
830-845	509	20	12	49	19	609
845-900	550	37	13	51	14	665
HOUR TOTALS						
600-700	2053	39	15	123	54	2284
615-715	2196	43	17	138	47	2441
630-730	2345	61	16	160	57	2639
645-745	2417	71	21	155	53	2717
700-800	2509	74	17	157	51	2808
715-815	2581	90	26	175	49	2921
730-830	2296	111	39	194	54	2694
745-845	2148	124	48	207	56	2583

WILTEC Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		ITERIS
PROJECT:		POLA CLASSIFICATION COUNTS
DATE:		TUESDAY, AUGUST 12, 2008
PERIOD:		1:00 PM TO 4:00 PM
INTERSECTION:	N/S	HARBOR AVENUE
	E/W	PACIFIC COAST HIGHWAY

	1 SBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	8	0	0	0	0	8
115-130	7	0	0	0	0	7
130-145	9	0	0	0	0	9
145-200	6	0	0	0	0	6
200-215	6	0	0	0	0	6
215-230	2	0	0	0	0	2
230-245	9	0	0	0	0	9
245-300	19	0	0	0	0	19
300-315	15	0	0	0	0	15
315-330	9	0	0	0	0	9
330-345	8	0	0	0	0	8
345-400	12	0	0	0	0	12
HOUR TOTALS						
100-200	30	0	0	0	0	30
115-215	28	0	0	0	0	28
130-230	23	0	0	0	0	23
145-245	23	0	0	0	0	23
200-300	36	0	0	0	0	36
215-315	45	0	0	0	0	45
230-330	52	0	0	0	0	52
245-345	51	0	0	0	0	51
300-400	44	0	0	0	0	44

	2 SBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	15	0	0	0	0	15
115-130	7	0	0	0	0	7
130-145	11	0	0	0	0	11
145-200	11	0	0	0	0	11
200-215	20	0	0	0	0	20
215-230	14	0	0	0	0	14
230-245	19	0	0	0	0	19
245-300	11	0	0	0	0	11
300-315	16	0	0	0	0	16
315-330	10	0	0	0	0	10
330-345	14	0	0	0	0	14
345-400	11	0	0	0	0	11
HOUR TOTALS						
100-200	44	0	0	0	0	44
115-215	49	0	0	0	0	49
130-230	56	0	0	0	0	56
145-245	64	0	0	0	0	64
200-300	64	0	0	0	0	64
215-315	60	0	0	0	0	60
230-330	56	0	0	0	0	56
245-345	51	0	0	0	0	51
300-400	51	0	0	0	0	51

	3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	32	0	0	0	0	32
115-130	25	0	0	0	0	25
130-145	31	0	0	0	0	31
145-200	43	0	0	0	0	43
200-215	41	0	0	0	0	41
215-230	39	0	0	0	0	39
230-245	67	0	0	0	0	67
245-300	36	0	0	0	0	36
300-315	45	0	0	0	0	45
315-330	59	0	0	0	0	59
330-345	46	0	0	0	0	46
345-400	56	0	0	0	0	56
HOUR TOTALS						
100-200	131	0	0	0	0	131
115-215	140	0	0	0	0	140
130-230	154	0	0	0	0	154
145-245	190	0	0	0	0	190
200-300	183	0	0	0	0	183
215-315	187	0	0	0	0	187
230-330	207	0	0	0	0	207
245-345	186	0	0	0	0	186
300-400	206	0	0	0	0	206

	4 WBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	24	0	0	0	0	24
115-130	20	0	0	0	0	20
130-145	31	0	0	0	0	31
145-200	42	0	0	0	0	42
200-215	43	0	0	0	0	43
215-230	36	0	0	0	0	36
230-245	59	0	0	0	0	59
245-300	29	0	0	0	0	29
300-315	25	0	0	0	0	25
315-330	47	0	0	0	0	47
330-345	47	0	0	0	0	47
345-400	40	0	0	0	0	40
HOUR TOTALS						
100-200	117	0	0	0	0	117
115-215	136	0	0	0	0	136
130-230	152	0	0	0	0	152
145-245	180	0	0	0	0	180
200-300	167	0	0	0	0	167
215-315	149	0	0	0	0	149
230-330	160	0	0	0	0	160
245-345	148	0	0	0	0	148
300-400	159	0	0	0	0	159

	5 WBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	175	11	0	27	8	221
115-130	207	7	2	17	10	243
130-145	213	12	6	23	10	264
145-200	215	12	3	14	4	248
200-215	194	10	5	19	14	242
215-230	215	7	2	17	10	251
230-245	229	14	3	18	3	267
245-300	229	5	2	21	7	264
300-315	204	8	3	16	9	240
315-330	238	7	2	13	8	268
330-345	240	9	1	10	5	265
345-400	214	8	1	18	11	252
HOUR TOTALS						
100-200	810	42	11	81	32	976
115-215	829	41	16	73	38	997
130-230	837	41	16	73	38	1005
145-245	853	43	13	68	31	1008
200-300	867	36	12	75	34	1024
215-315	877	34	10	72	29	1022
230-330	900	34	10	68	27	1039
245-345	911	29	8	60	29	1037
300-400	896	32	7	57	33	1025

	6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	10	0	0	0	0	10
115-130	17	0	0	1	0	18
130-145	12	1	0	1	0	14
145-200	20	0	0	0	0	20
200-215	9	0	0	0	0	9
215-230	14	0	0	0	0	14
230-245	15	0	0	0	1	16
245-300	14	0	0	1	2	17
300-315	14	1	0	1	0	16
315-330	15	0	0	1	0	16
330-345	20	0	0	1	0	21
345-400	5	0	0	0	0	5
HOUR TOTALS						
100-200	59	1	0	2	0	62
115-215	58	1	0	2	0	61
130-230	55	1	0	1	0	57
145-245	58	0	0	0	1	59
200-300	52	0	0	1	3	56
215-315	57	1	0	2	3	63
230-330	58	1	0	3	3	65
245-345	63	1	0	4	2	70
300-400	54	1	0	3	0	58

	7 NBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	26	0	0	3	2	31
115-130	24	0	0	4	1	29
130-145	22	1	0	1	1	25
145-200	28	1	1	2	1	33
200-215	22	0	0	1	0	23
215-230	30	1	0	5	0	36
230-245	61	0	0	2	1	64
245-300	44	2	0	1	1	48
300-315	39	3	0	7	1	50
315-330	32	2	0	5	4	43
330-345	66	2	0	2	1	71
345-400	52	2	0	2	3	59
HOUR TOTALS						
100-200	100	2	1	10	5	118
115-215	96	2	1	8	3	110
130-230	102	3	1	9	2	117
145-245	141	2	1	10	2	156
200-300	157	3	0	9	2	171
215-315	174	6	0	15	3	198
230-330	176	7	0	15	7	205
245-345	181	9	0	15	7	212
300-400	189	9	0	16	9	223

	8 NBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	2	0	1	1	0	4
115-130	3	0	0	0	0	3
130-145	5	0	0	0	0	5
145-200	4	0	0	0	0	4
200-215	4	0	0	0	0	4
215-230	8	0	0	0	0	8
230-245	12	0	0	0	0	12
245-300	4	0	0	0	0	4
300-315	8	0	0	0	0	8
315-330	9	0	0	0	0	9
330-345	16	0	0	0	0	16
345-400	12	0	0	0	1	13
HOUR TOTALS						
100-200	14	0	1	1	0	16
115-215	16	0	0	0	0	16
130-230	21	0	0	0	0	21
145-245	28	0	0	0	0	28
200-300	28	0	0	0	0	28
215-315	32	0	0	0	0	32
230-330	33	0	0	0	0	33
245-345	37	0	0	0	0	37
300-400	45	0	0	0	1	46

	9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	8	2	0	1	0	11
115-130	5	1	0	2	2	10
130-145	8	0	0	1	0	9
145-200	6	0	2	0	1	9
200-215	6	1	0	0	0	7
215-230	0	0	0	0	0	0
230-245	1	0	0	2	0	3
245-300	2	1	0	1	0	4
300-315	0	1	0	0	1	2
315-330	7	3	1	2	0	13
330-345	6	2	2	0	0	10
345-400	2	4	1	2	0	9
HOUR TOTALS						
100-200	27	3	2	4	3	39
115-215	25	2	2	3	3	35
130-230	20	1	2	1	1	25
145-245	13	1	2	2	1	19
200-300	9	2	0	3	0	14
215-315	3	2	0	3	1	9
230-330	10	5	1	5	1	22
245-345	15	7	3	3	1	29
300-400	15	10	4	4	1	34

	10 EBRT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	4	1	0	0	1	6
115-130	6	1	0	0	1	8
130-145	2	0	0	0	0	2
145-200	5	0	0	1	1	7
200-215	4	0	1	1	0	6
215-230	4	0	0	2	0	6
230-245	3	1	0	1	0	5
245-300	5	0	0	0	0	5
300-315	0	0	0	0	0	0
315-330	3	0	0	2	0	5
330-345	4	1	0	1	1	7
345-400	2	3	0	0	1	6
HOUR TOTALS						
100-200	17	2	0	1	3	23
115-215	17	1	1	2	2	23
130-230	15	0	1	4	1	21
145-245	16	1	1	5	1	24
200-300	16	1	1	4	0	22
215-315	12	1	0	3	0	16
230-330	11	1	0	3	0	15
245-345	12	1	0	3	1	17
300-400	9	4	0	3	2	18

	11 EBTH					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	173	5	2	20	9	209
115-130	200	5	5	23	6	239
130-145	204	6	1	27	9	247
145-200	234	11	4	19	20	288
200-215	206	11	1	22	7	247
215-230	224	12	1	26	6	269
230-245	251	15	2	23	9	300
245-300	203	8	4	19	4	238
300-315	240	12	5	24	9	290
315-330	247	11	2	26	6	292
330-345	294	9	4	22	5	334
345-400	298	11	1	20	7	337
HOUR TOTALS						
100-200	811	27	12	89	44	983
115-215	844	33	11	91	42	1021
130-230	868	40	7	94	42	1051
145-245	915	49	8	90	42	1104
200-300	884	46	8	90	26	1054
215-315	918	47	12	92	28	1097
230-330	941	46	13	92	28	1120
245-345	984	40	15	91	24	1154
300-400	1079	43	12	92	27	1253

	12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	2	0	0	0	0	2
115-130	6	0	0	0	0	6
130-145	1	0	0	0	0	1
145-200	1	1	0	0	0	2
200-215	2	0	0	0	0	2
215-230	3	0	0	0	0	3
230-245	19	0	0	0	0	19
245-300	4	0	0	0	0	4
300-315	5	0	0	0	0	5
315-330	5	1	0	0	0	6
330-345	1	0	0	0	0	1
345-400	2	0	0	0	0	2
HOUR TOTALS						
100-200	10	1	0	0	0	11
115-215	10	1	0	0	0	11
130-230	7	1	0	0	0	8
145-245	25	1	0	0	0	26
200-300	28	0	0	0	0	28
215-315	31	0	0	0	0	31
230-330	33	1	0	0	0	34
245-345	15	1	0	0	0	16
300-400	13	1	0	0	0	14

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
100-115	479	19	3	52	20	573
115-130	527	14	7	47	20	615
130-145	549	20	7	53	20	649
145-200	615	25	10	36	27	713
200-215	557	22	7	43	21	650
215-230	589	20	3	50	16	678
230-245	745	30	5	46	14	840
245-300	600	16	6	43	14	679
300-315	611	25	8	48	20	712
315-330	681	24	5	49	18	777
330-345	762	23	7	36	12	840
345-400	706	28	3	42	23	802
HOUR TOTALS						
100-200	2170	78	27	188	87	2550
115-215	2248	81	31	179	88	2627
130-230	2310	87	27	182	84	2690
145-245	2506	97	25	175	78	2881
200-300	2491	88	21	182	65	2847
215-315	2545	91	22	187	64	2909
230-330	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
245-345	2654	88	26	176	64	3008
300-400	2760	100	23	175	73	3131

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: ITERIS
PROJECT: POLA CLASSIFICATION COUNTS
DATE: TUESDAY, AUGUST 12, 2008
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S HARBOR AVENUE
E/W PACIFIC COAST HIGHWAY

	1 SBRT						2 SBTH						3 SBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	19	0	0	0	0	19	16	0	0	0	0	16	28	0	0	0	0	28
415-430	10	0	0	0	0	10	19	0	0	0	0	19	33	0	0	0	0	33
430-445	9	0	0	0	0	9	13	0	0	0	0	13	37	0	0	0	0	37
445-500	8	0	0	0	0	8	16	0	0	0	0	16	56	0	0	0	0	56
500-515	7	0	0	0	0	7	15	0	0	0	0	15	56	0	0	0	0	56
515-530	13	0	0	0	0	13	8	0	0	0	0	8	54	0	0	0	0	54
530-545	9	0	0	0	0	9	11	0	0	0	0	11	38	0	0	0	0	38
545-600	2	0	0	0	0	2	5	0	0	0	0	5	47	0	0	0	0	47
HOUR TOTALS																		
400-500	46	0	0	0	0	46	64	0	0	0	0	64	154	0	0	0	0	154
415-515	34	0	0	0	0	34	63	0	0	0	0	63	182	0	0	0	0	182
430-530	37	0	0	0	0	37	52	0	0	0	0	52	203	0	0	0	0	203
445-545	37	0	0	0	0	37	50	0	0	0	0	50	204	0	0	0	0	204
500-600	31	0	0	0	0	31	39	0	0	0	0	39	195	0	0	0	0	195

	4 WBRT						5 WBTH						6 WBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	24	0	0	0	0	24	213	4	0	12	6	235	9	1	0	0	2	12
415-430	27	0	0	0	0	27	216	10	2	15	4	247	7	0	0	0	0	7
430-445	32	0	0	0	0	32	239	10	1	21	7	278	8	0	0	1	0	9
445-500	25	0	0	0	0	25	235	5	1	20	3	264	8	0	0	1	0	9
500-515	42	0	0	0	0	42	258	5	1	14	5	283	6	0	0	1	1	8
515-530	30	0	0	0	0	30	226	9	0	12	2	249	15	0	0	0	0	15
530-545	33	0	0	0	0	33	231	4	0	11	2	248	3	0	0	0	0	3
545-600	36	0	0	0	0	36	208	6	1	2	4	221	8	0	0	0	0	8
HOUR TOTALS																		
400-500	108	0	0	0	0	108	903	29	4	68	20	1024	32	1	0	2	2	37
415-515	126	0	0	0	0	126	948	30	5	70	19	1072	29	0	0	3	1	33
430-530	129	0	0	0	0	129	958	29	3	67	17	1074	37	0	0	3	1	41
445-545	130	0	0	0	0	130	950	23	2	57	12	1044	32	0	0	2	1	35
500-600	141	0	0	0	0	141	923	24	2	39	13	1001	32	0	0	1	1	34

	7 NBRT						8 NBTH						9 NBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	61	2	1	3	4	71	9	0	0	0	0	9	2	1	0	0	1	4
415-430	49	0	0	4	3	56	11	1	0	0	0	12	5	1	0	3	0	9
430-445	74	4	0	4	1	83	19	0	0	0	0	19	9	3	0	0	1	13
445-500	49	0	0	0	1	50	14	0	0	0	0	14	6	1	0	4	0	11
500-515	59	2	0	1	2	64	18	0	0	0	0	18	5	4	0	1	0	10
515-530	51	3	0	0	1	55	18	0	0	0	0	18	5	2	0	0	0	7
530-545	48	6	0	1	1	56	7	0	0	0	0	7	10	1	0	1	0	12
545-600	30	2	1	1	1	35	7	0	0	0	0	7	5	0	0	0	1	6
HOUR TOTALS																		
400-500	233	6	1	11	9	260	53	1	0	0	0	54	22	6	0	7	2	37
415-515	231	6	0	9	7	253	62	1	0	0	0	63	25	9	0	8	1	43
430-530	233	9	0	5	5	252	69	0	0	0	0	69	25	10	0	5	1	41
445-545	207	11	0	2	5	225	57	0	0	0	0	57	26	8	0	6	0	40
500-600	188	13	1	3	5	210	50	0	0	0	0	50	25	7	0	2	1	35

	10 EBRT						11 EBTH						12 EBLT					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	4	1	1	1	0	7	347	12	2	29	0	390	4	0	0	0	0	4
415-430	4	0	1	1	0	6	370	16	3	28	7	424	7	0	0	0	0	7
430-445	2	1	0	0	0	3	366	5	0	15	7	393	9	0	0	0	0	9
445-500	5	0	0	0	0	5	409	15	1	20	2	447	6	0	0	0	0	6
500-515	3	0	0	1	0	4	364	27	1	14	4	410	2	0	0	0	0	2
515-530	2	1	0	0	0	3	303	11	1	16	3	334	7	0	0	0	0	7
530-545	3	1	0	0	1	5	317	10	0	15	0	342	14	0	0	0	0	14
545-600	3	1	0	0	0	4	315	13	1	12	4	345	8	0	0	0	0	8
HOUR TOTALS																		
400-500	15	2	2	2	0	21	1492	48	6	92	16	1654	26	0	0	0	0	26
415-515	14	1	1	2	0	18	1509	63	5	77	20	1674	24	0	0	0	0	24
430-530	12	2	0	1	0	15	1442	58	3	65	16	1584	24	0	0	0	0	24
445-545	13	2	0	1	1	17	1393	63	3	65	9	1533	29	0	0	0	0	29
500-600	11	3	0	1	1	16	1299	61	3	57	11	1431	31	0	0	0	0	31

	ALL MOVEMENTS TOTALS					
15-MIN COUNTS	AUTOS	BOB-T	CHASS	CONT	OTHR	TOTAL
400-415	736	21	4	45	13	819
415-430	758	28	6	51	14	857
430-445	817	23	1	41	16	898
445-500	837	21	2	45	6	911
500-515	835	38	2	32	12	919
515-530	732	26	1	28	6	793
530-545	724	22	0	28	4	778
545-600	674	22	3	15	10	724
HOUR TOTALS						
400-500	3148	93	13	182	49	3485
415-515	3247	110	11	169	48	3585
430-530	3221	108	6	146	40	3521
445-545	3128	107	5	133	28	3401
500-600	2965	108	6	103	32	3214

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Large Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	10	2	20	32	2	64	9	75	2	1	1	4	13	37	1	51	162
06:15 AM	23	6	31	60	3	74	14	91	1	4	0	5	7	48	0	55	211
06:30 AM	24	7	31	62	1	90	39	130	1	5	0	6	12	69	3	84	282
06:45 AM	27	4	40	71	2	142	27	171	1	9	1	11	28	73	1	102	355
Total	84	19	122	225	8	370	89	467	5	19	2	26	60	227	5	292	1010
07:00 AM	23	5	25	53	3	92	27	122	0	3	0	3	10	82	1	93	271
07:15 AM	44	0	30	74	2	111	26	139	2	2	2	6	27	67	1	95	314
07:30 AM	39	11	30	80	2	140	21	163	1	5	1	7	32	113	1	146	396
07:45 AM	41	8	36	85	1	120	44	165	1	3	1	5	36	128	1	165	420
Total	147	24	121	292	8	463	118	589	4	13	4	21	105	390	4	499	1401
08:00 AM	44	4	35	83	3	138	26	167	0	5	1	6	29	102	0	131	387
08:15 AM	26	6	18	50	3	90	19	112	0	3	2	5	20	75	0	95	262
08:30 AM	31	7	34	72	3	74	21	98	0	4	2	6	31	96	2	129	305
08:45 AM	21	4	20	45	3	100	28	131	1	7	0	8	27	78	0	105	289
Total	122	21	107	250	12	402	94	508	1	19	5	25	107	351	2	460	1243
09:00 AM	31	6	17	54	4	62	16	82	1	3	2	6	21	68	0	89	231
09:15 AM	41	7	10	58	2	73	21	96	1	5	3	9	16	51	1	68	231
09:30 AM	32	6	25	63	2	66	42	110	0	4	0	4	19	71	0	90	267
09:45 AM	33	8	27	68	1	73	43	117	0	4	2	6	17	70	0	87	278
Total	137	27	79	243	9	274	122	405	2	16	7	25	73	260	1	334	1007
Grand Total	490	91	429	1010	37	1509	423	1969	12	67	18	97	345	1228	12	1585	4661
Apprch %	48.5	9	42.5		1.9	76.6	21.5		12.4	69.1	18.6		21.8	77.5	0.8		
Total %	10.5	2	9.2	21.7	0.8	32.4	9.1	42.2	0.3	1.4	0.4	2.1	7.4	26.3	0.3	34	
Passenger Vehicles	167	29	280	476	31	1368	176	1575	9	6	9	24	214	965	10	1189	3264
% Passenger Vehicles	34.1	31.9	65.3	47.1	83.8	90.7	41.6	80	75	9	50	24.7	62	78.6	83.3	75	70
Bobtail Trucks	210	7	57	274	1	42	34	77	0	8	2	10	42	110	0	152	513
% Bobtail Trucks	42.9	7.7	13.3	27.1	2.7	2.8	8	3.9	0	11.9	11.1	10.3	12.2	9	0	9.6	11
Chassis Trucks	3	0	1	4	0	0	2	2	0	0	0	0	2	6	0	8	14
% Chassis Trucks	0.6	0	0.2	0.4	0	0	0.5	0.1	0	0	0	0	0.6	0.5	0	0.5	0.3
Container Trucks	10	3	22	35	3	28	21	52	1	2	3	6	18	24	1	43	136
% Container Trucks	2	3.3	5.1	3.5	8.1	1.9	5	2.6	8.3	3	16.7	6.2	5.2	2	8.3	2.7	2.9
Other Large Trucks	100	52	69	221	2	71	190	263	2	51	4	57	69	123	1	193	734
% Other Large Trucks	20.4	57.1	16.1	21.9	5.4	4.7	44.9	13.4	16.7	76.1	22.2	58.8	20	10	8.3	12.2	15.7

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**44**	0	30	74	2	111	26	139	**2**	2	**2**	6	27	67	**1**	95	314
07:30 AM	39	**11**	30	80	2	**140**	21	163	1	**5**	1	**7**	32	113	1	146	396
07:45 AM	41	8	**36**	**85**	1	120	**44**	165	1	3	1	5	**36**	**128**	1	**165**	**420**
08:00 AM	44	4	35	83	**3**	138	26	**167**	0	5	1	6	29	102	0	131	387
Total Volume	168	23	131	322	8	509	117	634	4	15	5	24	124	410	3	537	1517
% App. Total	52.2	7.1	40.7		1.3	80.3	18.5		16.7	62.5	20.8		23.1	76.4	0.6		
PHF	.955	.523	.910	.947	.667	.909	.665	.949	.500	.750	.625	.857	.861	.801	.750	.814	.903

Counts Unlimited Inc.
25286 Jaclyn Avenue
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951-485-7934

City of Carson
N/S: Alameda Street Ramp
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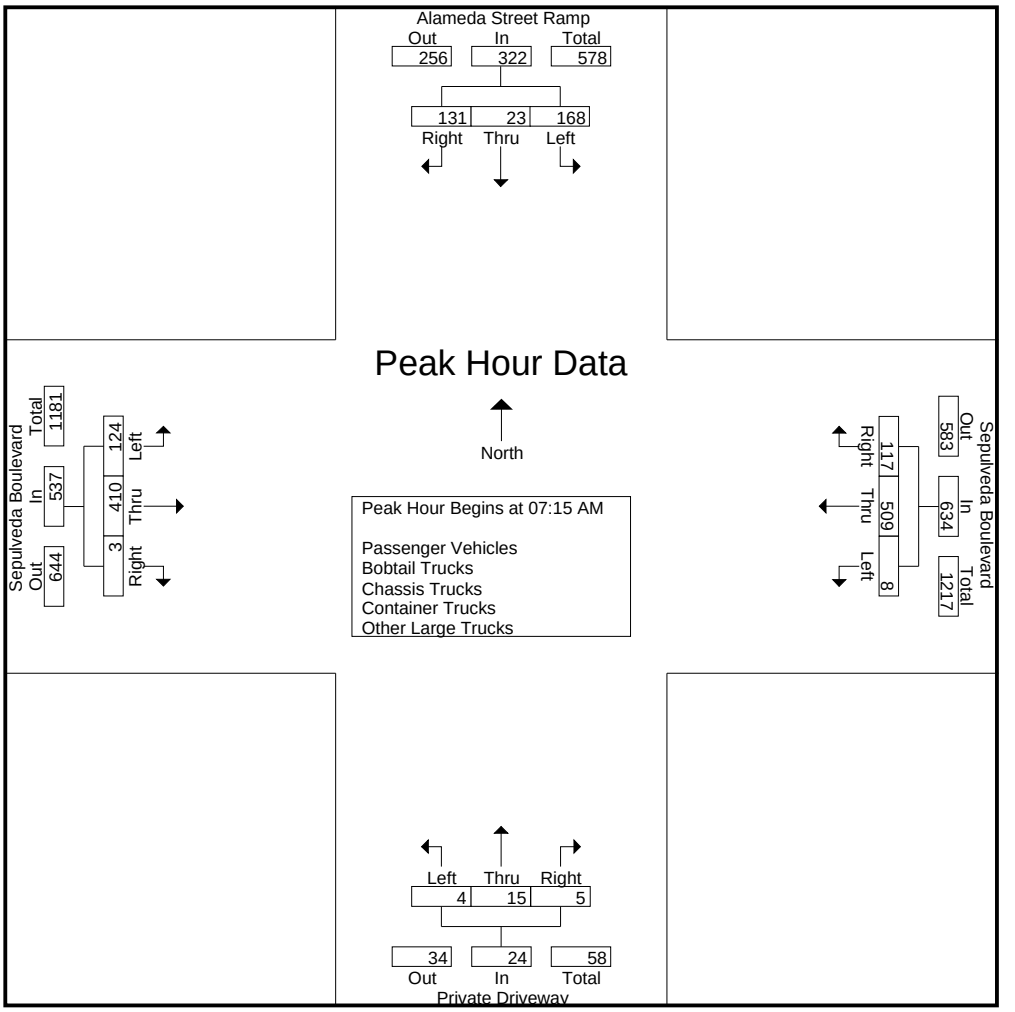
File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:30 AM				07:15 AM			
+0 mins.	**44**	0	30	74	2	111	26	139	0	4	2	6	27	67	**1**	95
+15 mins.	39	**11**	30	80	2	**140**	21	163	**1**	**7**	0	8	32	113	1	146
+30 mins.	41	8	**36**	**85**	1	120	**44**	165	1	3	2	6	**36**	**128**	1	**165**
+45 mins.	44	4	35	83	**3**	138	26	**167**	1	5	**3**	**9**	29	102	0	131
Total Volume	168	23	131	322	8	509	117	634	3	19	7	29	124	410	3	537
% App. Total	52.2	7.1	40.7		1.3	80.3	18.5		10.3	65.5	24.1		23.1	76.4	0.6	
PHF	.955	.523	.910	.947	.667	.909	.665	.949	.750	.679	.583	.806	.861	.801	.750	.814

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Carson
N/S: Alameda Street Ramp
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File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Passenger Vehicles

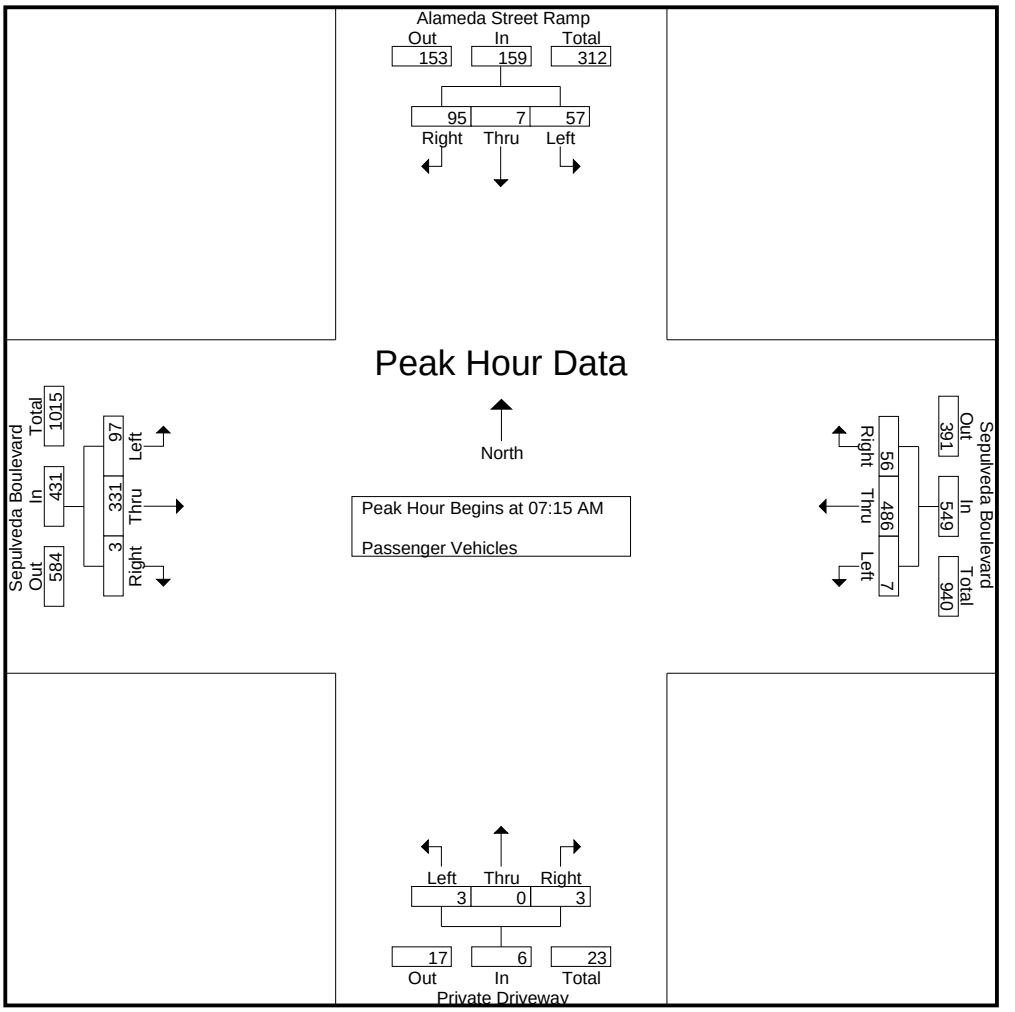
	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	8	2	17	27	2	62	5	69	1	0	0	1	7	29	1	37	134
06:15 AM	12	5	18	35	3	72	6	81	1	1	0	2	6	38	0	44	162
06:30 AM	15	4	26	45	1	86	20	107	1	0	0	1	9	64	2	75	228
06:45 AM	14	1	32	47	2	140	15	157	1	2	0	3	23	59	1	83	290
Total	49	12	93	154	8	360	46	414	4	3	0	7	45	190	4	239	814
07:00 AM	6	0	21	27	3	92	11	106	0	1	0	1	7	71	1	79	213
07:15 AM	17	0	22	39	2	108	10	120	1	0	0	1	19	57	1	77	237
07:30 AM	18	3	22	43	2	131	12	145	1	0	1	2	27	89	1	117	307
07:45 AM	13	3	24	40	1	119	25	145	1	0	1	2	33	105	1	139	326
Total	54	6	89	149	8	450	58	516	3	1	2	6	86	322	4	412	1083
08:00 AM	9	1	27	37	2	128	9	139	0	0	1	1	18	80	0	98	275
08:15 AM	7	0	9	16	3	83	10	96	0	0	0	0	6	52	0	58	170
08:30 AM	10	1	19	30	2	67	7	76	0	0	2	2	15	74	1	90	198
08:45 AM	5	0	8	13	3	84	9	96	1	0	0	1	18	60	0	78	188
Total	31	2	63	96	10	362	35	407	1	0	3	4	57	266	1	324	831
09:00 AM	10	2	8	20	2	46	10	58	1	0	1	2	5	49	0	54	134
09:15 AM	6	2	4	12	0	52	5	57	0	1	1	2	6	36	1	43	114
09:30 AM	9	1	8	18	2	46	13	61	0	1	0	1	7	50	0	57	137
09:45 AM	8	4	15	27	1	52	9	62	0	0	2	2	8	52	0	60	151
Total	33	9	35	77	5	196	37	238	1	2	4	7	26	187	1	214	536
Grand Total	167	29	280	476	31	1368	176	1575	9	6	9	24	214	965	10	1189	3264
Apprch %	35.1	6.1	58.8		2	86.9	11.2		37.5	25	37.5		18	81.2	0.8		
Total %	5.1	0.9	8.6	14.6	0.9	41.9	5.4	48.3	0.3	0.2	0.3	0.7	6.6	29.6	0.3	36.4	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	0	22	39	**2**	108	10	120	**1**	0	0	1	19	57	**1**	77	237
07:30 AM	**18**	**3**	22	**43**	2	**131**	12	**145**	1	0	**1**	**2**	27	89	1	117	307
07:45 AM	13	3	24	40	1	119	**25**	145	1	0	1	2	**33**	**105**	1	**139**	**326**
08:00 AM	9	1	**27**	37	2	128	9	139	0	0	1	1	18	80	0	98	275
Total Volume	57	7	95	159	7	486	56	549	3	0	3	6	97	331	3	431	1145
% App. Total	35.8	4.4	59.7		1.3	88.5	10.2		50	0	50		22.5	76.8	0.7		
PHF	.792	.583	.880	.924	.875	.927	.560	.947	.750	.000	.750	.750	.735	.788	.750	.775	.878

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	17	0	22	39	**2**	108	10	120	**1**	0	0	1	19	57	**1**	77
+15 mins.	**18**	**3**	22	**43**	2	**131**	12	**145**	1	0	**1**	**2**	27	89	1	117
+30 mins.	13	3	24	40	1	119	**25**	145	1	0	1	2	**33**	**105**	1	**139**
+45 mins.	9	1	**27**	37	2	128	9	139	0	0	1	1	18	80	0	98
Total Volume	57	7	95	159	7	486	56	549	3	0	3	6	97	331	3	431
% App. Total	35.8	4.4	59.7		1.3	88.5	10.2		50	0	50		22.5	76.8	0.7	
PHF	.792	.583	.880	.924	.875	.927	.560	.947	.750	.000	.750	.750	.735	.788	.750	.775

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Bobtail Trucks

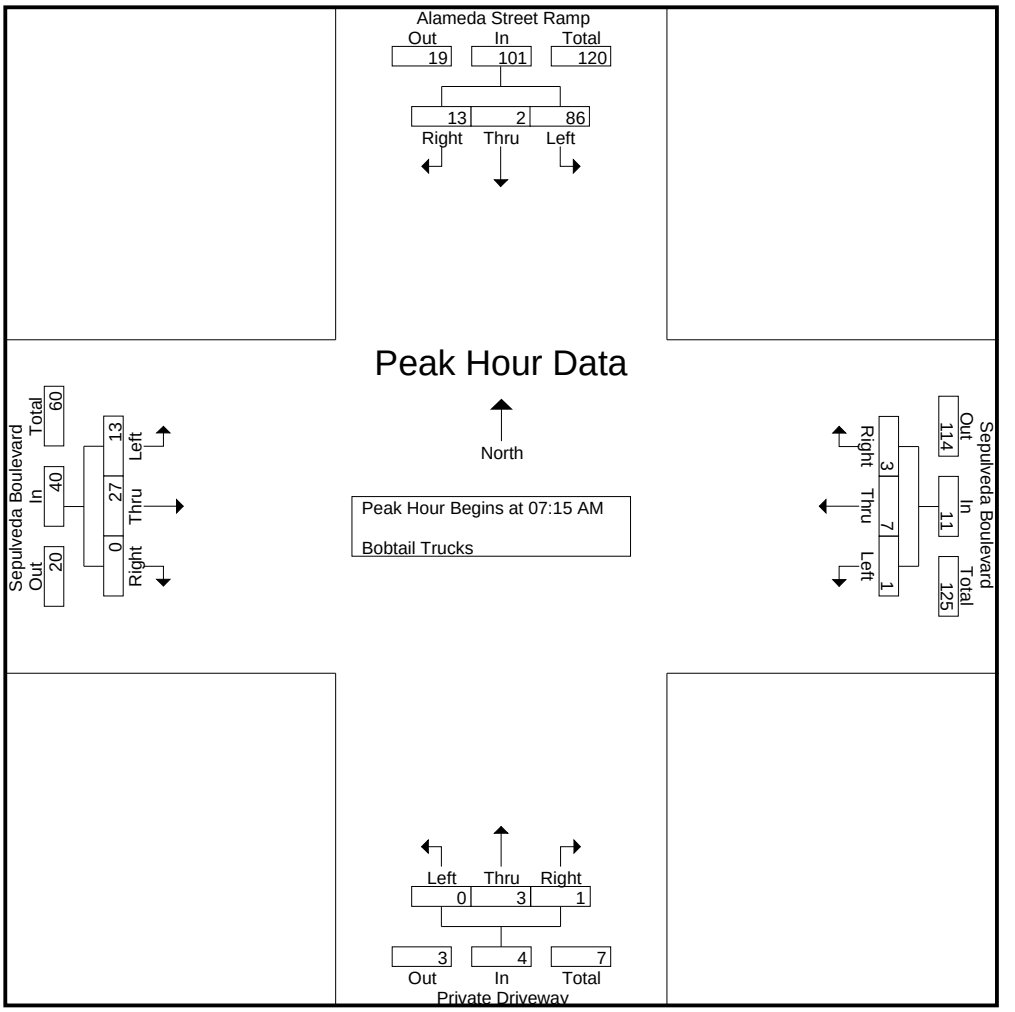
	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	2	3	0	1	1	2	0	0	0	0	5	3	0	8	13
06:15 AM	5	0	3	8	0	0	1	1	0	0	0	0	1	7	0	8	17
06:30 AM	8	1	1	10	0	0	1	1	0	2	0	2	0	4	0	4	17
06:45 AM	11	0	4	15	0	0	1	1	0	1	0	1	4	11	0	15	32
Total	25	1	10	36	0	1	4	5	0	3	0	3	10	25	0	35	79
07:00 AM	13	1	3	17	0	0	2	2	0	0	0	0	0	3	0	3	22
07:15 AM	21	0	3	24	0	1	1	2	0	1	1	2	5	2	0	7	35
07:30 AM	18	1	2	21	0	4	1	5	0	1	0	1	2	8	0	10	37
07:45 AM	17	1	4	22	0	0	1	1	0	0	0	0	1	8	0	9	32
Total	69	3	12	84	0	5	5	10	0	2	1	3	8	21	0	29	126
08:00 AM	30	0	4	34	1	2	0	3	0	1	0	1	5	9	0	14	52
08:15 AM	12	0	3	15	0	1	1	2	0	0	1	1	4	11	0	15	33
08:30 AM	15	0	6	21	0	2	3	5	0	0	0	0	5	8	0	13	39
08:45 AM	13	0	7	20	0	5	2	7	0	2	0	2	2	5	0	7	36
Total	70	0	20	90	1	10	6	17	0	3	1	4	16	33	0	49	160
09:00 AM	12	0	4	16	0	2	1	3	0	0	0	0	4	10	0	14	33
09:15 AM	14	0	4	18	0	8	6	14	0	0	0	0	0	8	0	8	40
09:30 AM	10	1	3	14	0	7	5	12	0	0	0	0	2	6	0	8	34
09:45 AM	10	2	4	16	0	9	7	16	0	0	0	0	2	7	0	9	41
Total	46	3	15	64	0	26	19	45	0	0	0	0	8	31	0	39	148
Grand Total	210	7	57	274	1	42	34	77	0	8	2	10	42	110	0	152	513
Apprch %	76.6	2.6	20.8		1.3	54.5	44.2		0	80	20		27.6	72.4	0		
Total %	40.9	1.4	11.1	53.4	0.2	8.2	6.6	15	0	1.6	0.4	1.9	8.2	21.4	0	29.6	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	0	3	24	0	1	**1**	2	0	**1**	**1**	**2**	**5**	2	0	7	35
07:30 AM	18	**1**	2	21	0	**4**	1	**5**	0	1	0	1	2	8	0	10	37
07:45 AM	17	1	**4**	22	0	0	1	1	0	0	0	0	1	8	0	9	32
08:00 AM	**30**	0	4	**34**	**1**	2	0	3	0	1	0	1	5	**9**	0	**14**	**52**
Total Volume	86	2	13	101	1	7	3	11	0	3	1	4	13	27	0	40	156
% App. Total	85.1	2	12.9		9.1	63.6	27.3		0	75	25		32.5	67.5	0		
PHF	.717	.500	.813	.743	.250	.438	.750	.550	.000	.750	.250	.500	.650	.750	.000	.714	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	21	0	3	24	0	1	**1**	2	0	**1**	**1**	**2**	**5**	2	0	7
+15 mins.	18	**1**	2	21	0	**4**	1	**5**	0	1	0	1	2	8	0	10
+30 mins.	17	1	**4**	22	0	0	1	1	0	0	0	0	1	8	0	9
+45 mins.	**30**	0	4	**34**	**1**	2	0	3	0	1	0	1	5	**9**	0	**14**
Total Volume	86	2	13	101	1	7	3	11	0	3	1	4	13	27	0	40
% App. Total	85.1	2	12.9		9.1	63.6	27.3		0	75	25		32.5	67.5	0	
PHF	.717	.500	.813	.743	.250	.438	.750	.550	.000	.750	.250	.500	.650	.750	.000	.714

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Chassis Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
09:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
09:45 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	3	0	1	4	0	0	1	1	0	0	0	0	2	4	0	6	11
Grand Total	3	0	1	4	0	0	2	2	0	0	0	0	2	6	0	8	14
Apprch %	75	0	25		0	0	100		0	0	0		25	75	0		
Total %	21.4	0	7.1	28.6	0	0	14.3	14.3	0	0	0	0	14.3	42.9	0	57.1	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
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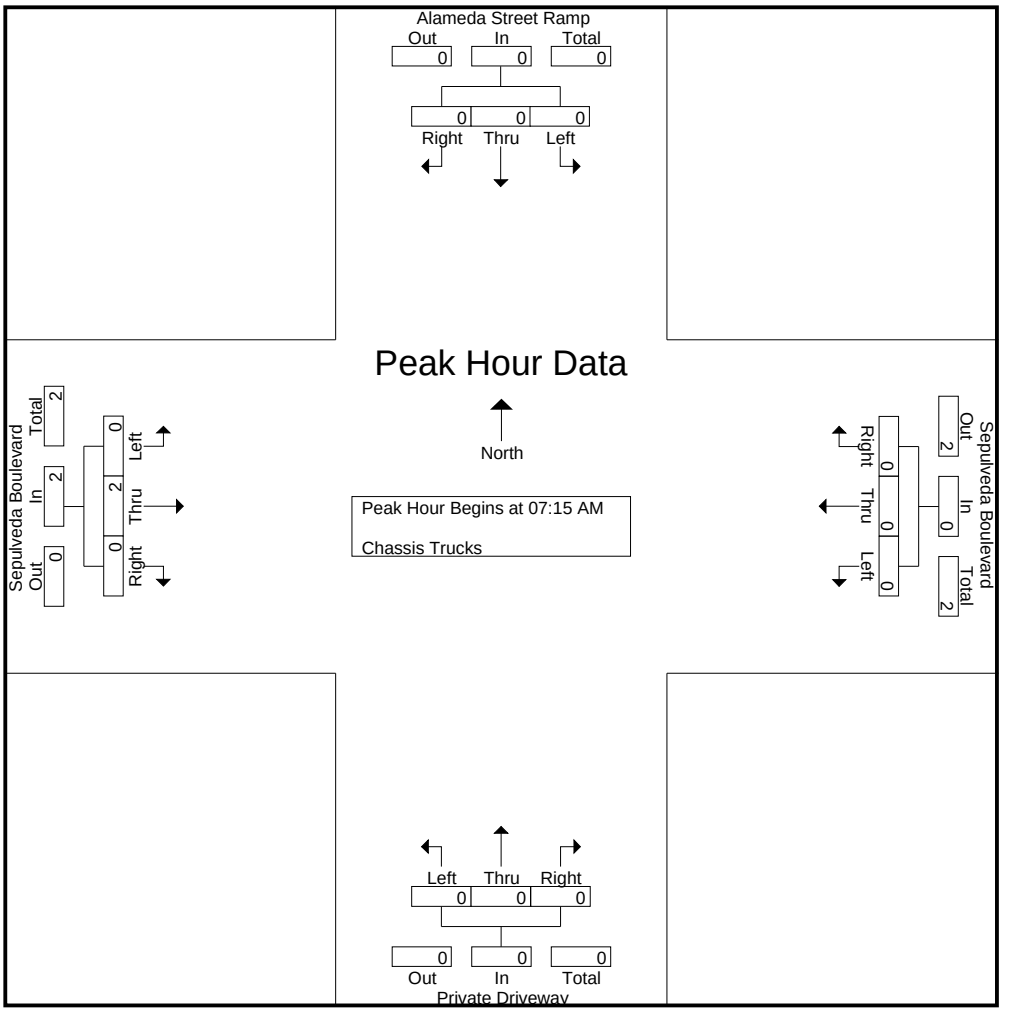
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Container Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	1	2	0	1	1	2	0	0	1	1	1	2	0	3	8
06:15 AM	1	0	1	2	0	2	2	4	0	0	0	0	0	1	0	1	7
06:30 AM	0	0	1	1	0	3	1	4	0	0	0	0	0	0	0	0	5
06:45 AM	0	1	2	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	2	1	5	8	0	7	4	11	0	0	1	1	1	3	0	4	24
07:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	1	2	0	3	6
07:15 AM	1	0	0	1	0	2	2	4	0	0	1	1	0	1	0	1	7
07:30 AM	0	0	2	2	0	3	2	5	0	0	0	0	0	1	0	1	8
07:45 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	1	0	2	4
Total	1	0	3	4	0	5	7	12	0	1	1	2	2	5	0	7	25
08:00 AM	1	1	1	3	0	3	1	4	0	0	0	0	0	1	0	1	8
08:15 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	4	4	1	1	3	5	0	0	0	0	2	2	1	5	14
08:45 AM	0	1	1	2	0	5	2	7	0	0	0	0	3	5	0	8	17
Total	3	2	6	11	1	10	7	18	0	0	0	0	5	8	1	14	43
09:00 AM	2	0	2	4	1	2	0	3	0	0	0	0	2	3	0	5	12
09:15 AM	1	0	1	2	1	1	0	2	1	0	1	2	6	0	0	6	12
09:30 AM	1	0	3	4	0	1	1	2	0	0	0	0	1	3	0	4	10
09:45 AM	0	0	2	2	0	2	2	4	0	1	0	1	1	2	0	3	10
Total	4	0	8	12	2	6	3	11	1	1	1	3	10	8	0	18	44
Grand Total	10	3	22	35	3	28	21	52	1	2	3	6	18	24	1	43	136
Apprch %	28.6	8.6	62.9		5.8	53.8	40.4		16.7	33.3	50		41.9	55.8	2.3		
Total %	7.4	2.2	16.2	25.7	2.2	20.6	15.4	38.2	0.7	1.5	2.2	4.4	13.2	17.6	0.7	31.6	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	0	2	**2**	4	0	0	**1**	**1**	0	**1**	0	1	7
07:30 AM	0	0	**2**	2	0	**3**	2	**5**	0	0	0	0	0	1	0	1	**8**
07:45 AM	0	0	1	1	0	0	0	0	0	**1**	0	1	**1**	1	0	**2**	4
08:00 AM	1	**1**	1	**3**	0	3	1	4	0	0	0	0	0	1	0	1	8
Total Volume	2	1	4	7	0	8	5	13	0	1	1	2	1	4	0	5	27
% App. Total	28.6	14.3	57.1		0	61.5	38.5		0	50	50		20	80	0		
PHF	.500	.250	.500	.583	.000	.667	.625	.650	.000	.250	.250	.500	.250	1.000	.000	.625	.844

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
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Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
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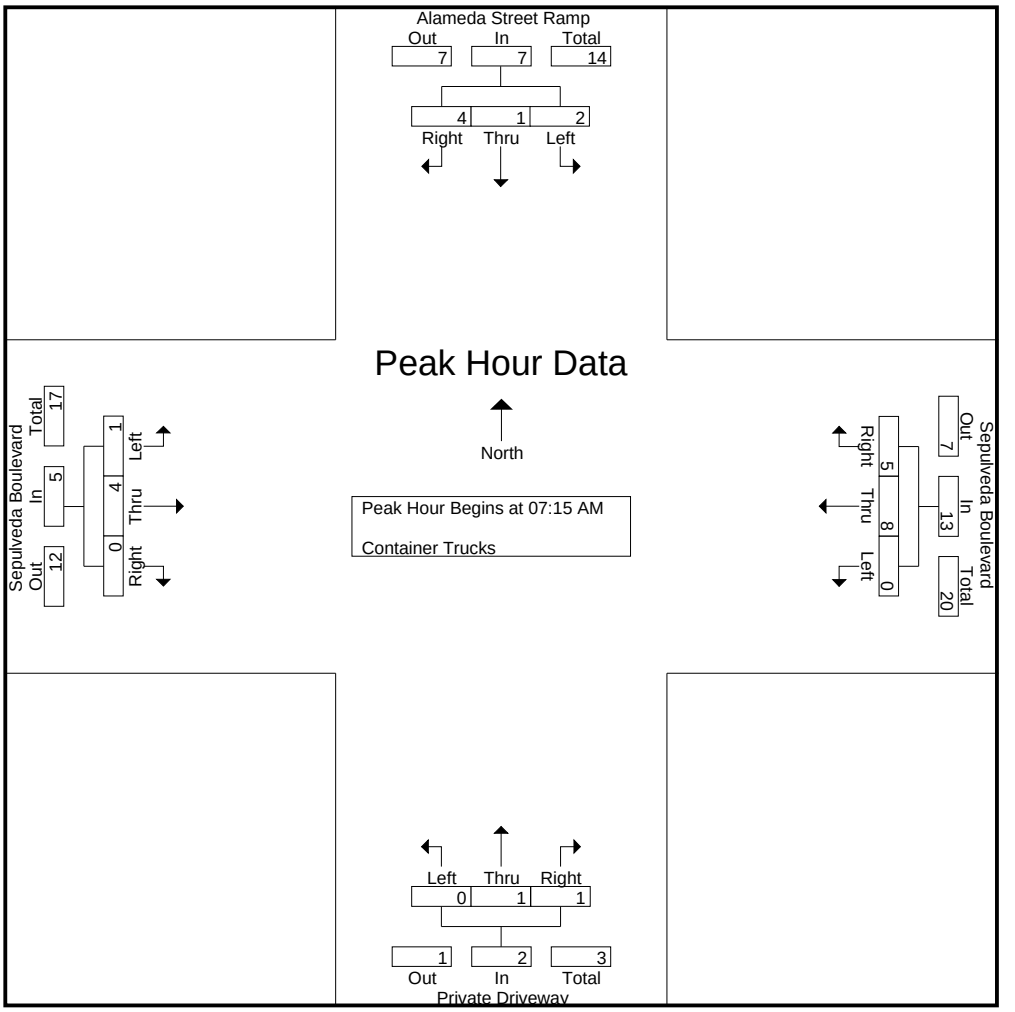

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	1	0	2	**2**	4	0	0	**1**	**1**	0	**1**	0	1
+15 mins.	0	0	**2**	2	0	**3**	2	**5**	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	**1**	0	1	**1**	1	0	**2**
+45 mins.	1	**1**	1	**3**	0	3	1	4	0	0	0	0	0	1	0	1
Total Volume	2	1	4	7	0	8	5	13	0	1	1	2	1	4	0	5
% App. Total	28.6	14.3	57.1		0	61.5	38.5		0	50	50		20	80	0	
PHF	.500	.250	.500	.583	.000	.667	.625	.650	.000	.250	.250	.500	.250	1.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEAM
Site Code : 9131083
Start Date : 5/12/2009
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Groups Printed- Other Large Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	2	1	1	0	2	0	3	0	3	7
06:15 AM	5	1	9	15	0	0	5	5	0	3	0	3	0	2	0	2	25
06:30 AM	1	2	3	6	0	1	17	18	0	3	0	3	3	1	1	5	32
06:45 AM	2	2	2	6	0	1	11	12	0	6	1	7	1	3	0	4	29
Total	8	5	14	27	0	2	35	37	1	13	1	15	4	9	1	14	93
07:00 AM	4	4	1	9	0	0	11	11	0	2	0	2	2	6	0	8	30
07:15 AM	5	0	5	10	0	0	13	13	1	1	0	2	3	7	0	10	35
07:30 AM	3	7	4	14	0	2	6	8	0	4	0	4	3	13	0	16	42
07:45 AM	11	4	7	22	0	1	18	19	0	2	0	2	1	14	0	15	58
Total	23	15	17	55	0	3	48	51	1	9	0	10	9	40	0	49	165
08:00 AM	4	2	3	9	0	5	16	21	0	4	0	4	6	12	0	18	52
08:15 AM	5	6	6	17	0	5	7	12	0	3	1	4	10	12	0	22	55
08:30 AM	6	6	5	17	0	4	7	11	0	4	0	4	9	12	0	21	53
08:45 AM	3	3	4	10	0	6	15	21	0	5	0	5	4	8	0	12	48
Total	18	17	18	53	0	20	45	65	0	16	1	17	29	44	0	73	208
09:00 AM	7	4	3	14	1	12	5	18	0	3	1	4	9	5	0	14	50
09:15 AM	19	5	1	25	1	12	9	22	0	4	1	5	4	6	0	10	62
09:30 AM	11	4	11	26	0	12	23	35	0	3	0	3	8	11	0	19	83
09:45 AM	14	2	5	21	0	10	25	35	0	3	0	3	6	8	0	14	73
Total	51	15	20	86	2	46	62	110	0	13	2	15	27	30	0	57	268
Grand Total	100	52	69	221	2	71	190	263	2	51	4	57	69	123	1	193	734
Apprch %	45.2	23.5	31.2		0.8	27	72.2		3.5	89.5	7		35.8	63.7	0.5		
Total %	13.6	7.1	9.4	30.1	0.3	9.7	25.9	35.8	0.3	6.9	0.5	7.8	9.4	16.8	0.1	26.3	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	0	5	10	0	0	13	13	**1**	1	0	2	3	7	0	10	35
07:30 AM	3	**7**	4	14	0	2	6	8	0	**4**	0	**4**	3	13	0	16	42
07:45 AM	**11**	4	**7**	**22**	0	1	**18**	19	0	2	0	2	1	**14**	0	15	**58**
08:00 AM	4	2	3	9	0	**5**	16	**21**	0	4	0	4	**6**	12	0	**18**	52
Total Volume	23	13	19	55	0	8	53	61	1	11	0	12	13	46	0	59	187
% App. Total	41.8	23.6	34.5		0	13.1	86.9		8.3	91.7	0		22	78	0		
PHF	.523	.464	.679	.625	.000	.400	.736	.726	.250	.688	.000	.750	.542	.821	.000	.819	.806

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Start Date : 5/12/2009
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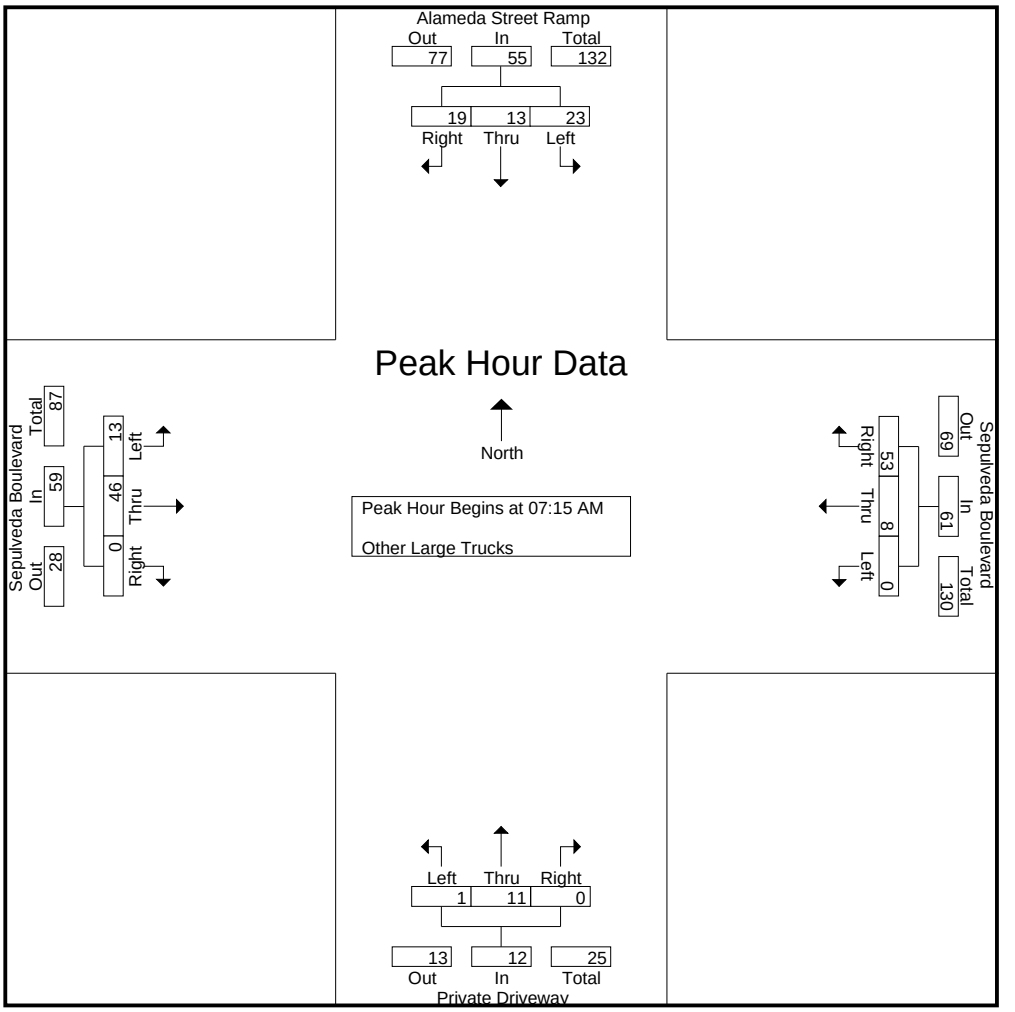

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	0	5	10	0	0	13	13	**1**	1	0	2	3	7	0	10
+15 mins.	3	**7**	4	14	0	2	6	8	0	**4**	0	**4**	3	13	0	16
+30 mins.	**11**	4	**7**	**22**	0	1	**18**	19	0	2	0	2	1	**14**	0	15
+45 mins.	4	2	3	9	0	**5**	16	**21**	0	4	0	4	**6**	12	0	**18**
Total Volume	23	13	19	55	0	8	53	61	1	11	0	12	13	46	0	59
% App. Total	41.8	23.6	34.5		0	13.1	86.9		8.3	91.7	0		22	78	0	
PHF	.523	.464	.679	.625	.000	.400	.736	.726	.250	.688	.000	.750	.542	.821	.000	.819

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File Name : CRSALRSEMD
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Trucks

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	22	7	21	50	0	58	37	95	0	7	5	12	19	67	0	86	243
10:15 AM	28	8	32	68	3	68	36	107	2	4	1	7	30	62	0	92	274
10:30 AM	32	5	18	55	1	47	38	86	0	4	0	4	25	64	4	93	238
10:45 AM	28	5	16	49	0	48	16	64	0	7	0	7	11	60	0	71	191
Total	110	25	87	222	4	221	127	352	2	22	6	30	85	253	4	342	946
11:00 AM	16	2	15	33	2	49	13	64	0	5	2	7	24	58	1	83	187
11:15 AM	41	5	14	60	1	68	45	114	2	7	2	11	24	59	0	83	268
11:30 AM	26	10	27	63	2	69	45	116	1	8	3	12	23	60	1	84	275
11:45 AM	29	8	26	63	1	79	45	125	1	4	1	6	23	94	1	118	312
Total	112	25	82	219	6	265	148	419	4	24	8	36	94	271	3	368	1042
12:00 PM	31	6	28	65	3	91	32	126	4	6	1	11	20	84	2	106	308
12:15 PM	37	8	26	71	3	67	33	103	0	3	2	5	15	76	3	94	273
12:30 PM	35	5	14	54	0	56	32	88	1	10	3	14	28	62	2	92	248
12:45 PM	30	3	27	60	0	71	42	113	2	3	2	7	21	54	0	75	255
Total	133	22	95	250	6	285	139	430	7	22	8	37	84	276	7	367	1084
01:00 PM	35	1	20	56	4	76	37	117	0	8	5	13	18	76	1	95	281
01:15 PM	40	0	26	66	0	51	34	85	0	3	2	5	23	75	1	99	255
01:30 PM	27	6	24	57	2	77	46	125	0	7	1	8	22	76	1	99	289
01:45 PM	31	3	32	66	3	81	32	116	0	3	1	4	26	74	1	101	287
Total	133	10	102	245	9	285	149	443	0	21	9	30	89	301	4	394	1112
02:00 PM	28	2	29	59	3	72	38	113	1	3	1	5	30	88	0	118	295
02:15 PM	35	2	19	56	0	73	34	107	0	3	0	3	34	111	0	145	311
02:30 PM	19	2	14	35	0	63	20	83	2	5	0	7	19	108	0	127	252
02:45 PM	28	2	17	47	1	70	24	95	0	6	2	8	18	91	1	110	260
Total	110	8	79	197	4	278	116	398	3	17	3	23	101	398	1	500	1118
03:00 PM	32	3	30	65	1	71	48	120	1	7	4	12	35	102	2	139	336
03:15 PM	24	2	28	54	0	93	33	126	0	6	5	11	36	93	0	129	320
03:30 PM	25	2	23	50	1	107	39	147	0	5	1	6	50	126	0	176	379
03:45 PM	30	2	38	70	1	85	40	126	0	3	3	6	48	158	0	206	408
Total	111	9	119	239	3	356	160	519	1	21	13	35	169	479	2	650	1443
Grand Total	709	99	564	1372	32	1690	839	2561	17	127	47	191	622	1978	21	2621	6745
Apprch %	51.7	7.2	41.1		1.2	66	32.8		8.9	66.5	24.6		23.7	75.5	0.8		
Total %	10.5	1.5	8.4	20.3	0.5	25.1	12.4	38	0.3	1.9	0.7	2.8	9.2	29.3	0.3	38.9	
Passenger Vehicles	147	25	227	399	20	1319	217	1556	11	32	34	77	300	1519	12	1831	3863
% Passenger Vehicles	20.7	25.3	40.2	29.1	62.5	78	25.9	60.8	64.7	25.2	72.3	40.3	48.2	76.8	57.1	69.9	57.3
Bobtail Trucks	145	6	118	269	0	126	227	353	2	7	2	11	59	108	2	169	802
% Bobtail Trucks	20.5	6.1	20.9	19.6	0	7.5	27.1	13.8	11.8	5.5	4.3	5.8	9.5	5.5	9.5	6.4	11.9
Chassis Trucks	25	0	6	31	0	16	61	77	0	0	0	0	4	14	0	18	126
% Chassis Trucks	3.5	0	1.1	2.3	0	0.9	7.3	3	0	0	0	0	0.6	0.7	0	0.7	1.9
Container Trucks	106	3	88	197	11	47	77	135	3	3	6	12	120	61	5	186	530
% Container Trucks	15	3	15.6	14.4	34.4	2.8	9.2	5.3	17.6	2.4	12.8	6.3	19.3	3.1	23.8	7.1	7.9
Other Trucks	286	65	125	476	1	182	257	440	1	85	5	91	139	276	2	417	1424
% Other Trucks	40.3	65.7	22.2	34.7	3.1	10.8	30.6	17.2	5.9	66.9	10.6	47.6	22.3	14	9.5	15.9	21.1

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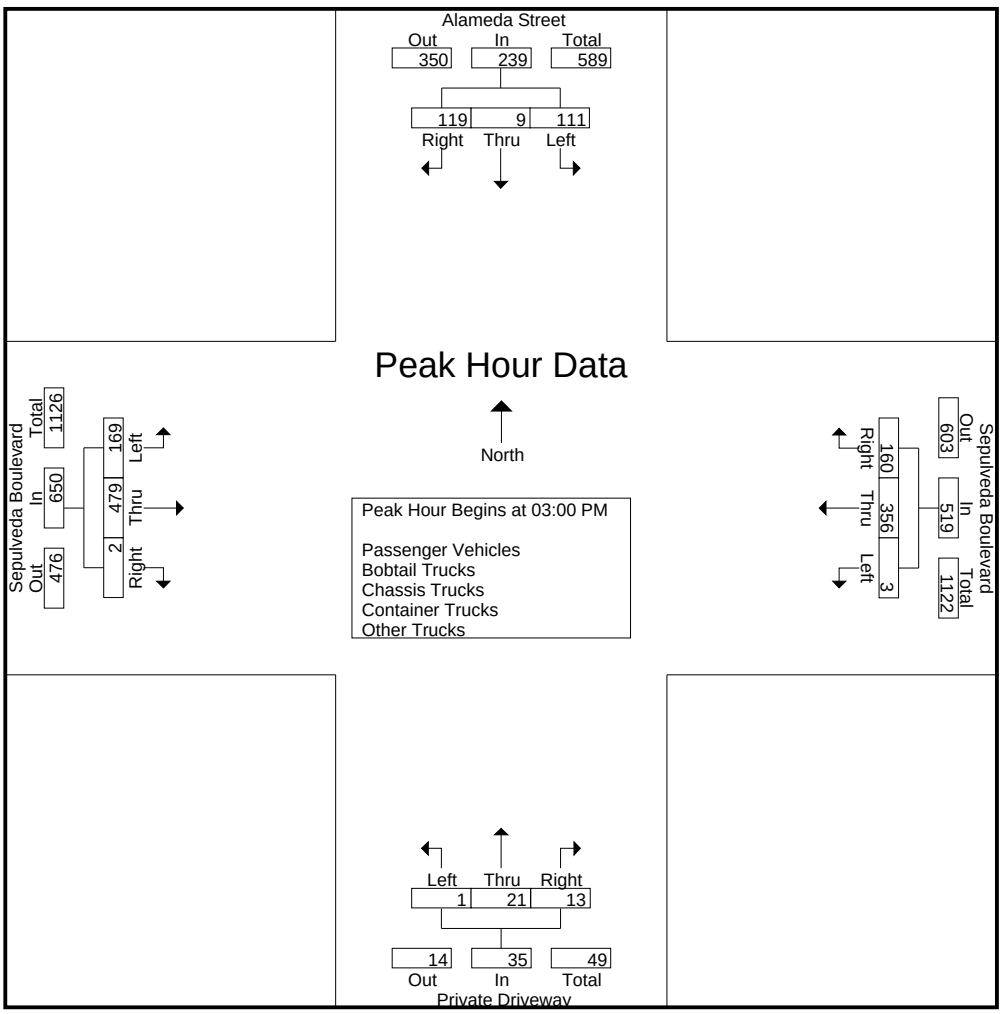
	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**32**	**3**	30	65	**1**	71	**48**	120	**1**	**7**	4	**12**	35	102	**2**	139	336
03:15 PM	24	2	28	54	0	93	33	126	0	6	**5**	11	36	93	0	129	320
03:30 PM	25	2	23	50	1	**107**	39	**147**	0	5	1	6	**50**	126	0	176	379
03:45 PM	30	2	**38**	**70**	1	85	40	126	0	3	3	6	48	**158**	0	**206**	**408**
Total Volume	111	9	119	239	3	356	160	519	1	21	13	35	169	479	2	650	1443
% App. Total	46.4	3.8	49.8		0.6	68.6	30.8		2.9	60	37.1		26	73.7	0.3		
PHF	.867	.750	.783	.854	.750	.832	.833	.883	.250	.750	.650	.729	.845	.758	.250	.789	.884



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	**32**	**3**	30	65	**1**	71	**48**	120	**1**	**7**	4	**12**	35	102	**2**	139
+15 mins.	24	2	28	54	0	93	33	126	0	6	**5**	11	36	93	0	129
+30 mins.	25	2	23	50	1	**107**	39	**147**	0	5	1	6	**50**	126	0	176
+45 mins.	30	2	**38**	**70**	1	85	40	126	0	3	3	6	48	**158**	0	**206**
Total Volume	111	9	119	239	3	356	160	519	1	21	13	35	169	479	2	650
% App. Total	46.4	3.8	49.8		0.6	68.6	30.8		2.9	60	37.1		26	73.7	0.3	
PHF	.867	.750	.783	.854	.750	.832	.833	.883	.250	.750	.650	.729	.845	.758	.250	.789

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File Name : CRSALRSEMD
Site Code : 9131083
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Groups Printed- Passenger Vehicles

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	2	3	8	13	0	46	7	53	0	4	5	9	6	46	0	52	127
10:15 AM	6	1	8	15	2	48	6	56	1	1	1	3	14	46	0	60	134
10:30 AM	6	1	6	13	0	34	5	39	0	0	0	0	8	43	0	51	103
10:45 AM	6	0	5	11	0	42	5	47	0	0	0	0	4	47	0	51	109
Total	20	5	27	52	2	170	23	195	1	5	6	12	32	182	0	214	473
11:00 AM	6	0	7	13	2	47	5	54	0	0	1	1	6	48	0	54	122
11:15 AM	7	0	4	11	0	43	13	56	2	1	1	4	11	37	0	48	119
11:30 AM	4	0	9	13	2	55	9	66	0	1	1	2	6	41	0	47	128
11:45 AM	4	2	10	16	1	58	9	68	1	0	1	2	7	66	1	74	160
Total	21	2	30	53	5	203	36	244	3	2	4	9	30	192	1	223	529
12:00 PM	8	2	10	20	2	68	11	81	3	4	0	7	8	58	2	68	176
12:15 PM	3	4	12	19	2	53	10	65	0	0	1	1	1	53	2	56	141
12:30 PM	6	2	4	12	0	48	11	59	1	4	3	8	16	49	2	67	146
12:45 PM	8	0	10	18	0	53	11	64	0	0	2	2	7	40	0	47	131
Total	25	8	36	69	4	222	43	269	4	8	6	18	32	200	6	238	594
01:00 PM	3	1	9	13	3	61	9	73	0	2	4	6	10	54	1	65	157
01:15 PM	7	0	12	19	0	44	8	52	0	0	2	2	8	60	1	69	142
01:30 PM	5	3	9	17	1	55	6	62	0	2	1	3	15	59	1	75	157
01:45 PM	2	1	12	15	2	57	6	65	0	1	1	2	14	55	1	70	152
Total	17	5	42	64	6	217	29	252	0	5	8	13	47	228	4	279	608
02:00 PM	9	1	9	19	3	55	15	73	1	0	1	2	15	64	0	79	173
02:15 PM	5	0	11	16	0	56	9	65	0	1	0	1	15	80	0	95	177
02:30 PM	8	0	10	18	0	51	10	61	1	2	0	3	10	89	0	99	181
02:45 PM	9	0	7	16	0	63	5	68	0	0	2	2	12	81	1	94	180
Total	31	1	37	69	3	225	39	267	2	3	3	8	52	314	1	367	711
03:00 PM	10	2	16	28	0	57	13	70	1	5	1	7	14	82	0	96	201
03:15 PM	4	1	9	14	0	74	9	83	0	1	3	4	24	77	0	101	202
03:30 PM	6	0	10	16	0	89	9	98	0	3	1	4	33	107	0	140	258
03:45 PM	13	1	20	34	0	62	16	78	0	0	2	2	36	137	0	173	287
Total	33	4	55	92	0	282	47	329	1	9	7	17	107	403	0	510	948
Grand Total	147	25	227	399	20	1319	217	1556	11	32	34	77	300	1519	12	1831	3863
Apprch %	36.8	6.3	56.9		1.3	84.8	13.9		14.3	41.6	44.2		16.4	83	0.7		
Total %	3.8	0.6	5.9	10.3	0.5	34.1	5.6	40.3	0.3	0.8	0.9	2	7.8	39.3	0.3	47.4	

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	10	**2**	16	28	0	57	13	70	**1**	**5**	1	**7**	14	82	0	96	201
03:15 PM	4	1	9	14	0	74	9	83	0	1	**3**	4	24	77	0	101	202
03:30 PM	6	0	10	16	0	**89**	9	**98**	0	3	1	4	33	107	0	140	258
03:45 PM	**13**	1	**20**	**34**	0	62	**16**	78	0	0	2	2	**36**	**137**	0	**173**	**287**
Total Volume	33	4	55	92	0	282	47	329	1	9	7	17	107	403	0	510	948
% App. Total	35.9	4.3	59.8		0	85.7	14.3		5.9	52.9	41.2		21	79	0		
PHF	.635	.500	.688	.676	.000	.792	.734	.839	.250	.450	.583	.607	.743	.735	.000	.737	.826

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Start Date : 5/12/2009
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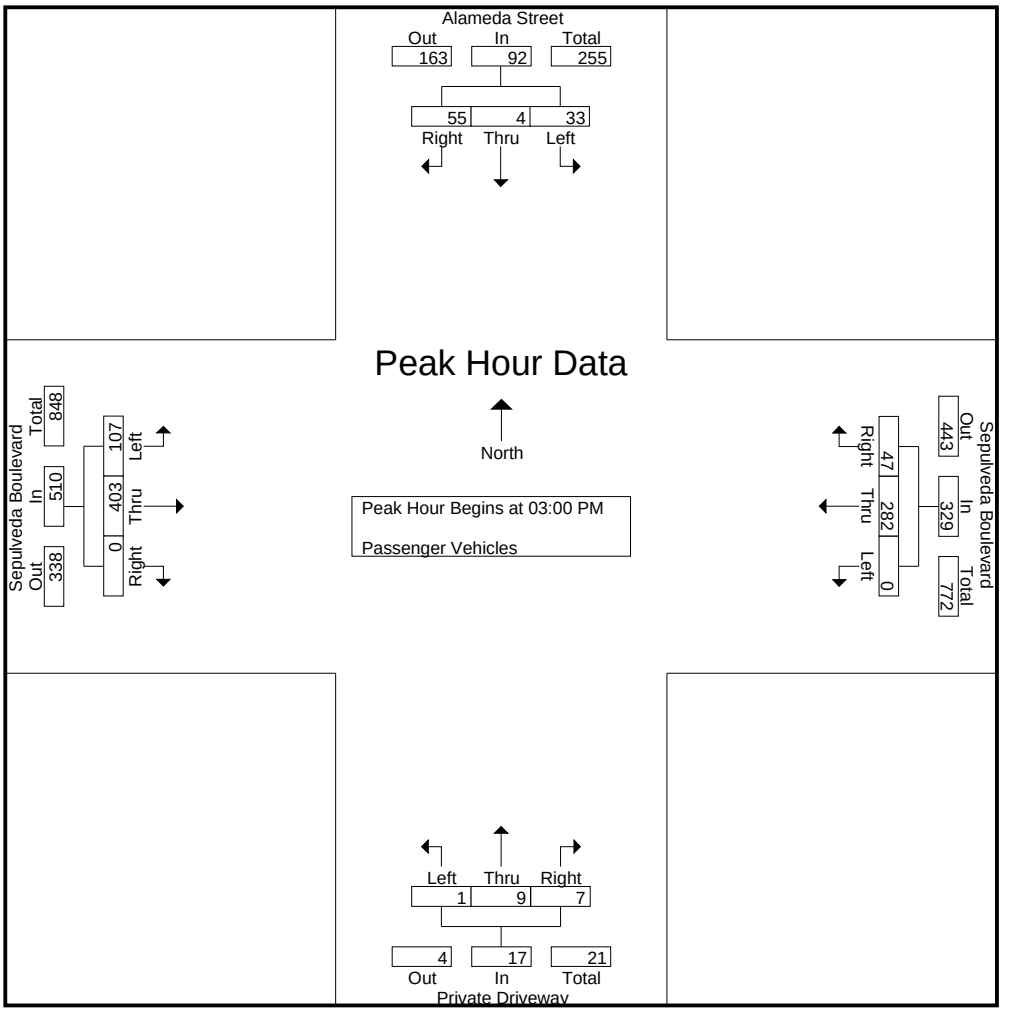

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	10	**2**	16	28	0	57	13	70	**1**	**5**	1	**7**	14	82	0	96
+15 mins.	4	1	9	14	0	74	9	83	0	1	**3**	4	24	77	0	101
+30 mins.	6	0	10	16	0	**89**	9	**98**	0	3	1	4	33	107	0	140
+45 mins.	**13**	1	**20**	**34**	0	62	**16**	78	0	0	2	2	**36**	**137**	0	**173**
Total Volume	33	4	55	92	0	282	47	329	1	9	7	17	107	403	0	510
% App. Total	35.9	4.3	59.8		0	85.7	14.3		5.9	52.9	41.2		21	79	0	
PHF	.635	.500	.688	.676	.000	.792	.734	.839	.250	.450	.583	.607	.743	.735	.000	.737

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Bobtail Trucks

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	7	0	8	15	0	5	10	15	0	0	0	0	2	8	0	10	40
10:15 AM	6	2	13	21	0	3	5	8	1	0	0	1	3	4	0	7	37
10:30 AM	3	0	4	7	0	4	9	13	0	0	0	0	1	4	0	5	25
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	2	25	43	0	12	24	36	1	0	0	1	6	16	0	22	102
11:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	4
11:15 AM	12	1	3	16	0	13	12	25	0	2	0	2	4	5	0	9	52
11:30 AM	9	1	5	15	0	6	14	20	0	0	2	2	1	9	1	11	48
11:45 AM	10	0	5	15	0	10	8	18	0	1	0	1	4	10	0	14	48
Total	32	2	13	47	0	29	34	63	0	3	2	5	11	25	1	37	152
12:00 PM	9	0	5	14	0	10	7	17	0	0	0	0	2	9	0	11	42
12:15 PM	10	0	5	15	0	4	9	13	0	0	0	0	1	7	0	8	36
12:30 PM	9	1	3	13	0	2	3	5	0	1	0	1	3	3	0	6	25
12:45 PM	6	1	7	14	0	3	6	9	1	0	0	1	1	3	0	4	28
Total	34	2	20	56	0	19	25	44	1	1	0	2	7	22	0	29	131
01:00 PM	11	0	2	13	0	6	9	15	0	1	0	1	5	4	0	9	38
01:15 PM	8	0	2	10	0	2	11	13	0	0	0	0	5	4	0	9	32
01:30 PM	6	0	5	11	0	10	17	27	0	0	0	0	1	7	0	8	46
01:45 PM	11	0	8	19	0	5	11	16	0	0	0	0	4	3	0	7	42
Total	36	0	17	53	0	23	48	71	0	1	0	1	15	18	0	33	158
02:00 PM	2	0	4	6	0	7	11	18	0	0	0	0	4	8	0	12	36
02:15 PM	4	0	5	9	0	5	11	16	0	0	0	0	6	12	0	18	43
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	5	0	3	8	0	2	8	10	0	1	0	1	0	1	0	1	20
Total	11	0	12	23	0	14	30	44	0	1	0	1	10	21	0	31	99
03:00 PM	3	0	7	10	0	8	22	30	0	0	0	0	6	0	1	7	47
03:15 PM	2	0	10	12	0	8	13	21	0	0	0	0	1	2	0	3	36
03:30 PM	6	0	6	12	0	6	16	22	0	0	0	0	2	2	0	4	38
03:45 PM	5	0	8	13	0	7	15	22	0	1	0	1	1	2	0	3	39
Total	16	0	31	47	0	29	66	95	0	1	0	1	10	6	1	17	160
Grand Total	145	6	118	269	0	126	227	353	2	7	2	11	59	108	2	169	802
Apprch %	53.9	2.2	43.9		0	35.7	64.3		18.2	63.6	18.2		34.9	63.9	1.2		
Total %	18.1	0.7	14.7	33.5	0	15.7	28.3	44	0.2	0.9	0.2	1.4	7.4	13.5	0.2	21.1	

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	3	0	7	10	0	**8**	**22**	**30**	0	0	0	0	**6**	0	**1**	**7**	**47**
03:15 PM	2	0	**10**	12	0	8	13	21	0	0	0	0	1	**2**	0	3	36
03:30 PM	**6**	0	6	12	0	6	16	22	0	0	0	0	2	2	0	4	38
03:45 PM	5	0	8	**13**	0	7	15	22	0	**1**	0	**1**	1	2	0	3	39
Total Volume	16	0	31	47	0	29	66	95	0	1	0	1	10	6	1	17	160
% App. Total	34	0	66		0	30.5	69.5		0	100	0		58.8	35.3	5.9		
PHF	.667	.000	.775	.904	.000	.906	.750	.792	.000	.250	.000	.250	.417	.750	.250	.607	.851

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
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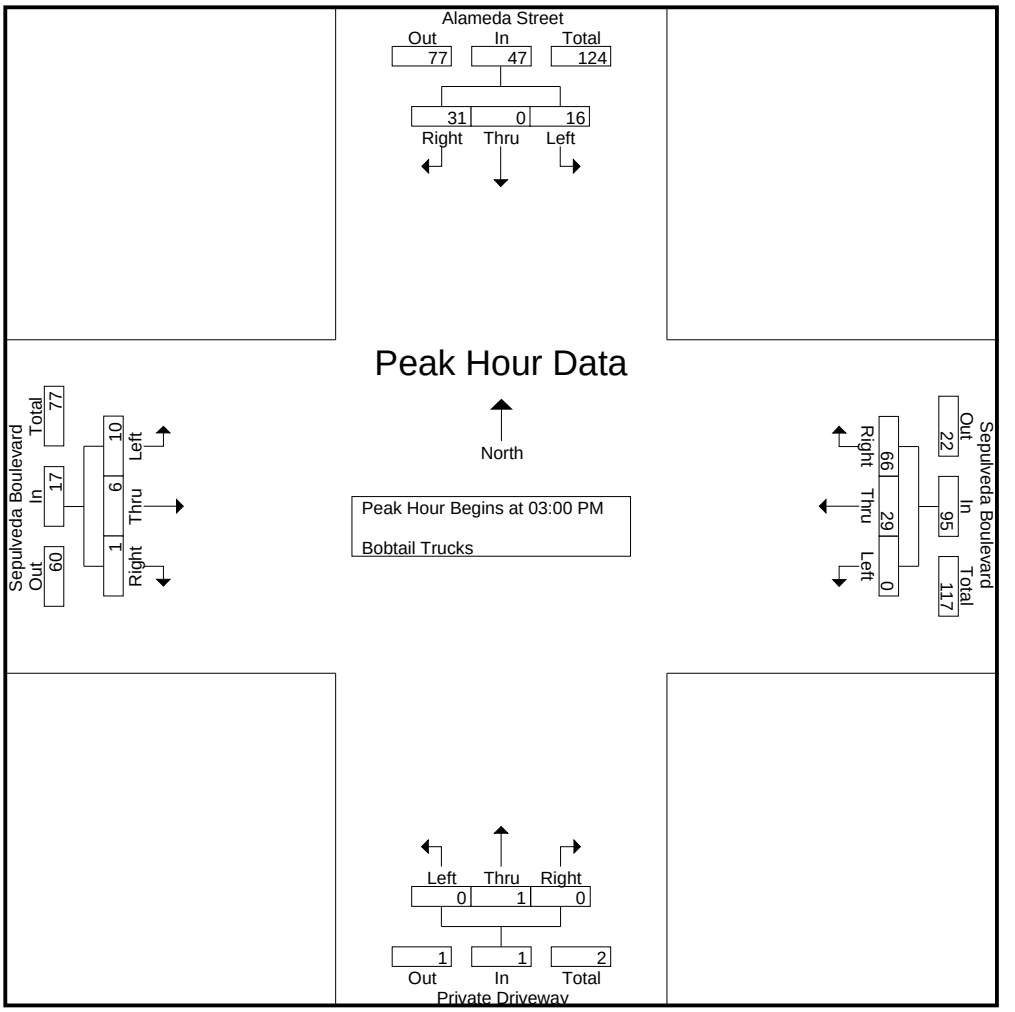
File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	3	0	7	10	0	**8**	**22**	**30**	0	0	0	0	**6**	0	**1**	**7**
+15 mins.	2	0	**10**	12	0	8	13	21	0	0	0	0	1	**2**	0	3
+30 mins.	**6**	0	6	12	0	6	16	22	0	0	0	0	2	2	0	4
+45 mins.	5	0	8	**13**	0	7	15	22	0	**1**	0	**1**	1	2	0	3
Total Volume	16	0	31	47	0	29	66	95	0	1	0	1	10	6	1	17
% App. Total	34	0	66		0	30.5	69.5		0	100	0		58.8	35.3	5.9	
PHF	.667	.000	.775	.904	.000	.906	.750	.792	.000	.250	.000	.250	.417	.750	.250	.607

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Chassis Trucks

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	1	4
10:15 AM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
10:30 AM	1	0	0	1	0	0	6	6	0	0	0	0	1	0	0	1	8
10:45 AM	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0	6
Total	6	0	1	7	0	0	13	13	0	0	0	0	2	0	0	2	22
11:00 AM	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
11:15 AM	5	0	0	5	0	0	5	5	0	0	0	0	0	0	0	0	10
11:30 AM	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
Total	7	0	0	7	0	1	13	14	0	0	0	0	0	0	0	0	21
12:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	1	0	1	4
12:45 PM	0	0	0	0	0	0	4	4	0	0	0	0	0	1	0	1	5
Total	0	0	0	0	0	0	9	9	0	0	0	0	0	3	0	3	12
01:00 PM	2	0	0	2	0	0	4	4	0	0	0	0	0	1	0	1	7
01:15 PM	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
01:30 PM	2	0	1	3	0	1	4	5	0	0	0	0	0	2	0	2	10
01:45 PM	1	0	0	1	0	7	2	9	0	0	0	0	1	2	0	3	13
Total	8	0	1	9	0	8	11	19	0	0	0	0	1	5	0	6	34
02:00 PM	2	0	1	3	0	1	2	3	0	0	0	0	0	0	0	0	6
02:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	2	0	2	5
02:30 PM	0	0	1	1	0	2	3	5	0	0	0	0	1	1	0	2	8
02:45 PM	1	0	1	2	0	2	3	5	0	0	0	0	0	1	0	1	8
Total	3	0	3	6	0	5	11	16	0	0	0	0	1	4	0	5	27
03:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
03:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	1	2	0	2	4	6	0	0	0	0	0	2	0	2	10
Grand Total	25	0	6	31	0	16	61	77	0	0	0	0	4	14	0	18	126
Apprch %	80.6	0	19.4		0	20.8	79.2		0	0	0		22.2	77.8	0		
Total %	19.8	0	4.8	24.6	0	12.7	48.4	61.1	0	0	0	0	3.2	11.1	0	14.3	

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**	**3**
03:15 PM	0	0	0	0	0	**1**	1	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	**1**	**1**	0	1	1	2	0	0	0	0	0	0	0	0	3
03:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	1	0	1	2	0	2	4	6	0	0	0	0	0	2	0	2	10
% App. Total	50	0	50		0	33.3	66.7		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.500	.750	.000	.000	.000	.000	.000	.500	.000	.500	.833

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
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File Name : CRSALRSEMD
Site Code : 9131083
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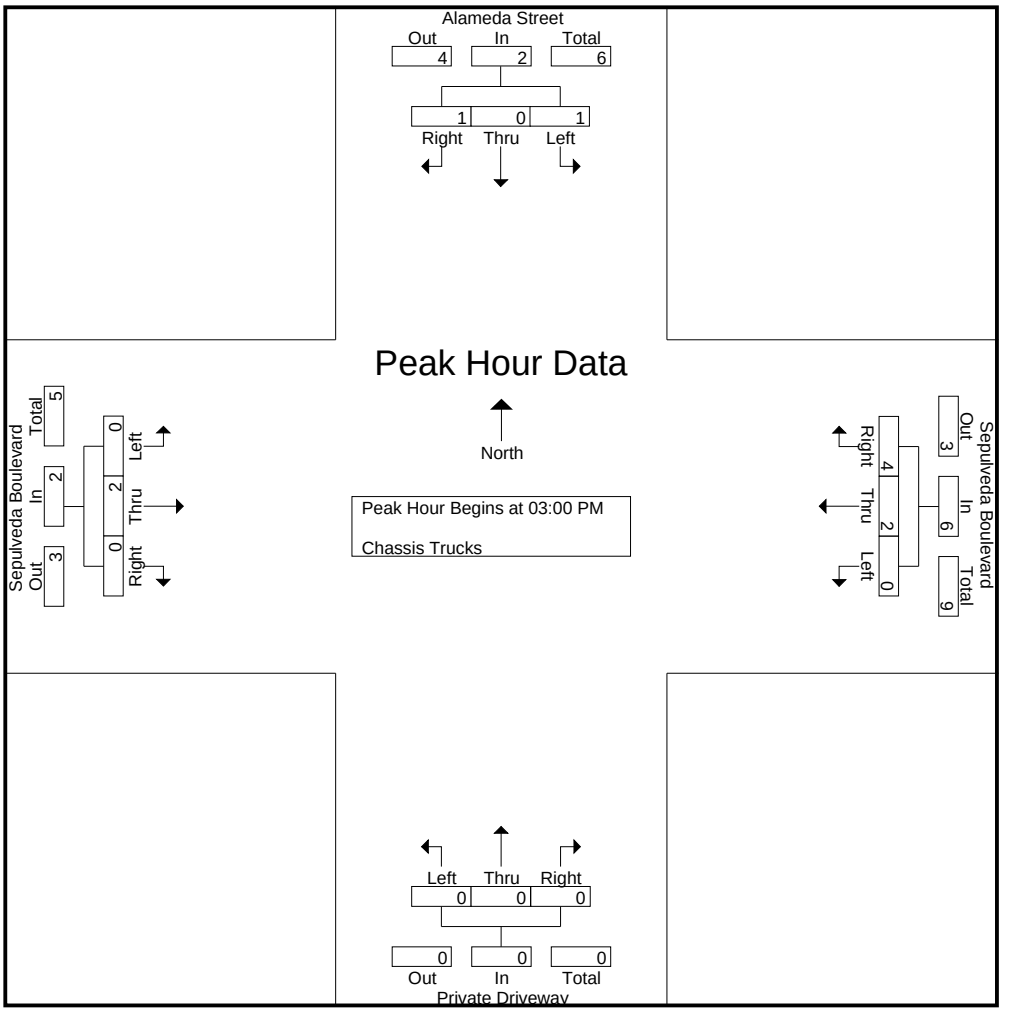
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	**1**	**1**	0	1	1	2	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	1	2	0	2	4	6	0	0	0	0	0	2	0	2
% App. Total	50	0	50		0	33.3	66.7		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.500	.500	.750	.000	.000	.000	.000	.000	.500	.000	.500

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City of Carson
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Weather: Sunny

File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Container Trucks

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	5	0	2	7	0	1	3	4	0	0	0	0	5	2	0	7	18
10:15 AM	2	0	6	8	1	4	4	9	0	0	0	0	6	6	0	12	29
10:30 AM	4	0	3	7	1	5	5	11	0	0	0	0	6	6	4	16	34
10:45 AM	5	0	3	8	0	4	6	10	0	1	0	1	3	1	0	4	23
Total	16	0	14	30	2	14	18	34	0	1	0	1	20	15	4	39	104
11:00 AM	6	0	6	12	0	0	2	2	0	0	0	0	10	0	1	11	25
11:15 AM	2	1	6	9	1	1	4	6	0	1	1	2	2	1	0	3	20
11:30 AM	6	0	5	11	0	0	4	4	1	0	0	1	6	2	0	8	24
11:45 AM	4	1	2	7	0	0	3	3	0	0	0	0	5	3	0	8	18
Total	18	2	19	39	1	1	13	15	1	1	1	3	23	6	1	30	87
12:00 PM	5	0	6	11	0	5	3	8	1	0	0	1	6	4	0	10	30
12:15 PM	10	0	6	16	1	2	4	7	0	0	0	0	4	3	0	7	30
12:30 PM	6	1	3	10	0	1	2	3	0	0	0	0	4	2	0	6	19
12:45 PM	2	0	5	7	0	4	6	10	0	0	0	0	8	0	0	8	25
Total	23	1	20	44	1	12	15	28	1	0	0	1	22	9	0	31	104
01:00 PM	6	0	3	9	1	2	5	8	0	0	1	1	2	7	0	9	27
01:15 PM	5	0	5	10	0	3	2	5	0	0	0	0	5	1	0	6	21
01:30 PM	5	0	4	9	1	4	2	7	0	0	0	0	2	2	0	4	20
01:45 PM	4	0	4	8	1	0	2	3	0	0	0	0	2	2	0	4	15
Total	20	0	16	36	3	9	11	23	0	0	1	1	11	12	0	23	83
02:00 PM	5	0	4	9	0	2	3	5	0	0	0	0	6	5	0	11	25
02:15 PM	5	0	2	7	0	2	3	5	0	1	0	1	9	3	0	12	25
02:30 PM	2	0	2	4	0	2	2	4	1	0	0	1	5	3	0	8	17
02:45 PM	5	0	1	6	1	0	3	4	0	0	0	0	3	2	0	5	15
Total	17	0	9	26	1	6	11	18	1	1	0	2	23	13	0	36	82
03:00 PM	4	0	3	7	1	0	3	4	0	0	1	1	8	1	0	9	21
03:15 PM	3	0	3	6	0	0	2	2	0	0	2	2	2	1	0	3	13
03:30 PM	3	0	1	4	1	2	2	5	0	0	0	0	8	0	0	8	17
03:45 PM	2	0	3	5	1	3	2	6	0	0	1	1	3	4	0	7	19
Total	12	0	10	22	3	5	9	17	0	0	4	4	21	6	0	27	70
Grand Total	106	3	88	197	11	47	77	135	3	3	6	12	120	61	5	186	530
Apprch %	53.8	1.5	44.7		8.1	34.8	57		25	25	50		64.5	32.8	2.7		
Total %	20	0.6	16.6	37.2	2.1	8.9	14.5	25.5	0.6	0.6	1.1	2.3	22.6	11.5	0.9	35.1	

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**4**	0	**3**	**7**	**1**	0	**3**	4	0	0	1	1	**8**	1	0	**9**	**21**
03:15 PM	3	0	3	6	0	0	2	2	0	0	**2**	**2**	2	1	0	3	13
03:30 PM	3	0	1	4	1	2	2	5	0	0	0	0	8	0	0	8	17
03:45 PM	2	0	3	5	1	**3**	2	**6**	0	0	1	1	3	**4**	0	7	19
Total Volume	12	0	10	22	3	5	9	17	0	0	4	4	21	6	0	27	70
% App. Total	54.5	0	45.5		17.6	29.4	52.9		0	0	100		77.8	22.2	0		
PHF	.750	.000	.833	.786	.750	.417	.750	.708	.000	.000	.500	.500	.656	.375	.000	.750	.833

Counts Unlimited Inc.
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City of Carson
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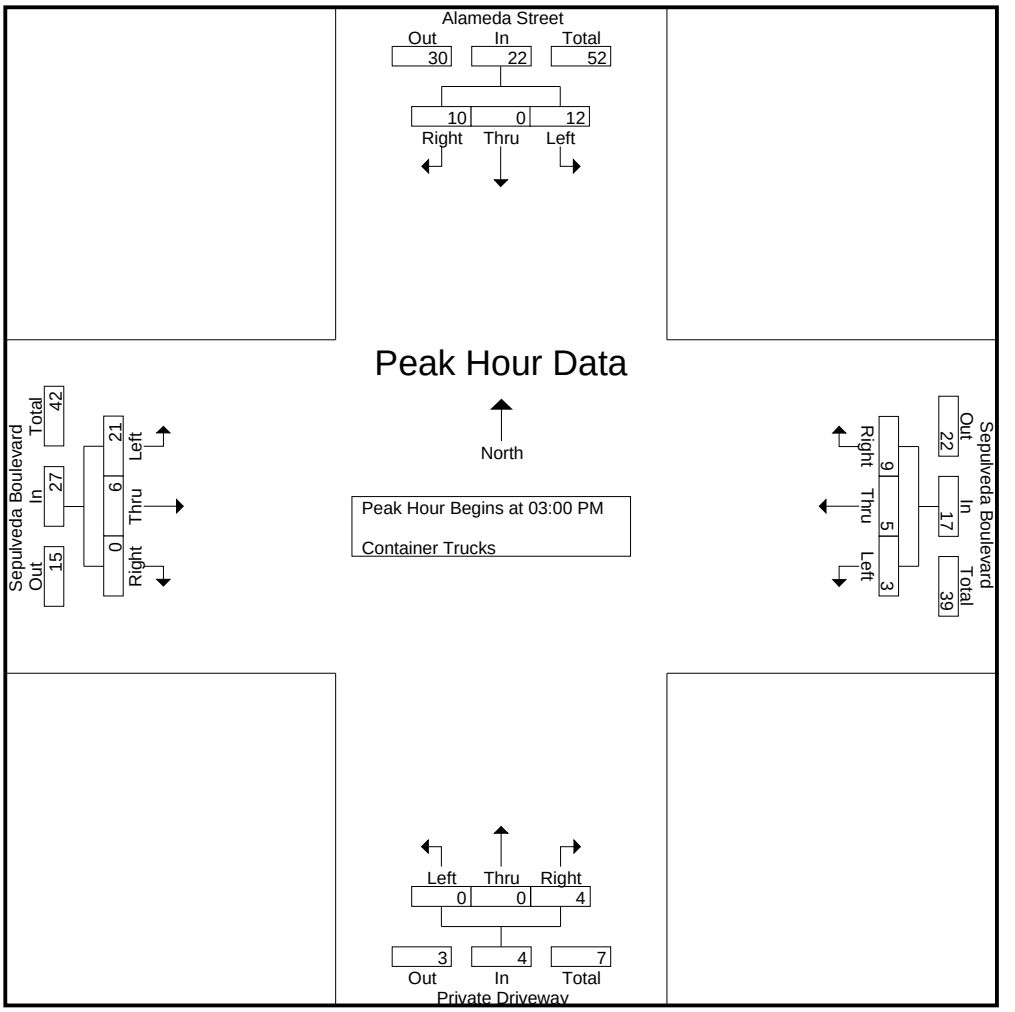

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	**4**	0	**3**	**7**	**1**	0	**3**	4	0	0	1	1	**8**	1	0	**9**
+15 mins.	3	0	3	6	0	0	2	2	0	0	**2**	**2**	2	1	0	3
+30 mins.	3	0	1	4	1	2	2	5	0	0	0	0	8	0	0	8
+45 mins.	2	0	3	5	1	**3**	2	**6**	0	0	1	1	3	**4**	0	7
Total Volume	12	0	10	22	3	5	9	17	0	0	4	4	21	6	0	27
% App. Total	54.5	0	45.5		17.6	29.4	52.9		0	0	100		77.8	22.2	0	
PHF	.750	.000	.833	.786	.750	.417	.750	.708	.000	.000	.500	.500	.656	.375	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Other Trucks

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	7	4	3	14	0	6	15	21	0	3	0	3	5	11	0	16	54
10:15 AM	12	5	5	22	0	13	19	32	0	3	0	3	7	6	0	13	70
10:30 AM	18	4	5	27	0	4	13	17	0	4	0	4	9	11	0	20	68
10:45 AM	15	5	7	27	0	2	2	4	0	6	0	6	4	12	0	16	53
Total	52	18	20	90	0	25	49	74	0	16	0	16	25	40	0	65	245
11:00 AM	2	2	2	6	0	2	4	6	0	5	1	6	6	9	0	15	33
11:15 AM	15	3	1	19	0	11	11	22	0	3	0	3	7	16	0	23	67
11:30 AM	6	9	8	23	0	7	16	23	0	7	0	7	10	8	0	18	71
11:45 AM	11	5	9	25	0	11	21	32	0	3	0	3	7	15	0	22	82
Total	34	19	20	73	0	31	52	83	0	18	1	19	30	48	0	78	253
12:00 PM	9	4	7	20	1	8	9	18	0	2	1	3	4	12	0	16	57
12:15 PM	14	4	3	21	0	8	10	18	0	3	1	4	9	13	1	23	66
12:30 PM	14	1	4	19	0	5	13	18	0	5	0	5	5	7	0	12	54
12:45 PM	14	2	5	21	0	11	15	26	1	3	0	4	5	10	0	15	66
Total	51	11	19	81	1	32	47	80	1	13	2	16	23	42	1	66	243
01:00 PM	13	0	6	19	0	7	10	17	0	5	0	5	1	10	0	11	52
01:15 PM	17	0	7	24	0	2	12	14	0	3	0	3	5	10	0	15	56
01:30 PM	9	3	5	17	0	7	17	24	0	5	0	5	4	6	0	10	56
01:45 PM	13	2	8	23	0	12	11	23	0	2	0	2	5	12	0	17	65
Total	52	5	26	83	0	28	50	78	0	15	0	15	15	38	0	53	229
02:00 PM	10	1	11	22	0	7	7	14	0	3	0	3	5	11	0	16	55
02:15 PM	21	2	1	24	0	10	8	18	0	1	0	1	4	14	0	18	61
02:30 PM	9	2	1	12	0	8	5	13	0	3	0	3	3	15	0	18	46
02:45 PM	8	2	5	15	0	3	5	8	0	5	0	5	3	6	0	9	37
Total	48	7	18	73	0	28	25	53	0	12	0	12	15	46	0	61	199
03:00 PM	15	1	4	20	0	6	8	14	0	2	2	4	7	18	1	26	64
03:15 PM	15	1	6	22	0	10	8	18	0	5	0	5	9	13	0	22	67
03:30 PM	10	2	5	17	0	9	11	20	0	2	0	2	7	17	0	24	63
03:45 PM	9	1	7	17	0	13	7	20	0	2	0	2	8	14	0	22	61
Total	49	5	22	76	0	38	34	72	0	11	2	13	31	62	1	94	255
Grand Total	286	65	125	476	1	182	257	440	1	85	5	91	139	276	2	417	1424
Apprch %	60.1	13.7	26.3		0.2	41.4	58.4		1.1	93.4	5.5		33.3	66.2	0.5		
Total %	20.1	4.6	8.8	33.4	0.1	12.8	18	30.9	0.1	6	0.4	6.4	9.8	19.4	0.1	29.3	

	Alameda Street Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**15**	1	4	20	0	6	8	14	0	2	**2**	4	7	**18**	**1**	**26**	64
03:15 PM	15	1	6	**22**	0	10	8	18	0	**5**	0	**5**	**9**	13	0	22	**67**
03:30 PM	10	**2**	5	17	0	9	**11**	**20**	0	2	0	2	7	17	0	24	63
03:45 PM	9	1	**7**	17	0	**13**	7	20	0	2	0	2	8	14	0	22	61
Total Volume	49	5	22	76	0	38	34	72	0	11	2	13	31	62	1	94	255
% App. Total	64.5	6.6	28.9		0	52.8	47.2		0	84.6	15.4		33	66	1.1		
PHF	.817	.625	.786	.864	.000	.731	.773	.900	.000	.550	.250	.650	.861	.861	.250	.904	.951

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
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File Name : CRSALRSEMD
Site Code : 9131083
Start Date : 5/12/2009
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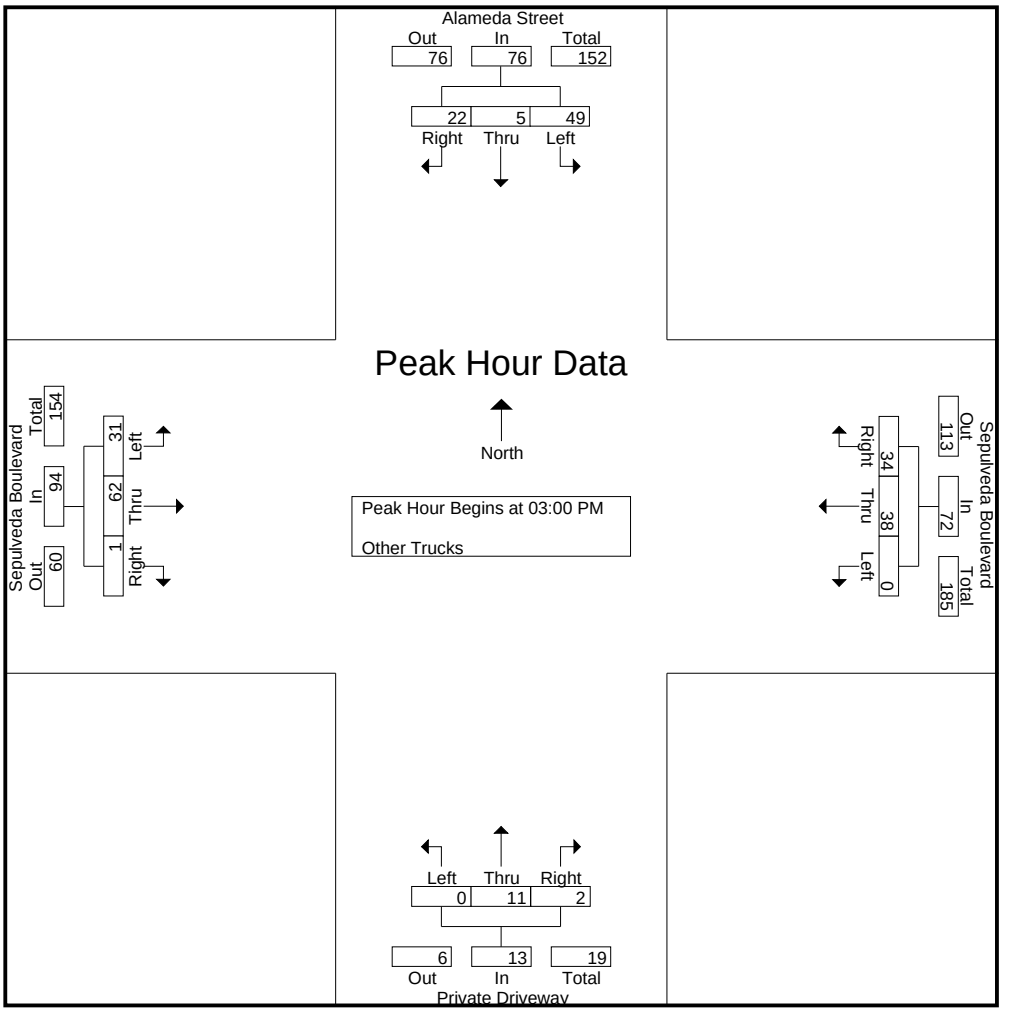

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	**15**	1	4	20	0	6	8	14	0	2	**2**	4	7	**18**	**1**	**26**
+15 mins.	15	1	6	**22**	0	10	8	18	0	**5**	0	**5**	**9**	13	0	22
+30 mins.	10	**2**	5	17	0	9	**11**	**20**	0	2	0	2	7	17	0	24
+45 mins.	9	1	**7**	17	0	**13**	7	20	0	2	0	2	8	14	0	22
Total Volume	49	5	22	76	0	38	34	72	0	11	2	13	31	62	1	94
% App. Total	64.5	6.6	28.9		0	52.8	47.2		0	84.6	15.4		33	66	1.1	
PHF	.817	.625	.786	.864	.000	.731	.773	.900	.000	.550	.250	.650	.861	.861	.250	.904

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City of Carson
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File Name : CRSALRSEPM
Site Code : 9131083
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Groups Printed- Passenger Vehicles - Bobtail Trucks - Chassis Trucks - Container Trucks - Other Large Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	4	27	57	3	95	44	142	0	5	0	5	36	150	0	186	390
04:15 PM	34	2	42	78	1	87	42	130	1	7	7	15	45	149	0	194	417
04:30 PM	34	2	28	64	0	85	87	172	2	11	10	23	53	159	1	213	472
04:45 PM	27	3	44	74	0	104	51	155	3	7	4	14	52	146	0	198	441
Total	121	11	141	273	4	371	224	599	6	30	21	57	186	604	1	791	1720
05:00 PM	19	3	19	41	0	134	51	185	0	4	1	5	41	152	0	193	424
05:15 PM	23	3	27	53	1	102	45	148	0	1	0	1	45	188	1	234	436
05:30 PM	30	6	25	61	0	93	35	128	0	2	0	2	67	159	0	226	417
05:45 PM	20	4	25	49	0	75	25	100	0	4	2	6	22	174	0	196	351
Total	92	16	96	204	1	404	156	561	0	11	3	14	175	673	1	849	1628
Grand Total	213	27	237	477	5	775	380	1160	6	41	24	71	361	1277	2	1640	3348
Apprch %	44.7	5.7	49.7		0.4	66.8	32.8		8.5	57.7	33.8		22	77.9	0.1		
Total %	6.4	0.8	7.1	14.2	0.1	23.1	11.4	34.6	0.2	1.2	0.7	2.1	10.8	38.1	0.1	49	
Passenger Vehicles	98	2	168	268	5	651	156	812	5	20	24	49	276	1130	1	1407	2536
% Passenger Vehicles	46	7.4	70.9	56.2	100	84	41.1	70	83.3	48.8	100	69	76.5	88.5	50	85.8	75.7
Bobtail Trucks	33	5	39	77	0	72	139	211	1	1	0	2	29	50	0	79	369
% Bobtail Trucks	15.5	18.5	16.5	16.1	0	9.3	36.6	18.2	16.7	2.4	0	2.8	8	3.9	0	4.8	11
Chassis Trucks	4	0	0	4	0	9	19	28	0	0	0	0	0	0	0	0	32
% Chassis Trucks	1.9	0	0	0.8	0	1.2	5	2.4	0	0	0	0	0	0	0	0	1
Container Trucks	10	0	3	13	0	8	4	12	0	1	0	1	2	16	0	18	44
% Container Trucks	4.7	0	1.3	2.7	0	1	1.1	1	0	2.4	0	1.4	0.6	1.3	0	1.1	1.3
Other Large Trucks	68	20	27	115	0	35	62	97	0	19	0	19	54	81	1	136	367
% Other Large Trucks	31.9	74.1	11.4	24.1	0	4.5	16.3	8.4	0	46.3	0	26.8	15	6.3	50	8.3	11

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**34**	2	28	64	0	85	**87**	172	2	**11**	**10**	**23**	**53**	159	**1**	213	**472**
04:45 PM	27	**3**	**44**	**74**	0	104	51	155	**3**	7	4	14	52	146	0	198	441
05:00 PM	19	3	19	41	0	**134**	51	**185**	0	4	1	5	41	152	0	193	424
05:15 PM	23	3	27	53	**1**	102	45	148	0	1	0	1	45	**188**	1	**234**	436
Total Volume	103	11	118	232	1	425	234	660	5	23	15	43	191	645	2	838	1773
% App. Total	44.4	4.7	50.9		0.2	64.4	35.5		11.6	53.5	34.9		22.8	77	0.2		
PHF	.757	.917	.670	.784	.250	.793	.672	.892	.417	.523	.375	.467	.901	.858	.500	.895	.939

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

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File Name : CRSALRSEPM
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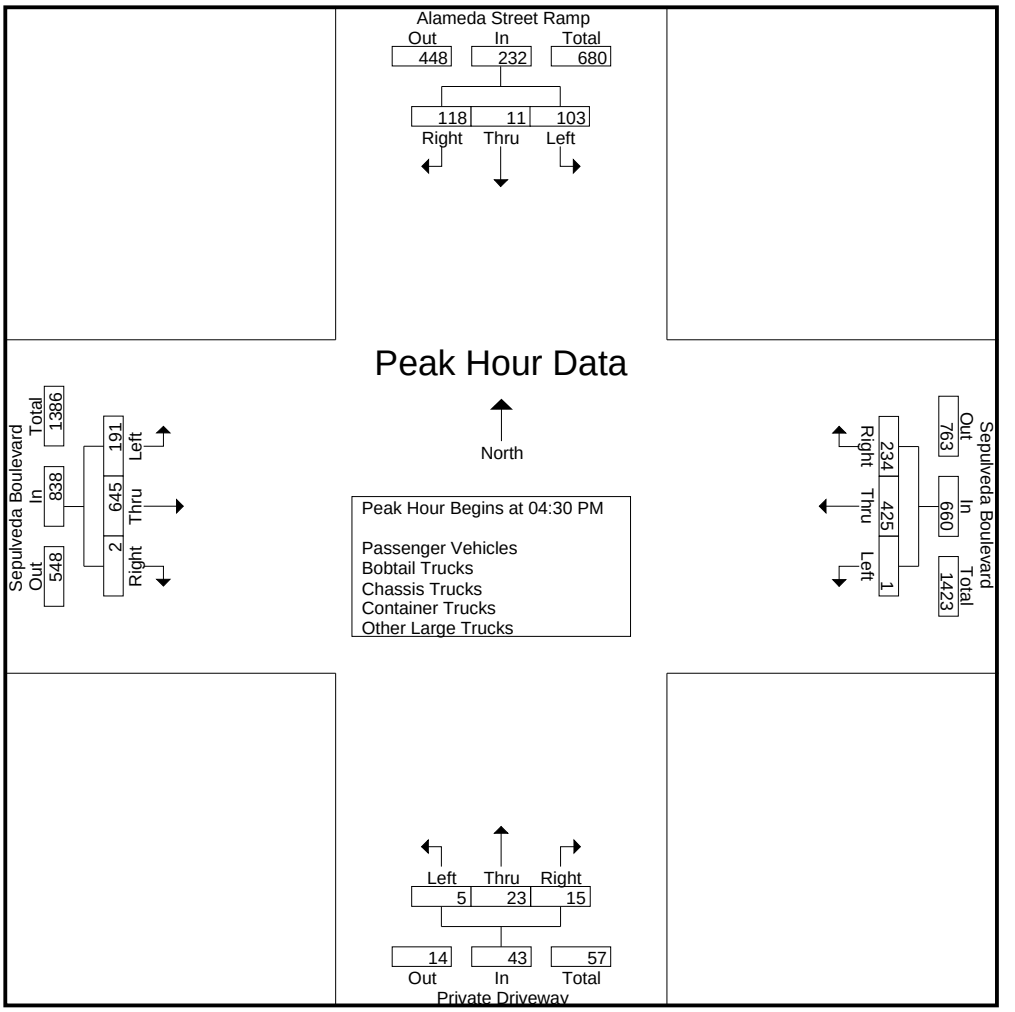

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**34**	2	28	64	0	85	**87**	172	2	**11**	**10**	**23**	**53**	159	**1**	213
+15 mins.	27	**3**	**44**	**74**	0	104	51	155	**3**	7	4	14	52	146	0	198
+30 mins.	19	3	19	41	0	**134**	51	**185**	0	4	1	5	41	152	0	193
+45 mins.	23	3	27	53	**1**	102	45	148	0	1	0	1	45	**188**	1	**234**
Total Volume	103	11	118	232	1	425	234	660	5	23	15	43	191	645	2	838
% App. Total	44.4	4.7	50.9		0.2	64.4	35.5		11.6	53.5	34.9		22.8	77	0.2	
PHF	.757	.917	.670	.784	.250	.793	.672	.892	.417	.523	.375	.467	.901	.858	.500	.895

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File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009

Groups Printed- Passenger Vehicles

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	1	13	24	3	72	11	86	0	1	0	1	24	130	0	154	265
04:15 PM	8	1	28	37	1	61	17	79	1	4	7	12	37	135	0	172	300
04:30 PM	15	0	16	31	0	73	34	107	2	9	10	21	44	142	1	187	346
04:45 PM	9	0	35	44	0	85	21	106	2	3	4	9	42	127	0	169	328
Total	42	2	92	136	4	291	83	378	5	17	21	43	147	534	1	682	1239
05:00 PM	10	0	12	22	0	108	22	130	0	2	1	3	35	133	0	168	323
05:15 PM	10	0	25	35	1	93	20	114	0	0	0	0	34	175	0	209	358
05:30 PM	23	0	19	42	0	88	18	106	0	0	0	0	46	131	0	177	325
05:45 PM	13	0	20	33	0	71	13	84	0	1	2	3	14	157	0	171	291
Total	56	0	76	132	1	360	73	434	0	3	3	6	129	596	0	725	1297
Grand Total	98	2	168	268	5	651	156	812	5	20	24	49	276	1130	1	1407	2536
Apprch %	36.6	0.7	62.7		0.6	80.2	19.2		10.2	40.8	49		19.6	80.3	0.1		
Total %	3.9	0.1	6.6	10.6	0.2	25.7	6.2	32	0.2	0.8	0.9	1.9	10.9	44.6	0	55.5	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**15**	0	16	31	0	73	**34**	107	**2**	**9**	**10**	**21**	**44**	142	**1**	187	346
04:45 PM	9	0	**35**	**44**	0	85	21	106	2	3	4	9	42	127	0	169	328
05:00 PM	10	0	12	22	0	**108**	22	**130**	0	2	1	3	35	133	0	168	323
05:15 PM	10	0	25	35	**1**	93	20	114	0	0	0	0	34	**175**	0	**209**	**358**
Total Volume	44	0	88	132	1	359	97	457	4	14	15	33	155	577	1	733	1355
% App. Total	33.3	0	66.7		0.2	78.6	21.2		12.1	42.4	45.5		21.1	78.7	0.1		
PHF	.733	.000	.629	.750	.250	.831	.713	.879	.500	.389	.375	.393	.881	.824	.250	.877	.946

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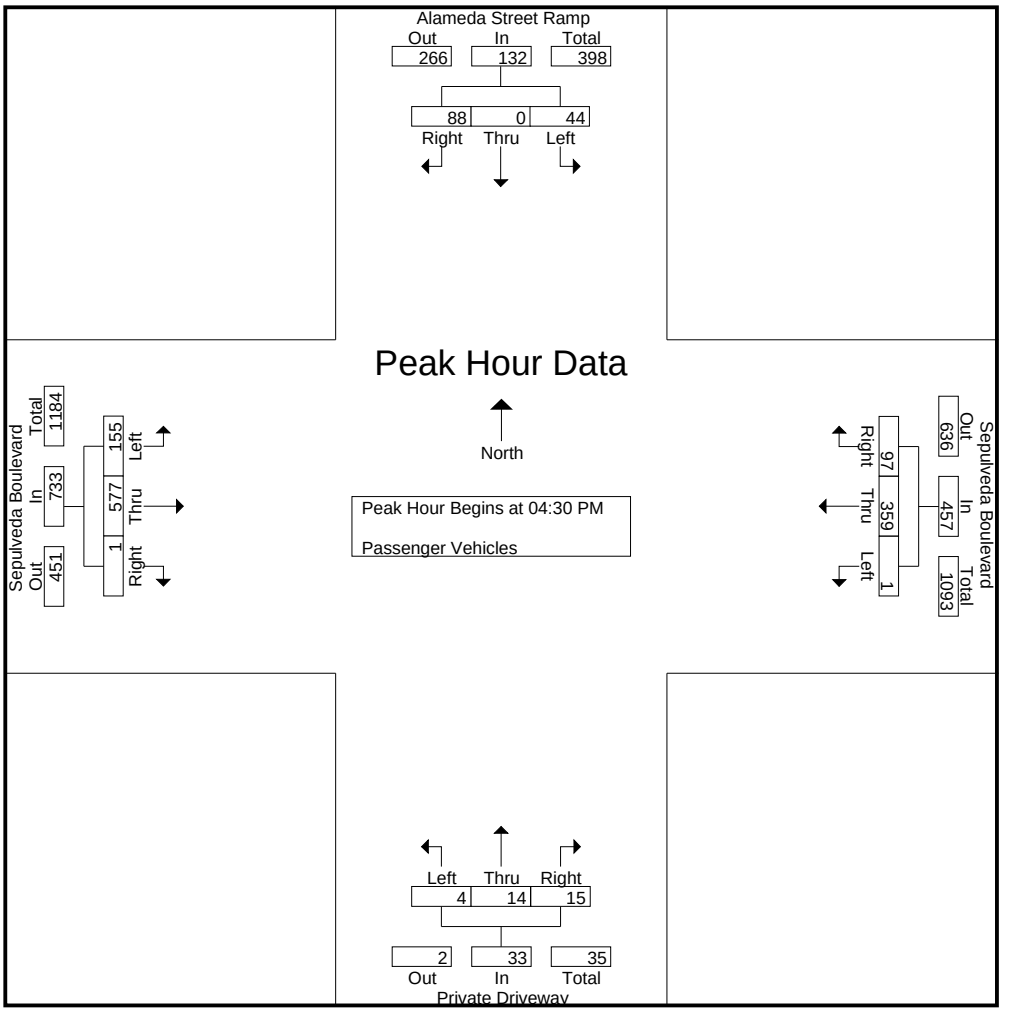

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**15**	0	16	31	0	73	**34**	107	**2**	**9**	**10**	**21**	**44**	142	**1**	187
+15 mins.	9	0	**35**	**44**	0	85	21	106	2	3	4	9	42	127	0	169
+30 mins.	10	0	12	22	0	**108**	22	**130**	0	2	1	3	35	133	0	168
+45 mins.	10	0	25	35	**1**	93	20	114	0	0	0	0	34	**175**	0	**209**
Total Volume	44	0	88	132	1	359	97	457	4	14	15	33	155	577	1	733
% App. Total	33.3	0	66.7		0.2	78.6	21.2		12.1	42.4	45.5		21.1	78.7	0.1	
PHF	.733	.000	.629	.750	.250	.831	.713	.879	.500	.389	.375	.393	.881	.824	.250	.877

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City of Carson
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File Name : CRSALRSEPM
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Groups Printed- Bobtail Trucks

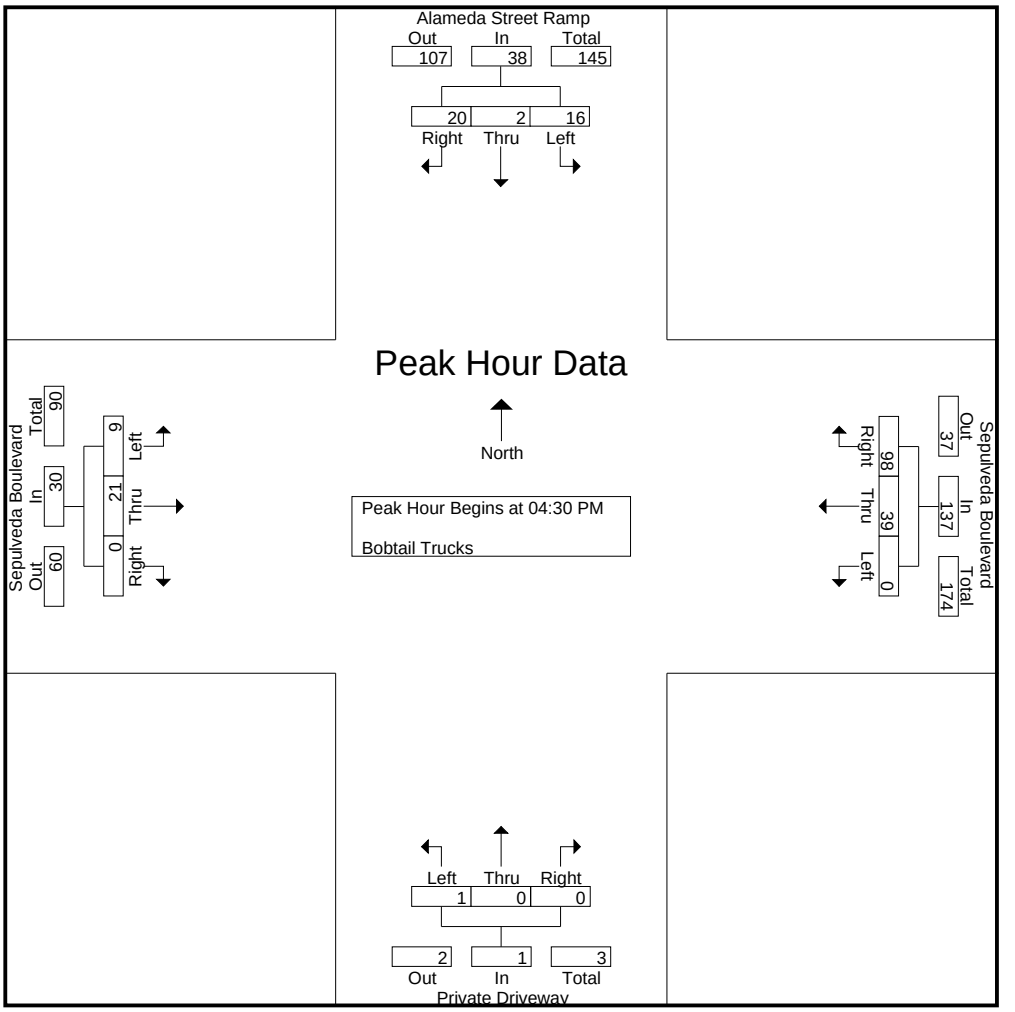
	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	0	6	11	0	11	16	27	0	0	0	0	1	3	0	4	42
04:15 PM	5	0	10	15	0	17	15	32	0	0	0	0	2	2	0	4	51
04:30 PM	6	1	7	14	0	6	39	45	0	0	0	0	0	3	0	3	62
04:45 PM	5	0	8	13	0	16	21	37	1	0	0	1	3	7	0	10	61
Total	21	1	31	53	0	50	91	141	1	0	0	1	6	15	0	21	216
05:00 PM	2	0	3	5	0	11	21	32	0	0	0	0	1	4	0	5	42
05:15 PM	3	1	2	6	0	6	17	23	0	0	0	0	5	7	0	12	41
05:30 PM	5	1	2	8	0	3	8	11	0	0	0	0	13	17	0	30	49
05:45 PM	2	2	1	5	0	2	2	4	0	1	0	1	4	7	0	11	21
Total	12	4	8	24	0	22	48	70	0	1	0	1	23	35	0	58	153
Grand Total	33	5	39	77	0	72	139	211	1	1	0	2	29	50	0	79	369
Apprch %	42.9	6.5	50.6		0	34.1	65.9		50	50	0		36.7	63.3	0		
Total %	8.9	1.4	10.6	20.9	0	19.5	37.7	57.2	0.3	0.3	0	0.5	7.9	13.6	0	21.4	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**6**	**1**	7	**14**	0	6	**39**	**45**	0	0	0	0	0	3	0	3	**62**
04:45 PM	5	0	**8**	13	0	**16**	21	37	**1**	0	0	**1**	3	**7**	0	10	61
05:00 PM	2	0	3	5	0	11	21	32	0	0	0	0	1	4	0	5	42
05:15 PM	3	1	2	6	0	6	17	23	0	0	0	0	**5**	7	0	**12**	41
Total Volume	16	2	20	38	0	39	98	137	1	0	0	1	9	21	0	30	206
% App. Total	42.1	5.3	52.6		0	28.5	71.5		100	0	0		30	70	0		
PHF	.667	.500	.625	.679	.000	.609	.628	.761	.250	.000	.000	.250	.450	.750	.000	.625	.831

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**6**	**1**	7	**14**	0	6	**39**	**45**	0	0	0	0	0	3	0	3
+15 mins.	5	0	**8**	13	0	**16**	21	37	**1**	0	0	**1**	3	**7**	0	10
+30 mins.	2	0	3	5	0	11	21	32	0	0	0	0	1	4	0	5
+45 mins.	3	1	2	6	0	6	17	23	0	0	0	0	**5**	7	0	**12**
Total Volume	16	2	20	38	0	39	98	137	1	0	0	1	9	21	0	30
% App. Total	42.1	5.3	52.6		0	28.5	71.5		100	0	0		30	70	0	
PHF	.667	.500	.625	.679	.000	.609	.628	.761	.250	.000	.000	.250	.450	.750	.000	.625

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City of Carson
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E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Chassis Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	5	7	0	0	0	0	0	0	0	0	8
04:15 PM	1	0	0	1	0	2	4	6	0	0	0	0	0	0	0	0	7
04:30 PM	1	0	0	1	0	2	4	6	0	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	6	14	20	0	0	0	0	0	0	0	0	24
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	3	5	8	0	0	0	0	0	0	0	0	8
Grand Total	4	0	0	4	0	9	19	28	0	0	0	0	0	0	0	0	32
Apprch %	100	0	0		0	32.1	67.9		0	0	0		0	0	0		
Total %	12.5	0	0	12.5	0	28.1	59.4	87.5	0	0	0	0	0	0	0	0	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	**2**	**4**	**6**	0	0	0	0	0	0	0	0	**7**
04:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	4	6	10	0	0	0	0	0	0	0	0	12
% App. Total	100	0	0		0	40	60		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.500	.375	.417	.000	.000	.000	.000	.000	.000	.000	.000	.429

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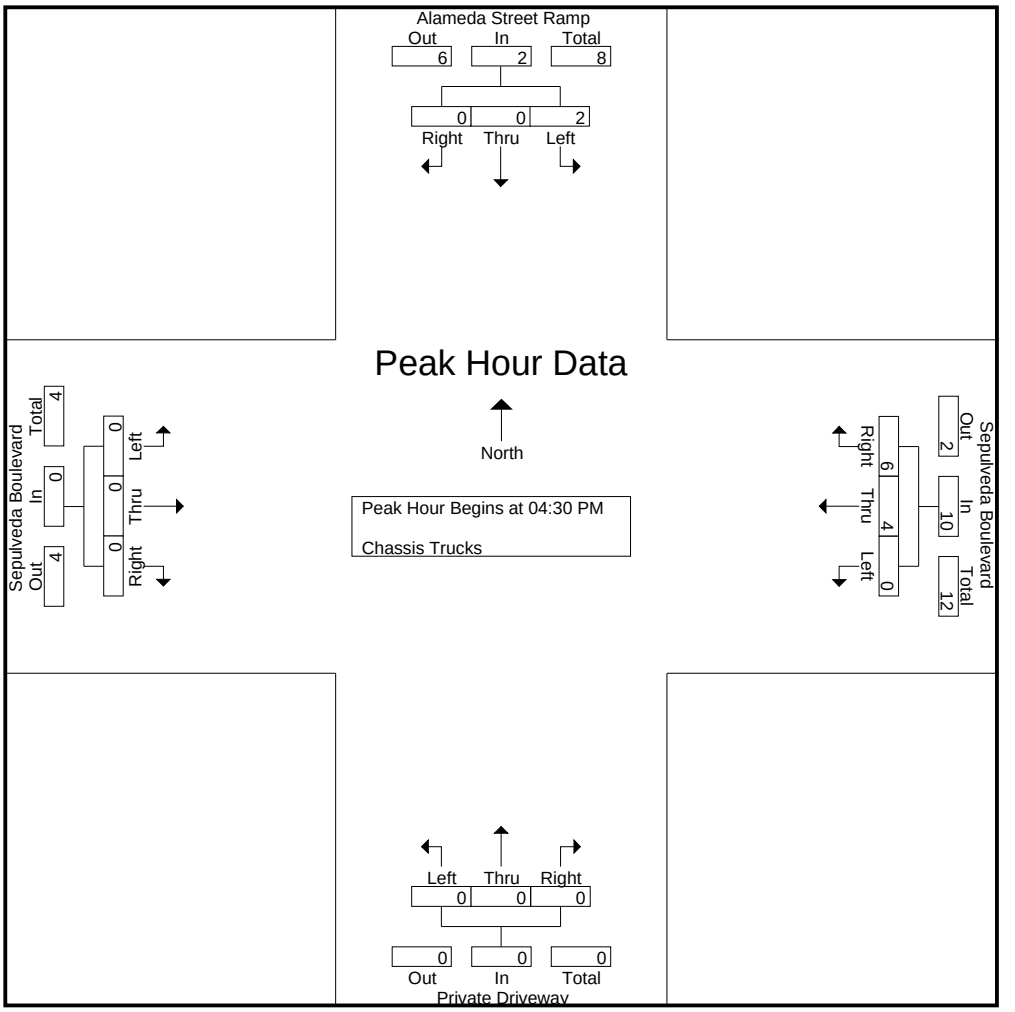
Weather: Sunny

File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	0	**1**	0	**2**	**4**	**6**	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	4	6	10	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	40	60		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.500	.375	.417	.000	.000	.000	.000	.000	.000	.000	.000

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951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Container Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	4	0	3	1	4	0	0	0	0	0	0	0	0	8
04:15 PM	2	0	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
04:30 PM	0	0	0	0	0	1	1	2	0	1	0	1	1	4	0	5	8
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
Total	4	0	3	7	0	5	3	8	0	1	0	1	1	7	0	8	24
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	4	0	0	4	0	2	0	2	0	0	0	0	0	1	0	1	7
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
05:45 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	3	0	3	6
Total	6	0	0	6	0	3	1	4	0	0	0	0	1	9	0	10	20
Grand Total	10	0	3	13	0	8	4	12	0	1	0	1	2	16	0	18	44
Apprch %	76.9	0	23.1		0	66.7	33.3		0	100	0		11.1	88.9	0		
Total %	22.7	0	6.8	29.5	0	18.2	9.1	27.3	0	2.3	0	2.3	4.5	36.4	0	40.9	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	**1**	**2**	0	**1**	0	**1**	**1**	**4**	0	**5**	**8**
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	**4**	0	0	**4**	0	**2**	0	2	0	0	0	0	0	1	0	1	7
Total Volume	4	0	0	4	0	3	2	5	0	1	0	1	1	10	0	11	21
% App. Total	100	0	0		0	60	40		0	100	0		9.1	90.9	0		
PHF	.250	.000	.000	.250	.000	.375	.500	.625	.000	.250	.000	.250	.250	.625	.000	.550	.656

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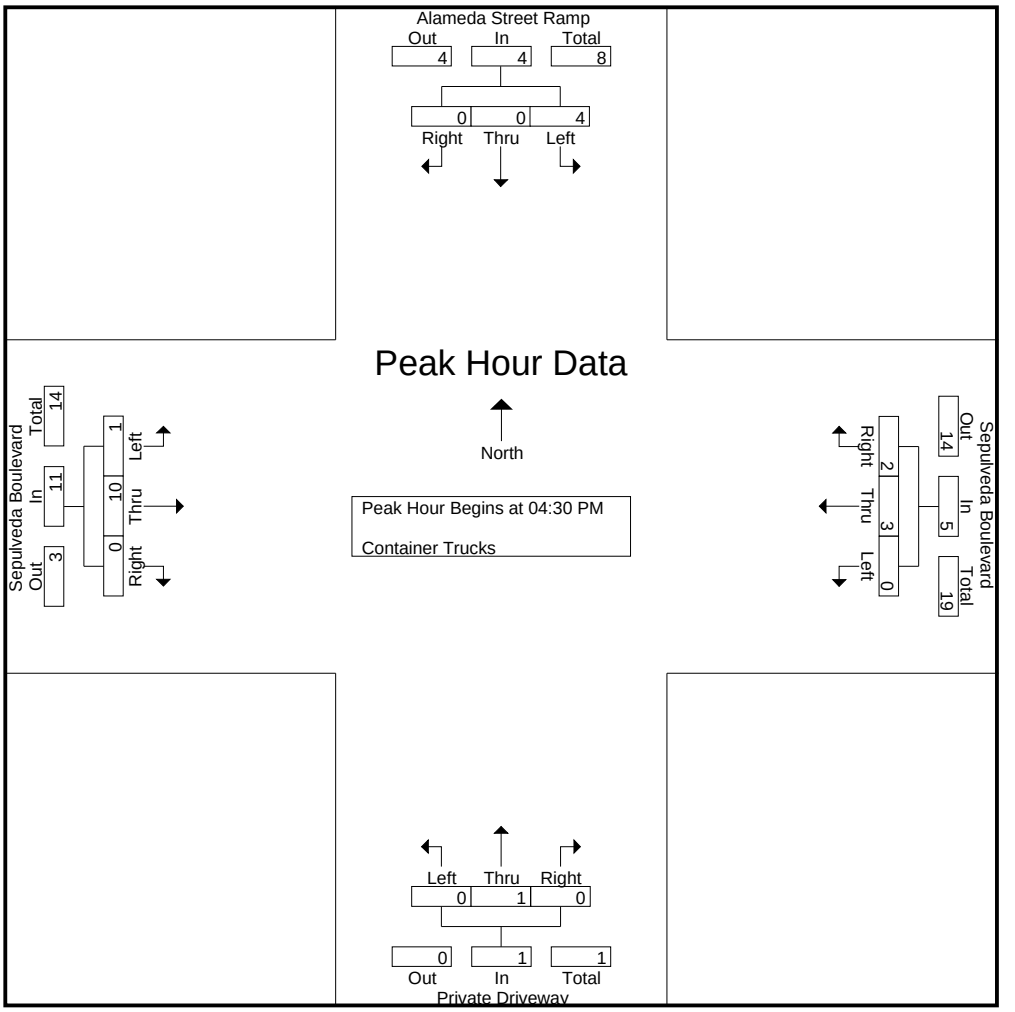

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	**1**	**2**	0	**1**	0	**1**	**1**	**4**	0	**5**
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	**4**	0	0	**4**	0	**2**	0	2	0	0	0	0	0	1	0	1
Total Volume	4	0	0	4	0	3	2	5	0	1	0	1	1	10	0	11
% App. Total	100	0	0		0	60	40		0	100	0		9.1	90.9	0	
PHF	.250	.000	.000	.250	.000	.375	.500	.625	.000	.250	.000	.250	.250	.625	.000	.550

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951-485-7934

City of Carson
N/S: Alameda Street Ramp
E/W: Sepulveda Boulevard
Weather: Sunny

File Name : CRSALRSEPM
Site Code : 9131083
Start Date : 5/12/2009
Page No : 1

Groups Printed- Other Large Trucks

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	3	6	17	0	7	11	18	0	4	0	4	11	17	0	28	67
04:15 PM	18	1	3	22	0	6	6	12	0	3	0	3	6	11	0	17	54
04:30 PM	12	1	5	18	0	3	9	12	0	1	0	1	8	10	0	18	49
04:45 PM	12	3	1	16	0	3	7	10	0	4	0	4	7	10	0	17	47
Total	50	8	15	73	0	19	33	52	0	12	0	12	32	48	0	80	217
05:00 PM	7	3	4	14	0	13	8	21	0	2	0	2	5	12	0	17	54
05:15 PM	6	2	0	8	0	1	7	8	0	1	0	1	6	5	1	12	29
05:30 PM	2	5	4	11	0	1	8	9	0	2	0	2	7	9	0	16	38
05:45 PM	3	2	4	9	0	1	6	7	0	2	0	2	4	7	0	11	29
Total	18	12	12	42	0	16	29	45	0	7	0	7	22	33	1	56	150
Grand Total	68	20	27	115	0	35	62	97	0	19	0	19	54	81	1	136	367
Apprch %	59.1	17.4	23.5		0	36.1	63.9		0	100	0		39.7	59.6	0.7		
Total %	18.5	5.4	7.4	31.3	0	9.5	16.9	26.4	0	5.2	0	5.2	14.7	22.1	0.3	37.1	

	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Driveway Northbound				Sepulveda Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**12**	1	**5**	**18**	0	3	**9**	12	0	1	0	1	**8**	10	0	**18**	49
04:45 PM	12	**3**	1	16	0	3	7	10	0	**4**	0	**4**	7	10	0	17	47
05:00 PM	7	3	4	14	0	**13**	8	**21**	0	2	0	2	5	**12**	0	17	**54**
05:15 PM	6	2	0	8	0	1	7	8	0	1	0	1	6	5	**1**	12	29
Total Volume	37	9	10	56	0	20	31	51	0	8	0	8	26	37	1	64	179
% App. Total	66.1	16.1	17.9		0	39.2	60.8		0	100	0		40.6	57.8	1.6		
PHF	.771	.750	.500	.778	.000	.385	.861	.607	.000	.500	.000	.500	.813	.771	.250	.889	.829

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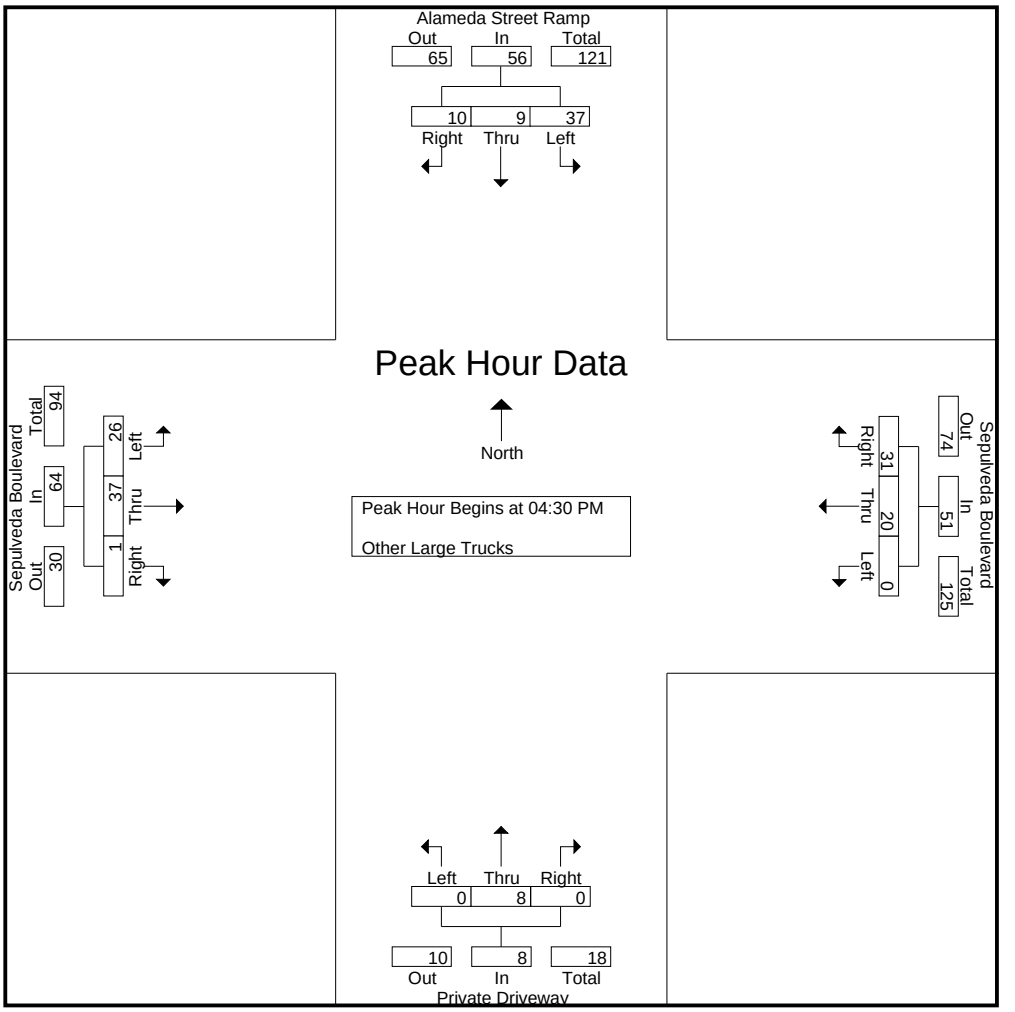


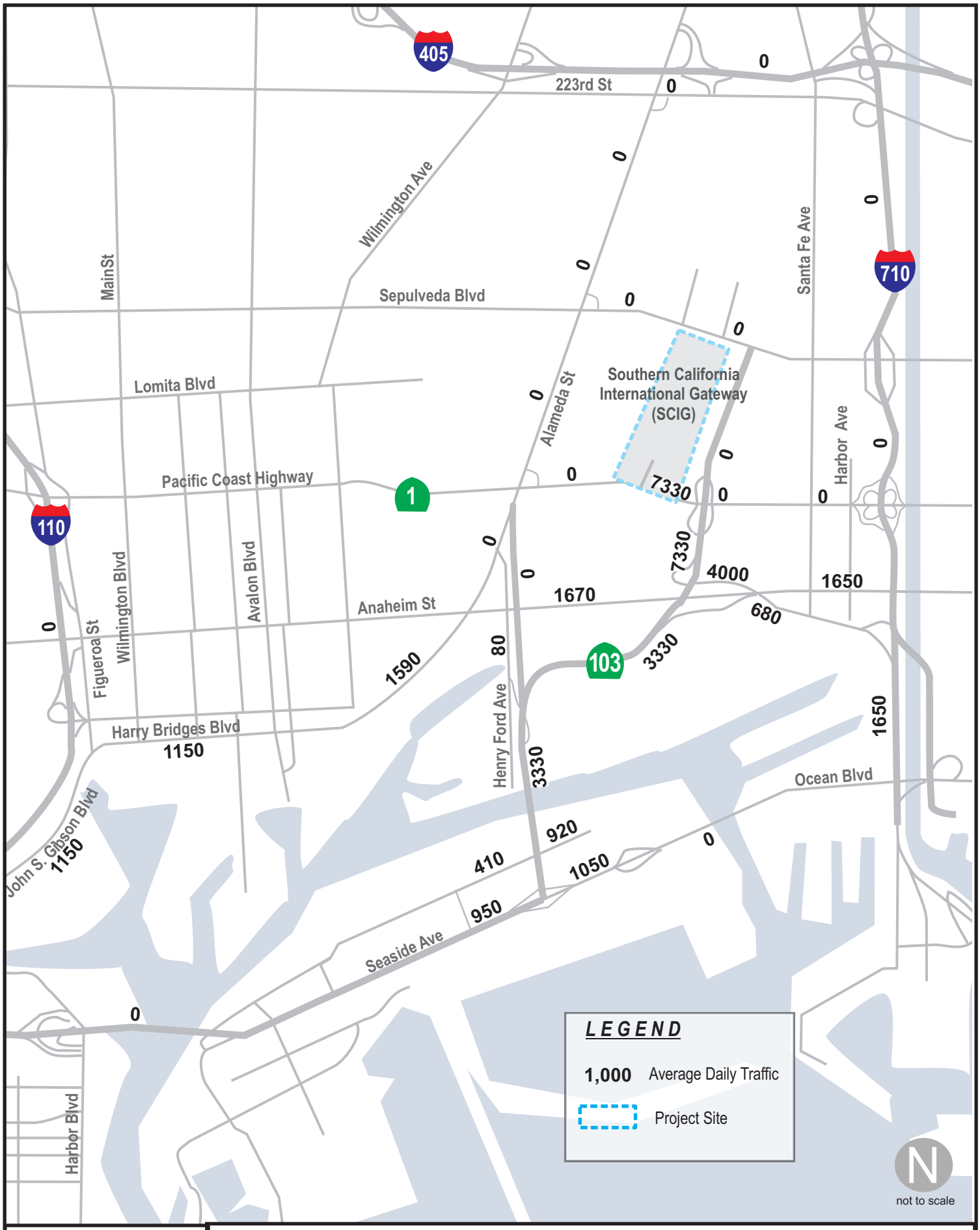
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**12**	1	**5**	**18**	0	3	**9**	12	0	1	0	1	**8**	10	0	**18**
+15 mins.	12	**3**	1	16	0	3	7	10	0	**4**	0	**4**	7	10	0	17
+30 mins.	7	3	4	14	0	**13**	8	**21**	0	2	0	2	5	**12**	0	17
+45 mins.	6	2	0	8	0	1	7	8	0	1	0	1	6	5	**1**	12
Total Volume	37	9	10	56	0	20	31	51	0	8	0	8	26	37	1	64
% App. Total	66.1	16.1	17.9		0	39.2	60.8		0	100	0		40.6	57.8	1.6	
PHF	.771	.750	.500	.778	.000	.385	.861	.607	.000	.500	.000	.500	.813	.771	.250	.889

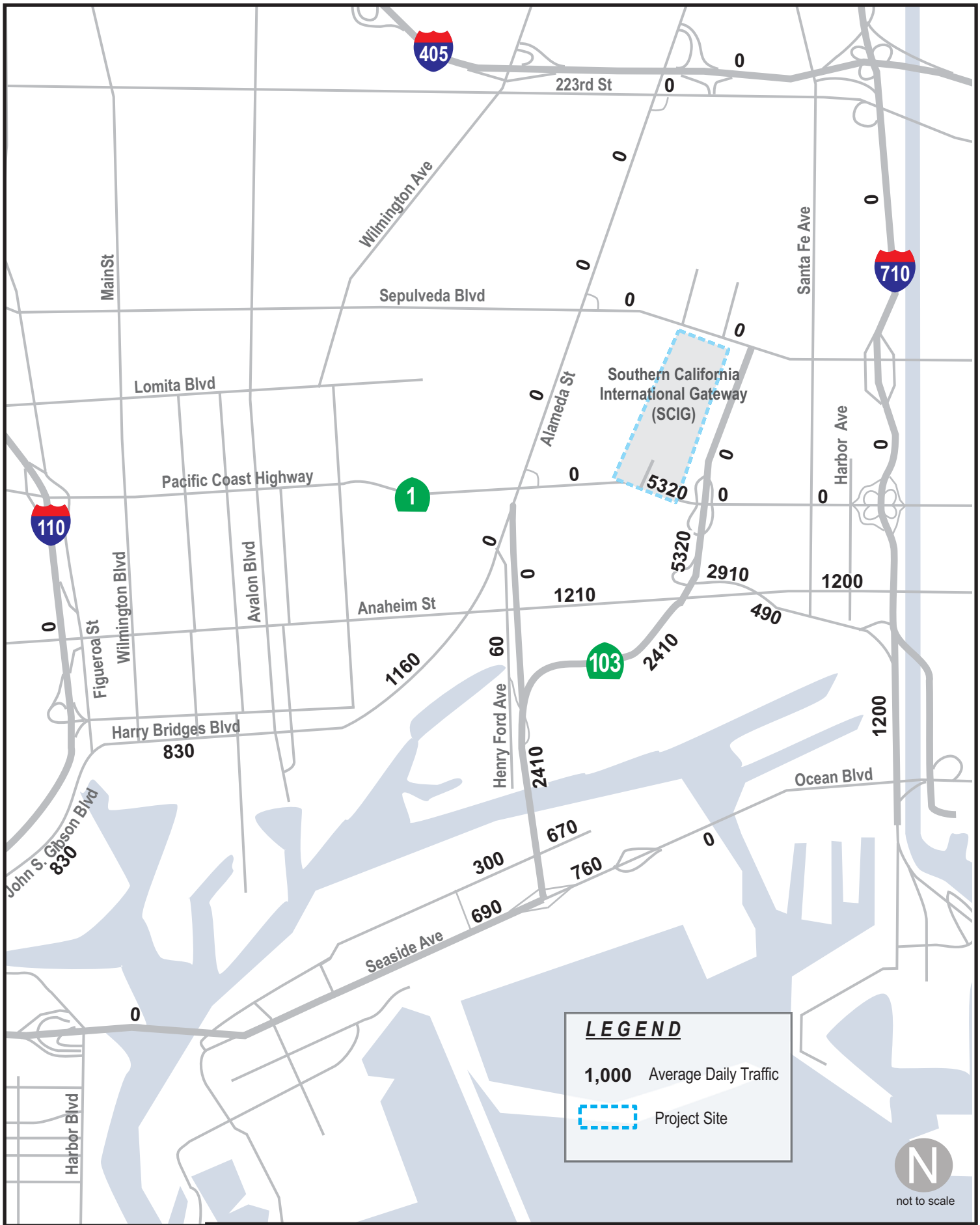
Appendix B: Average Daily Traffic Estimates

Average Daily Traffic: Proposed Project



Average Daily Project Truck Traffic

Average Daily Traffic: Reduced Project



Average Daily Reduced Capacity Project Alternative Truck Traffic

Appendix C: Intersection Calculation Sheets

CEQA Baseline

Port of Los Angeles
SCIG
Baseline - AM Peak Hour

Scenario Report

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

Port of Los Angeles
SCIG
Baseline - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	Base V/ C	Future Del/ LOS Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 2	A xxxxx	0.205	A xxxxx	0.205	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.222	A xxxxx	0.222	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.307	A xxxxx	0.307	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.569	A xxxxx	0.569	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.526	A xxxxx	0.526	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.619	B xxxxx	0.619	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.526	A xxxxx	0.526	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.502	A xxxxx	0.502	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.481	A xxxxx	0.481	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.257	A xxxxx	0.257	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.378	A xxxxx	0.378	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.745	C xxxxx	0.745	+ 0.000 V/C

Port of Los Angeles
SCIG
Baseline - AM Peak Hour

Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.489	A xxxxx	0.489	+ 0.000 V/C

Port of Los Angeles
SCIG
Baseline - AM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	165	0	0	120	610	0	0	0	5	285	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	165	0	0	120	610	0	0	0	5	285	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	165	0	0	120	610	0	0	0	5	285	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	165	0	0	120	610	0	0	0	5	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	165	0	0	120	610	0	0	0	5	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	165	0	0	120	610	0	0	0	5	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.04	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	125	0	0	170	210	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	125	0	0	170	210	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	125	0	0	170	210	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	125	0	0	170	210	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	0	170	210	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	125	0	0	170	210	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.06	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	105	0	0	90	100	0	0	0	0	445	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	0	0	90	100	0	0	0	0	445	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	0	0	90	100	0	0	0	0	445	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	0	0	90	100	0	0	0	0	445	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	0	0	90	100	0	0	0	0	445	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	105	0	0	90	100	0	0	0	0	445	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.03	0.06	0.00	0.00	0.00	0.00	0.14	0.07
Crit Moves:	****				****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	90	0	0	105	290	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	90	0	0	105	290	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	0	105	290	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	0	105	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	105	290	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	0	105	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.07	0.09	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	275	0	315	0	0	0	0	2305	350	110	1920	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	315	0	0	0	0	2305	350	110	1920	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	315	0	0	0	0	2305	350	110	1920	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	275	0	0	0	0	0	0	2305	0	110	1920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	0	0	0	0	0	2305	0	110	1920	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	275	0	0	0	0	0	0	2305	0	110	1920	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.04	0.43	0.00
Crit Volume:	138			0			768			55		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	35	75	0	485	0	0	0	0	390	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	75	0	485	0	0	0	0	390	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	75	0	485	0	0	0	0	390	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	75	0	485	0	0	0	0	390	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	75	0	485	0	0	0	0	390	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	75	0	485	0	0	0	0	390	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.05	0.00	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	0				242				0	195		
Crit Moves:	****				****					****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	170	5	300	50	15	0	5	100	75	220	65	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	5	300	50	15	0	5	100	75	220	65	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	5	300	50	15	0	5	100	75	220	65	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	5	300	50	15	0	5	100	0	220	65	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	5	300	50	15	0	5	100	0	220	65	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	5	300	50	15	0	5	100	0	220	65	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.10	1.90	1.00	1.00	0.48	0.52
Final Sat.:	2880	1600	1600	1600	3200	0	152	3048	1600	1600	769	831
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.19	0.03	0.00	0.00	0.03	0.03	0.00	0.14	0.08	0.12
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	25	40	45	75	40	45	35	770	25	40	1290	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	40	45	75	40	45	35	770	25	40	1290	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	40	45	75	40	45	35	770	25	40	1290	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	40	45	75	40	45	35	770	25	40	1290	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	45	75	40	45	35	770	25	40	1290	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	40	45	75	40	45	35	770	25	40	1290	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.47	0.53	0.47	0.25	0.28	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	753	847	750	400	450	1600	4649	151	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.05	0.10	0.10	0.02	0.17	0.17	0.03	0.27	0.16
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	35	190	200	115	40	725	210	35	1005	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	35	190	200	115	40	725	210	35	1005	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	35	190	200	115	40	725	210	35	1005	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	35	190	200	115	40	725	210	35	1005	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	35	190	200	115	40	725	210	35	1005	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	35	190	200	115	40	725	210	35	1005	320
OvlAdjVol:						75						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3722	1078	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.02	0.12	0.06	0.07	0.03	0.19	0.19	0.02	0.21	0.20
OvlAdjV/S:						0.05						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	50	10	160	55	10	40	820	110	25	850	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	50	10	160	55	10	40	820	110	25	850	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	50	10	160	55	10	40	820	110	25	850	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	50	0	160	55	0	40	820	110	25	850	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	50	0	160	55	0	40	820	110	25	850	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	50	0	160	55	0	40	820	110	25	850	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4232	568	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.00	0.10	0.02	0.00	0.03	0.19	0.19	0.02	0.27	0.14
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	45	20	985	0	0	1030	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	45	20	985	0	0	1030	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	45	20	985	0	0	1030	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	45	20	985	0	0	1030	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	45	20	985	0	0	1030	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	45	20	985	0	0	1030	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.23	0.00	0.00	0.36	0.01
Crit Volume:	0					45	0				515	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	95	160	35	120	200	35	30	890	265	50	960	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	160	35	120	200	35	30	890	265	50	960	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	160	35	120	200	35	30	890	265	50	960	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	160	35	120	200	35	30	890	0	50	960	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	160	35	120	200	35	30	890	0	50	960	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	160	35	120	200	35	30	890	0	50	960	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.12	1.88	1.00	1.00	2.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1593	2682	1425	1425	3638	637	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.08	0.05	0.05	0.02	0.31	0.00	0.04	0.34	0.07
Crit Volume:		85		120			30				480	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	125	425	10	250	140	100	765	30	275	815	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	125	425	10	250	140	100	765	30	275	815	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	125	425	10	250	140	100	765	30	275	815	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	125	425	10	250	140	100	765	30	275	815	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	125	425	10	250	140	100	765	30	275	815	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	125	425	10	250	140	100	765	30	275	815	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.15	0.01	0.09	0.10	0.07	0.27	0.02	0.10	0.29	0.29
Crit Volume:	25					140		383		138		
Crit Moves:	****					****		****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	140	205	100	185	290	35	85	10	145	40	5	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	205	100	185	290	35	85	10	145	40	5	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	205	100	185	290	35	85	10	145	40	5	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	205	0	185	290	35	85	10	145	40	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	205	0	185	290	35	85	10	145	40	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	205	0	185	290	35	85	10	145	40	5	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2454	296	1375	89	1286	1222	153	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.00	0.07	0.12	0.12	0.06	0.11	0.11	0.03	0.03	0.00
Crit Volume:	140			163			155		45			
Crit Moves:	****			****			****		****			

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	5	35	75	5	120	80	290	5	120	335	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	75	5	120	80	290	5	120	335	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	75	5	120	80	290	5	120	335	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	75	5	120	80	290	5	120	335	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	290	5	120	335	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	75	5	120	80	290	5	120	335	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.43	1.54	0.03	0.47	1.33	0.20
Final Sat.:	1500	188	1313	1500	60	1440	640	2320	40	713	1990	297
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.13	0.13	0.13	0.17	0.17	0.17
Crit Volume:			40	75			80					253
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	25	15	10	15	35	100	155	295	40	10	385	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	100	155	295	40	10	385	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	100	155	295	40	10	385	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	100	155	295	40	10	385	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	100	155	295	40	10	385	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	10	15	35	100	155	295	40	10	385	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.20	0.80	1.00	0.63	1.21	0.16	0.05	1.88	0.07
Final Sat.:	1500	900	600	300	1200	1500	949	1806	245	73	2817	110
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.03	0.07	0.16	0.16	0.16	0.14	0.14	0.14
Crit Volume:	25					100	155				205	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

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

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	30	15	20	15	20	495	110	35	445	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	30	15	20	15	20	495	110	35	445	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	30	15	20	15	20	495	110	35	445	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	30	15	20	15	20	495	110	35	445	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	30	15	20	15	20	495	110	35	445	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	30	15	20	15	20	495	110	35	445	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.57	0.43	0.06	1.59	0.35	0.14	1.82	0.04
Final Sat.:	1500	375	1125	1500	857	643	96	2376	528	214	2724	61
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.21	0.21	0.21	0.16	0.16	0.16
Crit Volume:	125						35		313		35	
Crit Moves:	****						****		****		****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	20	10	5	30	10	660	10	15	570	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	10	5	30	10	660	10	15	570	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	10	5	30	10	660	10	15	570	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	10	5	30	10	660	10	15	570	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	10	5	30	10	660	10	15	570	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	10	5	30	10	660	10	15	570	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.44	0.56	1.00	0.03	1.94	0.03	0.05	1.93	0.02
Final Sat.:	500	1000	1500	667	833	1500	44	2912	44	76	2898	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.02	0.23	0.23	0.23	0.20	0.20	0.20
Crit Volume:			20	10				340		15		
Crit Moves:			****	****				****		****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	10	0	70	40	705	0	0	685	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	70	40	705	0	0	685	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	70	40	705	0	0	685	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	70	40	705	0	0	685	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	40	705	0	0	685	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	70	40	705	0	0	685	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2383	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.03	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					70	40					345
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	10	10	280	125	55	60	435	55	85	430	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	280	125	55	60	435	55	85	430	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	280	125	55	60	435	55	85	430	265
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	280	125	0	60	435	55	85	430	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	280	125	0	60	435	55	85	430	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	280	125	0	60	435	55	85	430	265
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2663	337	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.19	0.04	0.00	0.04	0.16	0.16	0.06	0.14	0.18
Crit Volume:		13		280					245	85		
Crit Moves:	****			****					****	****		

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	200	0	230	230	855	0	0	895	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	230	230	855	0	0	895	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	230	230	855	0	0	895	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	230	230	855	0	0	895	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	230	230	855	0	0	895	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	230	230	855	0	0	895	170
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3593	682
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.16	0.16	0.30	0.00	0.00	0.25	0.25
Crit Volume:	0					230	230				355	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	110	0	0	40	0	1035	85	0	1105	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	110	0	0	40	0	1035	85	0	1105	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	110	0	0	40	0	1035	85	0	1105	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1035	85	0	1105	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1035	85	0	1105	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1035	85	0	1105	255
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.77	0.23	0.00	2.44	0.56
Final Sat.:	0	0	1200	0	0	1200	0	3327	273	0	2925	675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.38	0.38
Crit Volume:	0			0			0				453	
Crit Moves:							****				****	

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	175	60	5	195	50	70	955	45	80	1340	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	175	60	5	195	50	70	955	45	80	1340	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	175	60	5	195	50	70	955	45	80	1340	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	175	60	5	195	50	70	955	45	80	1340	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	175	60	5	195	50	70	955	45	80	1340	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	175	60	5	195	50	70	955	45	80	1340	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.04	0.00	0.06	0.03	0.04	0.30	0.03	0.05	0.42	0.05
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	20	85	165	65	40	10	975	15	70	1580	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	85	165	65	40	10	975	15	70	1580	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	85	165	65	40	10	975	15	70	1580	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	85	165	65	40	10	975	15	70	1580	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	85	165	65	40	10	975	15	70	1580	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	85	165	65	40	10	975	15	70	1580	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.88	0.12
Final Sat.:	1108	492	1600	1148	452	1600	1600	4727	73	1600	4610	190
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.10	0.14	0.03	0.01	0.21	0.21	0.04	0.34	0.34
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	5	220	35	170	140	465	5	10	525	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	220	35	170	140	465	5	10	525	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	220	35	170	140	465	5	10	525	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	220	35	170	140	465	5	10	525	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	220	35	170	140	465	5	10	525	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	220	35	170	140	465	5	10	525	175
OvlAdjVol:												5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2761	439	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.11	0.09	0.15	0.00	0.01	0.16	0.11
OvlAdjV/S:												0.00
Crit Moves:	****			****	****						****	

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Scenario Report

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

Port of Los Angeles
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Baseline - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	Base V/ C	Future Del/ LOS Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 2	A xxxxx	0.334	A xxxxx	0.334	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 4	A xxxxx	0.362	A xxxxx	0.362	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.363	A xxxxx	0.363	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.196	A xxxxx	0.196	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.577	A xxxxx	0.577	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.598	A xxxxx	0.598	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.597	A xxxxx	0.597	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.288	A xxxxx	0.288	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.263	A xxxxx	0.263	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.237	A xxxxx	0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.457	A xxxxx	0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.444	A xxxxx	0.444	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.617	B xxxxx	0.617	+ 0.000 V/C

Port of Los Angeles
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Baseline - PM Peak Hour

Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.511	A	xxxxx 0.511	+ 0.000

Port of Los Angeles
SCIG
Baseline - PM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	535	0	0	130	410	0	0	0	5	235	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	535	0	0	130	410	0	0	0	5	235	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	535	0	0	130	410	0	0	0	5	235	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	535	0	0	130	410	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	535	0	0	130	410	0	0	0	5	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	535	0	0	130	410	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****			****						****	

Port of Los Angeles
SCIG
Baseline - PM Peak Hour

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	0	140	5	0	540	275	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	5	0	140	5	0	540	275	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	0	140	5	0	540	275	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	5	0	140	5	0	540	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	140	5	0	540	275	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	5	0	140	5	0	540	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		1.93 0.07	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3090 110	0		2880 3200	0		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.05 0.05	0.00		0.19 0.09	0.00		0.00 0.00	0.00	
Crit Moves:	****			****			****					

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	85	0	0	220	120	0	0	0	0	400	225
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	85	0	0	220	120	0	0	0	0	400	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	0	220	120	0	0	0	0	400	225
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	85	0	0	220	120	0	0	0	0	400	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	0	220	120	0	0	0	0	400	225
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	85	0	0	220	120	0	0	0	0	400	225
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	
Lanes:	0.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.00 2.00	2.00	
Final Sat.:	0 3200	0		0 3200	1600		0 0	0		0 3200	2880	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.03	0.00		0.00 0.07	0.08		0.00 0.00	0.00		0.00 0.13	0.08	
Crit Moves:	****				****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 0			1 0 2 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	220	0	0	85	595	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	220	0	0	85	595	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	220	0	0	85	595	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	220	0	0	85	595	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	85	595	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	220	0	0	85	595	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.05	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			2 0 2 1 0		
Volume Module:												
Base Vol:	240	0	120	0	0	0	0	1155	65	40	1275	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	0	120	0	0	0	0	1155	65	40	1275	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	0	120	0	0	0	0	1155	65	40	1275	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	240	0	0	0	0	0	0	1155	0	40	1275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	0	0	0	0	0	0	1155	0	40	1275	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	240	0	0	0	0	0	0	1155	0	40	1275	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.01	0.28	0.00
Crit Volume:	120			0			0			425		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.196
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	120	210	5	270	0	0	0	0	125	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	120	210	5	270	0	0	0	0	125	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	120	210	5	270	0	0	0	0	125	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	120	210	5	270	0	0	0	0	125	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	210	5	270	0	0	0	0	125	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	120	210	5	270	0	0	0	0	125	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2740	0	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.15	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:			210	5					0	65		
Crit Moves:			****	****						****		

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Baseline - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	100	20	210	20	25	5	5	105	20	280	60	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	20	210	20	25	5	5	105	20	280	60	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	20	210	20	25	5	5	105	20	280	60	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	20	210	20	25	5	5	105	0	280	60	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	20	210	20	25	5	5	105	0	280	60	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	20	210	20	25	5	5	105	0	280	60	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	0.09	1.91	1.00	1.00	0.32	0.68
Final Sat.:	2880	1600	1600	1600	2667	533	145	3055	1600	1600	513	1087
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.13	0.01	0.01	0.01	0.03	0.03	0.00	0.17	0.12	0.16
Crit Moves:			****	****				****		****		

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Baseline - PM Peak Hour

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	30	35	95	175	65	55	35	1030	40	50	1065	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	35	95	175	65	55	35	1030	40	50	1065	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	35	95	175	65	55	35	1030	40	50	1065	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	35	95	175	65	55	35	1030	40	50	1065	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	35	95	175	65	55	35	1030	40	50	1065	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	35	95	175	65	55	35	1030	40	50	1065	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	0.59	0.22	0.19	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	431	1169	949	353	298	1600	4621	179	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.11	0.18	0.18	0.02	0.22	0.22	0.03	0.22	0.14
Crit Moves:	****			****			****			****		

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Baseline - PM Peak Hour

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	195	40	170	155	130	95	865	25	40	920	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	195	40	170	155	130	95	865	25	40	920	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	195	40	170	155	130	95	865	25	40	920	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	195	40	170	155	130	95	865	25	40	920	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	195	40	170	155	130	95	865	25	40	920	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	195	40	170	155	130	95	865	25	40	920	250
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4665	135	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.03	0.11	0.05	0.08	0.06	0.19	0.19	0.03	0.19	0.16
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	85	0	130	70	0	40	775	100	20	775	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	85	0	130	70	0	40	775	100	20	775	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	85	0	130	70	0	40	775	100	20	775	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	85	0	130	70	0	40	775	100	20	775	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	85	0	130	70	0	40	775	100	20	775	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	85	0	130	70	0	40	775	100	20	775	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4251	549	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.08	0.02	0.00	0.03	0.18	0.18	0.01	0.24	0.13
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	20	1245	0	0	965	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	20	1245	0	0	965	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	20	1245	0	0	965	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	20	1245	0	0	965	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	20	1245	0	0	965	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	20	1245	0	0	965	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.29	0.00	0.00	0.34	0.01
Crit Volume:	0					75	0				483	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	190	210	115	175	275	65	90	875	0	105	800	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	210	115	175	275	65	90	875	0	105	800	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	210	115	175	275	65	90	875	0	105	800	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	210	115	175	275	65	90	875	0	105	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	210	115	175	275	65	90	875	0	105	800	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	210	115	175	275	65	90	875	0	105	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2031	2244	1425	1425	3458	817	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.12	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		133		175				438		105		
Crit Moves:		****		****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	160	345	10	130	110	85	725	15	195	810	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	160	345	10	130	110	85	725	15	195	810	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	160	345	10	130	110	85	725	15	195	810	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	160	345	10	130	110	85	725	15	195	810	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	160	345	10	130	110	85	725	15	195	810	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	160	345	10	130	110	85	725	15	195	810	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2798	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.12	0.01	0.05	0.08	0.06	0.25	0.01	0.07	0.29	0.29
Crit Volume:		160		10			85					413
Crit Moves:		****		****			****					****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	100	0	205	95	140	30	0	15	70	240	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	0	205	95	140	30	0	15	70	240	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	0	205	95	140	30	0	15	70	240	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	100	0	205	95	140	30	0	15	70	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	0	205	95	140	30	0	15	70	240	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	100	0	205	95	140	30	0	15	70	240	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	0	1375	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.07	0.07	0.10	0.02	0.00	0.01	0.23	0.23	0.00
Crit Volume:		50		102			30			310		
Crit Moves:		****		****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	10	130	10	10	25	60	455	0	25	290	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	455	0	25	290	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	455	0	25	290	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	455	0	25	290	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	455	0	25	290	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	455	0	25	290	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.23	1.77	0.00	0.14	1.69	0.17
Final Sat.:	1500	107	1393	1500	429	1071	350	2650	0	217	2522	261
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.17	0.17	0.00	0.12	0.12	0.11
Crit Volume:			140	10				257		25		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	10	5	20	75	100	455	15	5	320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	5	20	75	100	455	15	5	320	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	5	20	75	100	455	15	5	320	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	5	20	75	100	455	15	5	320	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	5	20	75	100	455	15	5	320	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	5	20	75	100	455	15	5	320	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.10	0.90	1.00	0.35	1.60	0.05	0.03	1.91	0.06
Final Sat.:	1500	1000	500	150	1350	1500	526	2395	79	45	2866	90
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.01	0.05	0.19	0.19	0.19	0.11	0.11	0.11
Crit Volume:	30					75		285		5		
Crit Moves:	****					****		****		****		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	20	70	5	10	25	20	390	45	30	460	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	20	70	5	10	25	20	390	45	30	460	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	20	70	5	10	25	20	390	45	30	460	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	20	70	5	10	25	20	390	45	30	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	20	70	5	10	25	20	390	45	30	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	20	70	5	10	25	20	390	45	30	460	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.29	0.71	0.09	1.71	0.20	0.12	1.84	0.04
Final Sat.:	1500	333	1167	1500	429	1071	132	2571	297	180	2760	60
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.00	0.02	0.02	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:	150						35	20			250	
Crit Moves:	****						****	****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.237
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	15	5	0	20	15	530	10	5	630	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	5	15	5	0	20	15	530	10	5	630	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	5	15	5	0	20	15	530	10	5	630	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	5	15	5	0	20	15	530	10	5	630	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	5	0	20	15	530	10	5	630	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	5	15	5	0	20	15	530	10	5	630	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.40	0.60	1.00	0.05	1.91	0.04	0.01	1.97	0.02
Final Sat.:	0	1500	1500	600	900	1500	81	2865	54	23	2953	23
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.19	0.19	0.19	0.21	0.21	0.21
Crit Volume:	0					20	15				320	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

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: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	5	0	45	55	685	0	0	685	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	55	685	0	0	685	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	55	685	0	0	685	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	55	685	0	0	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	55	685	0	0	685	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	55	685	0	0	685	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2365	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.05	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					45	55					348
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	10	10	275	175	0	50	490	10	80	340	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	275	175	0	50	490	10	80	340	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	275	175	0	50	490	10	80	340	345
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	275	175	0	50	490	10	80	340	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	275	175	0	50	490	10	80	340	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	275	175	0	50	490	10	80	340	345
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1000	1000	1000	1500	3000	1500	1500	2940	60	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.17	0.17	0.05	0.11	0.23
Crit Volume:		15		275			50					345
Crit Moves:	****			****			****					****

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

Intersection #21 PCH / Alameda St Ramp

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

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	115	0	115	190	865	0	0	750	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	115	190	865	0	0	750	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	115	190	865	0	0	750	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	115	190	865	0	0	750	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	115	190	865	0	0	750	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	115	190	865	0	0	750	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3563	713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.13	0.30	0.00	0.00	0.21	0.21
Crit Volume:		0		115			190				300	
Crit Moves:				****			****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1550	50	0	1205	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1550	50	0	1205	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1550	50	0	1205	145
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1550	50	0	1205	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1550	50	0	1205	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1550	50	0	1205	145
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	2.68	0.32
Final Sat.:	0	0	1200	0	0	1200	0	3488	113	0	3213	387
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.38	0.37
Crit Volume:	0			0			533			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	280	100	5	190	85	105	1235	5	0	945	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	100	5	190	85	105	1235	5	0	945	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	100	5	190	85	105	1235	5	0	945	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	100	5	190	85	105	1235	5	0	945	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	100	5	190	85	105	1235	5	0	945	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	100	5	190	85	105	1235	5	0	945	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.06	0.00	0.06	0.05	0.07	0.39	0.00	0.00	0.30	0.06
Crit Moves:		****		****				****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

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

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	35	35	235	185	50	50	15	1290	20	75	1135	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	235	185	50	50	15	1290	20	75	1135	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	35	235	185	50	50	15	1290	20	75	1135	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	235	185	50	50	15	1290	20	75	1135	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	235	185	50	50	15	1290	20	75	1135	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	35	235	185	50	50	15	1290	20	75	1135	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	800	800	1600	1260	340	1600	1600	4727	73	1600	4240	560
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.15	0.12	0.15	0.03	0.01	0.27	0.27	0.05	0.27	0.27
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	0	30	20	340	15	175	220	550	5	5	405	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	340	15	175	220	550	5	5	405	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	340	15	175	220	550	5	5	405	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	340	15	175	220	550	5	5	405	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	340	15	175	220	550	5	5	405	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	340	15	175	220	550	5	5	405	290
OvlAdjVol:												112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	3065	135	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.11	0.11	0.11	0.14	0.17	0.00	0.00	0.13	0.18
OvlAdjV/S:												0.07
Crit Moves:		****		****			****				****	

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Scenario Report

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 2	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000
# 4	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.202	A	xxxxx	0.202	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000

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Baseline - PM Peak Hour

Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.723	C xxxxx	0.723	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.522	A xxxxx	0.522	+ 0.000 V/C

Port of Los Angeles
SCIG
Baseline - PM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

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

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	500	0	0	120	635	0	0	0	10	285	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	0	0	120	635	0	0	0	10	285	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	500	0	0	120	635	0	0	0	10	285	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	500	0	0	120	635	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	500	0	0	120	635	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	500	0	0	120	635	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
SCIG
Baseline - PM Peak Hour

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

Intersection #2

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	130	0	0	510	270	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	5	130	0	0	510	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	5	130	0	0	510	270	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	5	130	0	0	510	270	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	130	0	0	510	270	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	5	130	0	0	510	270	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.18	0.08	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

Port of Los Angeles
SCIG
Baseline - PM Peak Hour

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	75	0	0	220	85	0	0	0	0	515	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	0	0	220	85	0	0	0	0	515	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	0	220	85	0	0	0	0	515	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	75	0	0	220	85	0	0	0	0	515	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	220	85	0	0	0	0	515	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	0	0	220	85	0	0	0	0	515	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.07	0.05	0.00	0.00	0.00	0.00	0.16	0.08
Crit Moves:	****				****						****	

Port of Los Angeles
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Baseline - PM Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	1	0	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		220	0	0		75	560	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		220	0	0		75	560	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		220	0	0		75	560	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		220	0	0		75	560	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		220	0	0		75	560	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		220	0	0		75	560	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2880	0	0		1600	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.05	0.17	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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Baseline - PM Peak Hour

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way								Seaside Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	2	1 0
Volume Module:																
Base Vol:	480	0	395		0	0	0		0	2165	170		25	1995	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	480	0	395		0	0	0		0	2165	170		25	1995	35	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	480	0	395		0	0	0		0	2165	170		25	1995	35	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	480	0	0		0	0	0		0	2165	0		25	1995	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	480	0	0		0	0	0		0	2165	0		25	1995	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	480	0	0		0	0	0		0	2165	0		25	1995	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:	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.:	3000	0	1500		0	0	0		0	4500	1500		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.00		0.01	0.44	0.00	
Crit Volume:	240						0			722			13			
Crit Moves:	****									****			****			

Port of Los Angeles
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Baseline - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.202
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	155	210	0	195	0	0	0	0	155	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	210	0	195	0	0	0	0	155	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	210	0	195	0	0	0	0	155	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	210	0	195	0	0	0	0	155	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	155	210	0	195	0	0	0	0	155	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	155	210	0	195	0	0	0	0	155	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.00	0.07	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Crit Volume:			210	0				0		78		
Crit Moves:			****	****						****		

Port of Los Angeles
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Baseline - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	105	15	240	15	10	0	45	70	230	355	55	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	15	240	15	10	0	45	70	230	355	55	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	15	240	15	10	0	45	70	230	355	55	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	15	240	15	10	0	45	70	0	355	55	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	15	240	15	10	0	45	70	0	355	55	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	15	240	15	10	0	45	70	0	355	55	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.78	1.22	1.00	1.00	0.38	0.62
Final Sat.:	2880	1600	1600	1600	3200	0	1252	1948	1600	1600	605	995
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.15	0.01	0.00	0.00	0.04	0.04	0.00	0.22	0.09	0.19
Crit Moves:			****	****			****			****		

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Baseline - PM Peak Hour

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	25	35	85	180	35	85	30	1540	15	50	1045	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	85	180	35	85	30	1540	15	50	1045	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	85	180	35	85	30	1540	15	50	1045	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	85	180	35	85	30	1540	15	50	1045	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	85	180	35	85	30	1540	15	50	1045	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	85	180	35	85	30	1540	15	50	1045	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.60	0.12	0.28	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	467	1133	960	187	453	1600	4754	46	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.08	0.11	0.19	0.19	0.02	0.32	0.32	0.03	0.22	0.10
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	315	80	255	225	140	105	1260	15	30	905	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	315	80	255	225	140	105	1260	15	30	905	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	315	80	255	225	140	105	1260	15	30	905	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	315	80	255	225	140	105	1260	15	30	905	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	315	80	255	225	140	105	1260	15	30	905	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	315	80	255	225	140	105	1260	15	30	905	260
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4744	56	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.16	0.07	0.09	0.07	0.27	0.27	0.02	0.19	0.16
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	210	125	20	105	90	15	40	1265	315	15	920	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	125	20	105	90	15	40	1265	315	15	920	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	125	20	105	90	15	40	1265	315	15	920	145
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	125	0	105	90	0	40	1265	315	15	920	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	125	0	105	90	0	40	1265	315	15	920	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	125	0	105	90	0	40	1265	315	15	920	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.40	0.60	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3843	957	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.07	0.03	0.00	0.03	0.33	0.33	0.01	0.29	0.09
Crit Moves:	****			****			****			****		

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	65	0	205	35	1490	0	0	1185	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	35	1490	0	0	1185	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	35	1490	0	0	1185	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	35	1490	0	0	1185	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	35	1490	0	0	1185	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	35	1490	0	0	1185	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.02	0.35	0.00	0.00	0.42	0.02
Crit Volume:	0					205	0				593	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	250	375	175	185	200	45	105	1205	230	70	995	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	375	175	185	200	45	105	1205	230	70	995	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	375	175	185	200	45	105	1205	230	70	995	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	375	175	185	200	45	105	1205	0	70	995	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	375	175	185	200	45	105	1205	0	70	995	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	375	175	185	200	45	105	1205	0	70	995	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.20	1.80	1.00	1.00	2.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1710	2565	1425	1425	3490	785	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.13	0.06	0.06	0.07	0.42	0.00	0.05	0.35	0.07
Crit Volume:		208		185				603		70		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	230	565	20	275	165	95	910	15	205	1035	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	230	565	20	275	165	95	910	15	205	1035	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	230	565	20	275	165	95	910	15	205	1035	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	230	565	20	275	165	95	910	15	205	1035	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	230	565	20	275	165	95	910	15	205	1035	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	230	565	20	275	165	95	910	15	205	1035	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2796	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.20	0.01	0.10	0.12	0.07	0.32	0.01	0.07	0.37	0.37
Crit Volume:		230		20			95			528		
Crit Moves:	****			****			****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	300	80	105	335	35	70	0	15	115	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	300	80	105	335	35	70	0	15	115	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	300	80	105	335	35	70	0	15	115	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	300	0	105	335	35	70	0	15	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	300	0	105	335	35	70	0	15	115	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	300	0	105	335	35	70	0	15	115	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2490	260	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85			185			70			115		
Crit Moves:	****			****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	135	70	0	145	125	505	0	20	380	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	505	0	20	380	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	505	0	20	380	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	505	0	20	380	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	505	0	20	380	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	505	0	20	380	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.40	1.60	0.00	0.08	1.62	0.30
Final Sat.:	1500	0	1500	1500	0	1500	595	2405	0	128	2426	447
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.21	0.21	0.00	0.16	0.16	0.16
Crit Volume:			135	70			125				235	
Crit Moves:			****	****			****				****	

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	55	10	25	25	185	195	590	5	10	500	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	185	195	590	5	10	500	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	185	195	590	5	10	500	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	185	195	590	5	10	500	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	185	195	590	5	10	500	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	55	10	25	25	185	195	590	5	10	500	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.21	0.79	1.00	0.49	1.50	0.01	0.04	1.89	0.07
Final Sat.:	1304	1435	261	319	1181	1500	741	2241	19	57	2830	113
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.02	0.12	0.26	0.26	0.26	0.18	0.18	0.18
Crit Volume:	50					185	195				265	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	25	85	10	5	30	15	630	20	20	680	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	25	85	10	5	30	15	630	20	20	680	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	25	85	10	5	30	15	630	20	20	680	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	25	85	10	5	30	15	630	20	20	680	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	85	10	5	30	15	630	20	20	680	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	85	10	5	30	15	630	20	20	680	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.14	0.86	0.05	1.89	0.06	0.05	1.87	0.08
Final Sat.:	1500	341	1159	1500	214	1286	68	2842	90	82	2795	123
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.01	0.02	0.02	0.22	0.22	0.22	0.24	0.24	0.24
Crit Volume:	150					35		15				365
Crit Moves:	****					****		****				****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	5	10	5	25	15	640	25	15	865	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	10	5	25	15	640	25	15	865	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	10	5	25	15	640	25	15	865	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	10	5	25	15	640	25	15	865	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	10	5	25	15	640	25	15	865	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	10	5	25	15	640	25	15	865	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.50	0.50	1.00	0.04	1.89	0.07	0.03	1.94	0.03
Final Sat.:	1500	500	1000	750	750	1500	66	2824	110	50	2899	50
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.23	0.23	0.23	0.30	0.30	0.30
Crit Volume:	10					25	15				448	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	60	60	680	0	0	965	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	60	680	0	0	965	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	60	680	0	0	965	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	60	680	0	0	965	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	60	680	0	0	965	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	60	680	0	0	965	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2363	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.05	0.28	0.00	0.00	0.41	0.41
Crit Volume:	0					60	60					490
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	60	25	250	135	65	45	515	20	95	590	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	25	250	135	65	45	515	20	95	590	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	25	250	135	65	45	515	20	95	590	380
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	25	250	135	0	45	515	20	95	590	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	25	250	135	0	45	515	20	95	590	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	60	25	250	135	0	45	515	20	95	590	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.26	0.53	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	316	1895	789	1500	3000	1500	1500	2888	112	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.17	0.05	0.00	0.03	0.18	0.18	0.06	0.20	0.25
Crit Volume:			48	250			45					380
Crit Moves:			****	****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	265	0	305	270	1200	0	0	985	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	265	0	305	270	1200	0	0	985	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	265	0	305	270	1200	0	0	985	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	265	0	305	270	1200	0	0	985	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	305	270	1200	0	0	985	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	265	0	305	270	1200	0	0	985	195
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3569	706
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.21	0.19	0.42	0.00	0.00	0.28	0.28
Crit Volume:	0					305	270					393
Crit Moves:						****	****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1485	65	0	1125	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1485	65	0	1125	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1485	65	0	1125	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1485	65	0	1125	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1485	65	0	1125	185
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1485	65	0	1125	185
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.87	0.13	0.00	2.58	0.42
Final Sat.:	0	0	1200	0	0	1200	0	3449	151	0	3092	508
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.36	0.36
Crit Volume:	0			0			517		0			
Crit Moves:							****		****			

Port of Los Angeles
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Baseline - PM Peak Hour

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	480	105	10	210	115	160	1450	5	80	1155	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	105	10	210	115	160	1450	5	80	1155	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	105	10	210	115	160	1450	5	80	1155	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	480	105	10	210	115	160	1450	5	80	1155	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	105	10	210	115	160	1450	5	80	1155	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	480	105	10	210	115	160	1450	5	80	1155	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.07	0.01	0.07	0.07	0.10	0.45	0.00	0.05	0.36	0.06
Crit Moves:		****		****				****		****		

Port of Los Angeles
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Baseline - PM Peak Hour

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	55	65	270	180	65	35	25	1675	20	35	1170	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	65	270	180	65	35	25	1675	20	35	1170	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	65	270	180	65	35	25	1675	20	35	1170	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	65	270	180	65	35	25	1675	20	35	1170	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	65	270	180	65	35	25	1675	20	35	1170	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	65	270	180	65	35	25	1675	20	35	1170	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.71	0.29
Final Sat.:	733	867	1600	1176	424	1600	1600	4743	57	1600	4337	463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.17	0.11	0.15	0.02	0.02	0.35	0.35	0.02	0.27	0.27
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	40	20	285	20	160	220	660	0	5	460	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	40	20	285	20	160	220	660	0	5	460	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	40	20	285	20	160	220	660	0	5	460	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	40	20	285	20	160	220	660	0	5	460	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	285	20	160	220	660	0	5	460	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	40	20	285	20	160	220	660	0	5	460	295
OvlAdjVol:												135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.23	0.62	1.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1969	985	2990	210	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.10	0.14	0.21	0.00	0.00	0.14	0.18
OvlAdjV/S:												0.08
Crit Moves:			****			****	****				****	

CEQA Baseline Plus Project

Port of Los Angeles
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CEQA Build - AM Peak Hour

Scenario Report

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

Port of Los Angeles
SCIG
CEQA Build - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 2	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000
# 4	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 8 Anaheim St / Harbor Ave	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.486	A xxxxx	0.486	+ 0.000 V/C

Port of Los Angeles
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CEQA Build - 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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	290	0	0	195	720	0	0	0	5	285	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	290	0	0	195	720	0	0	0	5	285	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	290	0	0	195	720	0	0	0	5	285	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	290	0	0	195	720	0	0	0	5	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	290	0	0	195	720	0	0	0	5	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	290	0	0	195	720	0	0	0	5	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.06	0.25	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
SCIG
CEQA Build - AM Peak Hour

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	200	0	0	295	210	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	0	295	210	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	0	295	210	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	0	295	210	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	295	210	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	0	295	210	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.10	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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CEQA Build - AM Peak Hour

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	105	0	0	90	100	0	0	0	0	565	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	0	0	90	100	0	0	0	0	565	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	0	0	90	100	0	0	0	0	565	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	0	0	90	100	0	0	0	0	565	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	0	0	90	100	0	0	0	0	565	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	105	0	0	90	100	0	0	0	0	565	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.03	0.06	0.00	0.00	0.00	0.00	0.18	0.07
Crit Moves:	****				****						****	

Port of Los Angeles
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CEQA Build - AM Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	90	0	0	105	415	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	90	0	0	105	415	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	90	0	0	105	415	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	90	0	0	105	415	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	105	415	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	90	0	0	105	415	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.03 0.00		0.00	0.07 0.13		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	275	0	380	0	0	0	0	2335	320	110	1955	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	275	0	380	0	0	0	0	2335	320	110	1955	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	380	0	0	0	0	2335	320	110	1955	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		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	275	0	0	0	0	0	0	2335	0	110	1955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	0	0	0	0	0	2335	0	110	1955	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	275	0	0	0	0	0	0	2335	0	110	1955	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09 0.00		0.00	0.00 0.00		0.00	0.00 0.52		0.00	0.04 0.43		0.00
Crit Volume:	138			0			778			55		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	35	115	0	510	0	0	0	0	390	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	115	0	510	0	0	0	0	390	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	115	0	510	0	0	0	0	390	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	115	0	510	0	0	0	0	390	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	115	0	510	0	0	0	0	390	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	115	0	510	0	0	0	0	390	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	0				255			0		195		
Crit Moves:	****				****					****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	165	10	295	50	10	0	5	100	65	210	65	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	10	295	50	10	0	5	100	65	210	65	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	10	295	50	10	0	5	100	65	210	65	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	165	10	295	50	10	0	5	100	0	210	65	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	10	295	50	10	0	5	100	0	210	65	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	165	10	295	50	10	0	5	100	0	210	65	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.10	1.90	1.00	1.00	0.47	0.53
Final Sat.:	2880	1600	1600	1600	3200	0	152	3048	1600	1600	747	853
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.18	0.03	0.00	0.00	0.03	0.03	0.00	0.13	0.09	0.12
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	25	40	45	75	40	45	35	900	25	40	1390	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	40	45	75	40	45	35	900	25	40	1390	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	40	45	75	40	45	35	900	25	40	1390	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	40	45	75	40	45	35	900	25	40	1390	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	45	75	40	45	35	900	25	40	1390	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	40	45	75	40	45	35	900	25	40	1390	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.47	0.53	0.47	0.25	0.28	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	753	847	750	400	450	1600	4670	130	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.05	0.10	0.10	0.02	0.19	0.19	0.03	0.29	0.16
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	40	275	30	190	200	115	40	860	210	25	1115	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	30	190	200	115	40	860	210	25	1115	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	30	190	200	115	40	860	210	25	1115	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	30	190	200	115	40	860	210	25	1115	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	30	190	200	115	40	860	210	25	1115	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	30	190	200	115	40	860	210	25	1115	315
OvlAdjVol:						75						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3858	942	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.02	0.12	0.06	0.07	0.03	0.22	0.22	0.02	0.23	0.20
OvlAdjV/S:						0.05						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	85	10	295	75	95	130	820	110	25	850	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	85	10	295	75	95	130	820	110	25	850	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	85	10	295	75	95	130	820	110	25	850	340
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	85	0	295	75	0	130	820	110	25	850	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	85	0	295	75	0	130	820	110	25	850	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	85	0	295	75	0	130	820	110	25	850	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4232	568	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.18	0.02	0.00	0.08	0.19	0.19	0.02	0.27	0.21
Crit Moves:		****		****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	45	20	1070	0	0	1115	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	45	20	1070	0	0	1115	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	45	20	1070	0	0	1115	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	45	20	1070	0	0	1115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	45	20	1070	0	0	1115	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	45	20	1070	0	0	1115	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.25	0.00	0.00	0.39	0.01
Crit Volume:	0					45	0				558	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	95	195	35	120	215	35	5	975	265	50	1045	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	195	35	120	215	35	5	975	265	50	1045	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	195	35	120	215	35	5	975	265	50	1045	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	195	35	120	215	35	5	975	0	50	1045	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	195	35	120	215	35	5	975	0	50	1045	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	195	35	120	215	35	5	975	0	50	1045	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	3677	599	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.08	0.06	0.06	0.00	0.34	0.00	0.04	0.37	0.07
Crit Volume:		98		120				488		50		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	25	110	500	10	230	135	90	755	30	360	815	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	110	500	10	230	135	90	755	30	360	815	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	110	500	10	230	135	90	755	30	360	815	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	110	500	10	230	135	90	755	30	360	815	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	110	500	10	230	135	90	755	30	360	815	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	110	500	10	230	135	90	755	30	360	815	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.18	0.01	0.08	0.09	0.06	0.26	0.02	0.13	0.29	0.29
Crit Volume:	25					135		378		180		
Crit Moves:	****					****		****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	140	250	100	175	315	35	85	10	145	40	5	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	250	100	175	315	35	85	10	145	40	5	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	250	100	175	315	35	85	10	145	40	5	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	250	0	175	315	35	85	10	145	40	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	250	0	175	315	35	85	10	145	40	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	250	0	175	315	35	85	10	145	40	5	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2475	275	1375	89	1286	1222	153	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.06	0.13	0.13	0.06	0.11	0.11	0.03	0.03	0.00
Crit Volume:	140			175			155		45			
Crit Moves:	****			****			****		****			

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	5	35	75	5	120	80	350	5	120	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	75	5	120	80	350	5	120	400	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	75	5	120	80	350	5	120	400	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	75	5	120	80	350	5	120	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	350	5	120	400	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	75	5	120	80	350	5	120	400	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.37	1.61	0.02	0.42	1.40	0.18
Final Sat.:	1500	188	1313	1500	60	1440	552	2414	34	632	2105	263
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.14	0.15	0.14	0.19	0.19	0.19
Crit Volume:			40	75			80					285
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	25	15	10	15	35	100	155	355	40	10	450	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	100	155	355	40	10	450	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	100	155	355	40	10	450	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	100	155	355	40	10	450	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	100	155	355	40	10	450	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	10	15	35	100	155	355	40	10	450	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.20	0.80	1.00	0.56	1.29	0.15	0.04	1.90	0.06
Final Sat.:	1500	900	600	300	1200	1500	845	1936	218	63	2842	95
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.03	0.07	0.18	0.18	0.18	0.16	0.16	0.16
Crit Volume:	25					100	155					238
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	40	15	20	15	20	550	105	45	500	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	40	15	20	15	20	550	105	45	500	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	40	15	20	15	20	550	105	45	500	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	40	15	20	15	20	550	105	45	500	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	40	15	20	15	20	550	105	45	500	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	40	15	20	15	20	550	105	45	500	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.57	0.43	0.06	1.63	0.31	0.16	1.80	0.04
Final Sat.:	1500	300	1200	1500	857	643	89	2444	467	243	2703	54
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.22	0.23	0.22	0.19	0.19	0.19
Crit Volume:	125						35		338		45	
Crit Moves:	****						****		****		****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	5	5	20	10	5	30	10	710	10	15	625	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	10	5	30	10	710	10	15	625	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	10	5	30	10	710	10	15	625	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	10	5	30	10	710	10	15	625	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	10	5	30	10	710	10	15	625	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	10	5	30	10	710	10	15	625	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.44	0.56	1.00	0.03	1.94	0.03	0.05	1.94	0.01
Final Sat.:	500	1000	1500	667	833	1500	41	2918	41	70	2907	23
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.02	0.24	0.24	0.24	0.22	0.22	0.22
Crit Volume:			20	10					365	15		
Crit Moves:			****	****					****	****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	10	0	70	40	755	0	0	740	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	70	40	755	0	0	740	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	70	40	755	0	0	740	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	70	40	755	0	0	740	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	40	755	0	0	740	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	70	40	755	0	0	740	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2384	16
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.03	0.31	0.00	0.00	0.31	0.31
Crit Volume:	0					70	40					373
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	10	10	275	125	55	60	490	55	80	490	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	275	125	55	60	490	55	80	490	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	275	125	55	60	490	55	80	490	265
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	275	125	0	60	490	55	80	490	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	275	125	0	60	490	55	80	490	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	275	125	0	60	490	55	80	490	265
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2697	303	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.04	0.00	0.04	0.18	0.18	0.05	0.16	0.18
Crit Volume:		13		275					273	80		
Crit Moves:	****			****					****	****		

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	230	230	855	0	0	900	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	230	230	855	0	0	900	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	230	230	855	0	0	900	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	230	230	855	0	0	900	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	230	230	855	0	0	900	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	230	230	855	0	0	900	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3664	611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.16	0.16	0.30	0.00	0.00	0.25	0.25
Crit Volume:	0					230	230				350	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	450	0	0	0	0	1070	0	0	1125	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	450	0	0	0	0	1070	0	0	1125	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	450	0	0	0	0	1070	0	0	1125	415
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1070	0	0	1125	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1070	0	0	1125	415
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1070	0	0	1125	415
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.19	0.81
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	2630	970
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.43	0.43
Crit Volume:	0					0						513
Crit Moves:							****					****

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	175	60	5	195	50	70	920	45	80	1255	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	175	60	5	195	50	70	920	45	80	1255	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	175	60	5	195	50	70	920	45	80	1255	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	175	60	5	195	50	70	920	45	80	1255	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	175	60	5	195	50	70	920	45	80	1255	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	175	60	5	195	50	70	920	45	80	1255	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.04	0.00	0.06	0.03	0.04	0.29	0.03	0.05	0.39	0.05
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	45	20	85	165	65	40	10	950	15	70	1495	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	85	165	65	40	10	950	15	70	1495	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	85	165	65	40	10	950	15	70	1495	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	85	165	65	40	10	950	15	70	1495	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	85	165	65	40	10	950	15	70	1495	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	85	165	65	40	10	950	15	70	1495	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.88	0.12
Final Sat.:	1108	492	1600	1148	452	1600	1600	4725	75	1600	4600	200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.10	0.14	0.03	0.01	0.20	0.20	0.04	0.33	0.33
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	25	5	255	35	170	140	435	5	10	515	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	255	35	170	140	435	5	10	515	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	255	35	170	140	435	5	10	515	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	255	35	170	140	435	5	10	515	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	255	35	170	140	435	5	10	515	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	255	35	170	140	435	5	10	515	175
OvlAdjVol:												5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2814	386	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.11	0.09	0.14	0.00	0.01	0.16	0.11
OvlAdjV/S:												0.00
Crit Moves:		****				****	****				****	

Port of Los Angeles
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CEQA Build - MD Peak Hour

Scenario Report

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 2	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000
# 4	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 5 Seaside Ave / Navy Way	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.200	A	xxxxx	0.200	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.247	A	xxxxx	0.247	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.634	B	xxxxx 0.634	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.504	A	xxxxx 0.504	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	650	0	0	195	500	0	0	0	5	235	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	650	0	0	195	500	0	0	0	5	235	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	650	0	0	195	500	0	0	0	5	235	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	650	0	0	195	500	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	650	0	0	195	500	0	0	0	5	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	650	0	0	195	500	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****		****							****	

Port of Los Angeles
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CEQA Build - MD Peak Hour

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	0	205	5	0	655	275	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	5	0	205	5	0	655	275	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	0	205	5	0	655	275	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	5	0	205	5	0	655	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	205	5	0	655	275	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	5	0	205	5	0	655	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		1.95 0.05	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3124 76	0		2880 3200	0		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.07 0.07	0.00		0.23 0.09	0.00		0.00 0.00	0.00	
Crit Moves:	****			****			****					

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	85	0	0	220	120	0	0	0	0	510	225
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	85	0	0	220	120	0	0	0	0	510	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	0	220	120	0	0	0	0	510	225
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	85	0	0	220	120	0	0	0	0	510	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	0	220	120	0	0	0	0	510	225
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	85	0	0	220	120	0	0	0	0	510	225
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	
Lanes:	0.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.00 2.00	2.00	
Final Sat.:	0 3200	0		0 3200	1600		0 0	0		0 3200	2880	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.03	0.00		0.00 0.07	0.08		0.00 0.00	0.00		0.00 0.16	0.08	
Crit Moves:	****			****						****		

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CEQA Build - MD Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	1	0	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		220	0	0		85	710	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		220	0	0		85	710	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		220	0	0		85	710	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		220	0	0		85	710	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		220	0	0		85	710	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		220	0	0		85	710	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2880	0	0		1600	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.05	0.22	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Navy Way								Seaside Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	240	0	125		0	0	0		0	1160	0		40	1315	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	0	125		0	0	0		0	1160	0		40	1315	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	240	0	125		0	0	0		0	1160	0		40	1315	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	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	240	0	0		0	0	0		0	1160	0		40	1315	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	0	0		0	0	0		0	1160	0		40	1315	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	240	0	0		0	0	0		0	1160	0		40	1315	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:	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.:	3000	0	1500		0	0	0		0	4500	1500		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.26	0.00		0.01	0.29	0.00	
Crit Volume:	120						0			0				438		
Crit Moves:	****								****					****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	120	215	5	270	0	0	0	0	125	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	120	215	5	270	0	0	0	0	125	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	120	215	5	270	0	0	0	0	125	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	120	215	5	270	0	0	0	0	125	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	215	5	270	0	0	0	0	125	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	120	215	5	270	0	0	0	0	125	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2740	0	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.15	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:			215	5					0	65		
Crit Moves:			****	****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	75	15	185	20	15	5	5	105	0	260	60	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	15	185	20	15	5	5	105	0	260	60	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	15	185	20	15	5	5	105	0	260	60	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	75	15	185	20	15	5	5	105	0	260	60	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	15	185	20	15	5	5	105	0	260	60	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	75	15	185	20	15	5	5	105	0	260	60	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.50	0.50	0.09	1.91	1.00	1.00	0.29	0.71
Final Sat.:	2880	1600	1600	1600	2400	800	145	3055	1600	1600	469	1131
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.12	0.01	0.01	0.01	0.03	0.03	0.00	0.16	0.13	0.15
Crit Moves:			****	****				****		****		

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

Intersection #8 Anaheim St / Harbor Ave

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

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	30	35	95	175	65	55	35	1180	40	50	1210	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	35	95	175	65	55	35	1180	40	50	1210	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	35	95	175	65	55	35	1180	40	50	1210	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	35	95	175	65	55	35	1180	40	50	1210	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	35	95	175	65	55	35	1180	40	50	1210	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	35	95	175	65	55	35	1180	40	50	1210	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	0.59	0.22	0.19	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	431	1169	949	353	298	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.11	0.18	0.18	0.02	0.25	0.25	0.03	0.25	0.14
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	195	20	170	155	130	95	1030	25	25	1090	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	195	20	170	155	130	95	1030	25	25	1090	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	195	20	170	155	130	95	1030	25	25	1090	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	195	20	170	155	130	95	1030	25	25	1090	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	195	20	170	155	130	95	1030	25	25	1090	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	195	20	170	155	130	95	1030	25	25	1090	245
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4686	114	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.11	0.05	0.08	0.06	0.22	0.22	0.02	0.23	0.15
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	105	0	295	80	110	150	770	100	20	770	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	105	0	295	80	110	150	770	100	20	770	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	105	0	295	80	110	150	770	100	20	770	375
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	105	0	295	80	0	150	770	100	20	770	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	105	0	295	80	0	150	770	100	20	770	375
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	105	0	295	80	0	150	770	100	20	770	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4248	552	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.18	0.03	0.00	0.09	0.18	0.18	0.01	0.24	0.23
Crit Moves:		****		****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	20	1355	0	0	1070	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	20	1355	0	0	1070	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	20	1355	0	0	1070	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	20	1355	0	0	1070	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	20	1355	0	0	1070	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	20	1355	0	0	1070	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.32	0.00	0.00	0.38	0.01
Crit Volume:	0					75	0				535	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	190	170	110	175	235	65	90	985	0	100	905	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	170	110	175	235	65	90	985	0	100	905	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	170	110	175	235	65	90	985	0	100	905	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	170	110	175	235	65	90	985	0	100	905	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	170	110	175	235	65	90	985	0	100	905	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	170	110	175	235	65	90	985	0	100	905	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	1.42	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2256	2019	1425	1425	3349	926	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.07	0.07	0.06	0.35	0.00	0.07	0.32	0.11
Crit Volume:		120		175				493		100		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	100	450	10	65	110	80	730	15	300	810	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	100	450	10	65	110	80	730	15	300	810	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	100	450	10	65	110	80	730	15	300	810	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	100	450	10	65	110	80	730	15	300	810	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	100	450	10	65	110	80	730	15	300	810	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	100	450	10	65	110	80	730	15	300	810	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2798	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.16	0.01	0.02	0.08	0.06	0.26	0.01	0.11	0.29	0.29
Crit Volume:	5					110		365		150		
Crit Moves:	****					****		****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	85	0	170	85	140	30	0	15	70	240	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	0	170	85	140	30	0	15	70	240	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	170	85	140	30	0	15	70	240	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	85	0	170	85	140	30	0	15	70	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	170	85	140	30	0	15	70	240	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	85	0	170	85	140	30	0	15	70	240	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	0	1375	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.06	0.06	0.10	0.02	0.00	0.01	0.23	0.23	0.00
Crit Volume:	0					140	30				310	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	10	130	10	10	25	60	500	0	25	320	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	500	0	25	320	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	500	0	25	320	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	500	0	25	320	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	500	0	25	320	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	500	0	25	320	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.21	1.79	0.00	0.13	1.71	0.16
Final Sat.:	1500	107	1393	1500	429	1071	321	2679	0	200	2560	240
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.19	0.19	0.00	0.13	0.13	0.13
Crit Volume:			140	10				280		25		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	10	5	20	75	100	500	15	5	355	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	5	20	75	100	500	15	5	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	5	20	75	100	500	15	5	355	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	5	20	75	100	500	15	5	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	5	20	75	100	500	15	5	355	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	5	20	75	100	500	15	5	355	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.10	0.90	1.00	0.32	1.63	0.05	0.03	1.92	0.05
Final Sat.:	1500	1000	500	150	1350	1500	488	2439	73	41	2878	81
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.01	0.05	0.20	0.21	0.21	0.12	0.12	0.12
Crit Volume:	30					75			308	5		
Crit Moves:	****					****			****	****		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	20	75	5	10	25	20	435	35	35	495	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	75	5	10	25	20	435	35	35	495	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	75	5	10	25	20	435	35	35	495	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	75	5	10	25	20	435	35	35	495	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	75	5	10	25	20	435	35	35	495	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	75	5	10	25	20	435	35	35	495	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.21	0.79	1.00	0.29	0.71	0.08	1.78	0.14	0.13	1.83	0.04
Final Sat.:	1500	316	1184	1500	429	1071	122	2663	214	194	2750	56
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.00	0.02	0.02	0.16	0.16	0.16	0.18	0.18	0.18
Crit Volume:	140						35	20			270	
Crit Moves:	****						****	****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	15	5	0	20	15	570	10	5	660	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	5	15	5	0	20	15	570	10	5	660	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	5	15	5	0	20	15	570	10	5	660	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	5	15	5	0	20	15	570	10	5	660	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	5	0	20	15	570	10	5	660	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	5	15	5	0	20	15	570	10	5	660	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.40	0.60	1.00	0.05	1.92	0.03	0.01	1.98	0.01
Final Sat.:	0	1500	1500	600	900	1500	76	2874	50	22	2955	22
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.20	0.20	0.20	0.22	0.22	0.22
Crit Volume:	0					20	15				335	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	45	55	725	0	0	715	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	55	725	0	0	715	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	55	725	0	0	715	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	55	725	0	0	715	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	55	725	0	0	715	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	55	725	0	0	715	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2367	33
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.05	0.30	0.00	0.00	0.30	0.30
Crit Volume:	0					45	55				363	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	10	5	265	175	0	50	540	10	75	385	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	5	265	175	0	50	540	10	75	385	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	5	265	175	0	50	540	10	75	385	335
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	5	265	175	0	50	540	10	75	385	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	5	265	175	0	50	540	10	75	385	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	5	265	175	0	50	540	10	75	385	335
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.80	0.40	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1200	1200	600	1500	3000	1500	1500	2945	55	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.18	0.18	0.05	0.13	0.22
Crit Volume:		13		265			50					335
Crit Moves:	****			****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	75	0	115	190	875	0	0	760	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	115	190	875	0	0	760	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	115	190	875	0	0	760	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	115	190	875	0	0	760	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	115	190	875	0	0	760	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	115	190	875	0	0	760	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.64	0.36
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3756	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.13	0.31	0.00	0.00	0.20	0.20
Crit Volume:	0					115	190				288	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	585	0	0	10	0	1555	10	0	1215	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	585	0	0	10	0	1555	10	0	1215	605
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	585	0	0	10	0	1555	10	0	1215	605
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1555	10	0	1215	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1555	10	0	1215	605
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1555	10	0	1215	605
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	2.00	1.00
Final Sat.:	0	0	1200	0	0	1200	0	3577	23	0	2403	1197
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.51	0.51
Crit Volume:	0					0					607	
Crit Moves:							****				****	

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	280	100	5	190	85	105	1155	5	0	915	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	100	5	190	85	105	1155	5	0	915	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	100	5	190	85	105	1155	5	0	915	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	100	5	190	85	105	1155	5	0	915	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	100	5	190	85	105	1155	5	0	915	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	100	5	190	85	105	1155	5	0	915	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.06	0.00	0.06	0.05	0.07	0.36	0.00	0.00	0.29	0.06
Crit Moves:		****			****			****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	35	35	235	185	50	50	15	1220	20	75	1105	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	235	185	50	50	15	1220	20	75	1105	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	35	235	185	50	50	15	1220	20	75	1105	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	235	185	50	50	15	1220	20	75	1105	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	235	185	50	50	15	1220	20	75	1105	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	35	235	185	50	50	15	1220	20	75	1105	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	800	800	1600	1260	340	1600	1600	4723	77	1600	4226	574
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.15	0.12	0.15	0.03	0.01	0.26	0.26	0.05	0.26	0.26
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	30	20	240	15	175	220	535	5	5	390	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	240	15	175	220	535	5	5	390	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	240	15	175	220	535	5	5	390	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	240	15	175	220	535	5	5	390	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	240	15	175	220	535	5	5	390	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	240	15	175	220	535	5	5	390	190
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	3012	188	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.11	0.14	0.17	0.00	0.00	0.12	0.12
OvlAdjV/S:												0.01
Crit Moves:		****				****	****				****	

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Scenario Report

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

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CEQA Build - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 2	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000
# 4	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.198	A	xxxxx	0.198	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.335	A	xxxxx	0.335	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.697	B	xxxxx 0.697	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.508	A	xxxxx 0.508	+ 0.000 V/C

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CEQA Build - 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

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

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	565	0	0	150	670	0	0	0	10	285	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	565	0	0	150	670	0	0	0	10	285	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	565	0	0	150	670	0	0	0	10	285	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	565	0	0	150	670	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	565	0	0	150	670	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	565	0	0	150	670	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	5	5	160	0	0	575	270	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	5	160	0	0	575	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	5	160	0	0	575	270	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	5	160	0	0	575	270	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	160	0	0	575	270	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	5	160	0	0	575	270	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.20	0.08	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					

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CEQA Build - PM Peak Hour

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	75	0	0	220	85	0	0	0	0	565	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	0	0	220	85	0	0	0	0	565	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	0	220	85	0	0	0	0	565	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	75	0	0	220	85	0	0	0	0	565	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	220	85	0	0	0	0	565	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	75	0	0	220	85	0	0	0	0	565	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.00	0.07	0.05	0.00	0.00	0.00	0.00	0.18	0.08
Crit Moves:	****				****						****	

Port of Los Angeles
SCIG
CEQA Build - PM Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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		220	0	0		75	625	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		220	0	0		75	625	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		220	0	0		75	625	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		220	0	0		75	625	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		220	0	0		75	625	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		220	0	0		75	625	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2880	0	0		1600	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.05	0.20	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way								Seaside Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	480	0	385		0	0	0		0	2165	130		25	1985	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	480	0	385		0	0	0		0	2165	130		25	1985	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	480	0	385		0	0	0		0	2165	130		25	1985	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	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	480	0	0		0	0	0		0	2165	0		25	1985	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	480	0	0		0	0	0		0	2165	0		25	1985	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	480	0	0		0	0	0		0	2165	0		25	1985	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:	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.:	3000	0	1500		0	0	0		0	4500	1500		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.00		0.01	0.44	0.00	
Crit Volume:	240						0			722			13			
Crit Moves:	****									****			****			

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CEQA Build - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.198
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	155	205	0	190	0	0	0	0	155	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	205	0	190	0	0	0	0	155	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	205	0	190	0	0	0	0	155	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	205	0	190	0	0	0	0	155	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	155	205	0	190	0	0	0	0	155	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	155	205	0	190	0	0	0	0	155	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.00	0.07	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Crit Volume:			205	0				0		78		
Crit Moves:			****	****						****		

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CEQA Build - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	90	10	215	15	10	0	45	70	215	335	55	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	10	215	15	10	0	45	70	215	335	55	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	215	15	10	0	45	70	215	335	55	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	10	215	15	10	0	45	70	0	335	55	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	215	15	10	0	45	70	0	335	55	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	10	215	15	10	0	45	70	0	335	55	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.78	1.22	1.00	1.00	0.36	0.64
Final Sat.:	2880	1600	1600	1600	3200	0	1252	1948	1600	1600	570	1030
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.13	0.01	0.00	0.00	0.04	0.04	0.00	0.21	0.10	0.18
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	3	0 1
Volume Module:												
Base Vol:	25	35	85	180	35	85	30	1590	15	50	1130	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	85	180	35	85	30	1590	15	50	1130	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	85	180	35	85	30	1590	15	50	1130	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	85	180	35	85	30	1590	15	50	1130	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	85	180	35	85	30	1590	15	50	1130	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	85	180	35	85	30	1590	15	50	1130	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.60	0.12	0.28	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	467	1133	960	187	453	1600	4755	45	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.08	0.11	0.19	0.19	0.02	0.33	0.33	0.03	0.24	0.10
Crit Moves:	****			****			****			****		

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CEQA Build - PM Peak Hour

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	315	65	255	225	140	105	1325	15	20	1005	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	315	65	255	225	140	105	1325	15	20	1005	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	315	65	255	225	140	105	1325	15	20	1005	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	315	65	255	225	140	105	1325	15	20	1005	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	315	65	255	225	140	105	1325	15	20	1005	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	315	65	255	225	140	105	1325	15	20	1005	255
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4746	54	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.16	0.07	0.09	0.07	0.28	0.28	0.01	0.21	0.16
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	210	125	20	170	85	75	115	1265	315	15	915	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	125	20	170	85	75	115	1265	315	15	915	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	125	20	170	85	75	115	1265	315	15	915	245
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	125	0	170	85	0	115	1265	315	15	915	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	125	0	170	85	0	115	1265	315	15	915	245
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	125	0	170	85	0	115	1265	315	15	915	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.40	0.60	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3843	957	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.11	0.03	0.00	0.07	0.33	0.33	0.01	0.29	0.15
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	65	0	205	35	1565	0	0	1245	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	35	1565	0	0	1245	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	35	1565	0	0	1245	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	35	1565	0	0	1245	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	35	1565	0	0	1245	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	35	1565	0	0	1245	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.02	0.37	0.00	0.00	0.44	0.02
Crit Volume:	0					205	0				623	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	335	170	185	165	45	90	1275	230	65	1055	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	335	170	185	165	45	90	1275	230	65	1055	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	335	170	185	165	45	90	1275	230	65	1055	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	335	170	185	165	45	90	1275	0	65	1055	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	335	170	185	165	45	90	1275	0	65	1055	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	335	170	185	165	45	90	1275	0	65	1055	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.28	1.72	1.00	1.00	2.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1827	2448	1425	1425	3359	916	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.12	0.13	0.05	0.05	0.06	0.45	0.00	0.05	0.37	0.07
Crit Volume:		195		185				638		65		
Crit Moves:		****		****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	175	630	20	225	135	90	905	15	260	1035	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	175	630	20	225	135	90	905	15	260	1035	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	175	630	20	225	135	90	905	15	260	1035	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	175	630	20	225	135	90	905	15	260	1035	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	175	630	20	225	135	90	905	15	260	1035	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	175	630	20	225	135	90	905	15	260	1035	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2796	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.22	0.01	0.08	0.09	0.06	0.32	0.01	0.09	0.37	0.37
Crit Volume:			315	20			90				528	
Crit Moves:			****	****			****				****	

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	285	80	85	320	35	70	0	15	115	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	285	80	85	320	35	70	0	15	115	0	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	285	80	85	320	35	70	0	15	115	0	260
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	285	0	85	320	35	70	0	15	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	285	0	85	320	35	70	0	15	115	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	285	0	85	320	35	70	0	15	115	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2479	271	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.03	0.13	0.13	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85					178	70			115		
Crit Moves:	****					****	****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	135	70	0	145	125	515	0	20	385	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	515	0	20	385	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	515	0	20	385	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	515	0	20	385	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	515	0	20	385	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	515	0	20	385	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.39	1.61	0.00	0.08	1.63	0.29
Final Sat.:	1500	0	1500	1500	0	1500	586	2414	0	126	2432	442
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.21	0.21	0.00	0.16	0.16	0.16
Crit Volume:			135	70			125					238
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	55	10	25	25	185	195	600	5	10	510	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	185	195	600	5	10	510	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	185	195	600	5	10	510	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	185	195	600	5	10	510	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	185	195	600	5	10	510	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	55	10	25	25	185	195	600	5	10	510	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.21	0.79	1.00	0.49	1.50	0.01	0.04	1.89	0.07
Final Sat.:	1304	1435	261	319	1181	1500	731	2250	19	56	2833	111
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.02	0.12	0.27	0.27	0.27	0.18	0.18	0.18
Crit Volume:	50					185	195					270
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	25	85	10	5	30	15	645	15	20	695	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	25	85	10	5	30	15	645	15	20	695	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	25	85	10	5	30	15	645	15	20	695	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	25	85	10	5	30	15	645	15	20	695	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	25	85	10	5	30	15	645	15	20	695	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	25	85	10	5	30	15	645	15	20	695	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.14	0.86	0.04	1.92	0.04	0.05	1.87	0.08
Final Sat.:	1500	341	1159	1500	214	1286	67	2867	67	81	2799	121
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.22	0.22	0.22	0.25	0.25	0.25
Crit Volume:	140					35		15			372	
Crit Moves:	****					****		****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	5	10	5	25	15	650	25	15	875	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	10	5	25	15	650	25	15	875	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	10	5	25	15	650	25	15	875	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	10	5	25	15	650	25	15	875	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	10	5	25	15	650	25	15	875	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	10	5	25	15	650	25	15	875	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.50	0.50	1.00	0.04	1.89	0.07	0.03	1.94	0.03
Final Sat.:	1500	500	1000	750	750	1500	65	2826	109	50	2901	50
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.23	0.23	0.23	0.30	0.30	0.30
Crit Volume:	10					25	15				452	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	60	60	690	0	0	980	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	60	690	0	0	980	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	60	690	0	0	980	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	60	690	0	0	980	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	60	690	0	0	980	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	60	690	0	0	980	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2364	36
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.05	0.29	0.00	0.00	0.41	0.41
Crit Volume:	0					60	60					498
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	60	20	245	135	65	45	535	20	90	610	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	20	245	135	65	45	535	20	90	610	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	20	245	135	65	45	535	20	90	610	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	20	245	135	0	45	535	20	90	610	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	20	245	135	0	45	535	20	90	610	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	60	20	245	135	0	45	535	20	90	610	370
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.34	0.44	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	333	2000	667	1500	3000	1500	1500	2892	108	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.05	0.00	0.03	0.19	0.18	0.06	0.20	0.25
Crit Volume:		45		245			45					370
Crit Moves:	****			****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	210	0	305	270	1205	0	0	980	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	305	270	1205	0	0	980	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	305	270	1205	0	0	980	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	305	270	1205	0	0	980	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	305	270	1205	0	0	980	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	305	270	1205	0	0	980	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3659	616
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.21	0.19	0.42	0.00	0.00	0.27	0.27
Crit Volume:	0					305	270					382
Crit Moves:						****	****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	295	0	0	0	0	1495	0	0	1145	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	295	0	0	0	0	1495	0	0	1145	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	295	0	0	0	0	1495	0	0	1145	365
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1495	0	0	1145	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1495	0	0	1145	365
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1495	0	0	1145	365
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.27	0.73
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	2730	870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.42	0.42
Crit Volume:	0			0			0			503		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	480	105	10	210	115	160	1315	5	80	1085	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	105	10	210	115	160	1315	5	80	1085	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	105	10	210	115	160	1315	5	80	1085	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	480	105	10	210	115	160	1315	5	80	1085	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	105	10	210	115	160	1315	5	80	1085	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	480	105	10	210	115	160	1315	5	80	1085	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.07	0.01	0.07	0.07	0.10	0.41	0.00	0.05	0.34	0.06
Crit Moves:		****		****				****		****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	55	65	270	180	65	35	25	1550	20	35	1100	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	65	270	180	65	35	25	1550	20	35	1100	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	65	270	180	65	35	25	1550	20	35	1100	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	65	270	180	65	35	25	1550	20	35	1100	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	65	270	180	65	35	25	1550	20	35	1100	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	65	270	180	65	35	25	1550	20	35	1100	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	733	867	1600	1176	424	1600	1600	4739	61	1600	4310	490
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.17	0.11	0.15	0.02	0.02	0.33	0.33	0.02	0.26	0.26
Crit Moves:			****	****				****		****		

Port of Los Angeles
SCIG
CEQA Build - PM Peak Hour

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	40	20	170	20	160	220	635	0	5	415	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	40	20	170	20	160	220	635	0	5	415	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	40	20	170	20	160	220	635	0	5	415	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	40	20	170	20	160	220	635	0	5	415	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	170	20	160	220	635	0	5	415	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	40	20	170	20	160	220	635	0	5	415	130
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.23	0.62	1.79	0.21	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1969	985	2863	337	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.20	0.00	0.00	0.13	0.08
OvlAdjV/S:												0.00
Crit Moves:			****			****	****				****	

CEQA Baseline Plus No Project

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CEQA No Project - AM Peak Hour

Scenario Report

Scenario:	CEQA No Proj AM
Command:	CEQA No Proj AM
Volume:	CEQA No Proj AM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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CEQA No Project - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 2	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000
# 4	A	xxxxx	0.222	A	xxxxx	0.222	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 8 Anaheim St / Harbor Ave	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 10 Anaheim St / E I St-W 9th St	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.258	A	xxxxx	0.258	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000

Port of Los Angeles
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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.489	A xxxxx	0.489	+ 0.000 V/C

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	165	0	0	125	615	0	0	0	5	285	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	165	0	0	125	615	0	0	0	5	285	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	165	0	0	125	615	0	0	0	5	285	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	165	0	0	125	615	0	0	0	5	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	165	0	0	125	615	0	0	0	5	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	165	0	0	125	615	0	0	0	5	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.04	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.206
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	130	0	0	170	210	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	0	170	210	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	0	170	210	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	0	170	210	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	0	170	210	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	0	170	210	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.06	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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CEQA No Project - AM Peak Hour

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	105	0	0	90	100	0	0	0	0	450	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	0	0	90	100	0	0	0	0	450	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	0	0	90	100	0	0	0	0	450	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	0	0	90	100	0	0	0	0	450	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	0	0	90	100	0	0	0	0	450	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	105	0	0	90	100	0	0	0	0	450	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.03	0.06	0.00	0.00	0.00	0.00	0.14	0.07
Crit Moves:	****				****						****	

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			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	90	0	0	105	290	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Initial Bse:	0	0	0	90	0	0	105	290	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	0	105	290	0	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
PHF Volume:	0	0	0	90	0	0	105	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	105	290	0	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
FinalVolume:	0	0	0	90	0	0	105	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600
Adjustment:	1.00 1.00	1.00	0.90 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Lanes:	0.00 0.00	0.00	2.00 0.00	0.00	1.00	2.00 0.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00	0.03 0.00	0.00	0.00	0.07 0.09	0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.00
Crit Moves:			****				****					

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	275	0	320	0	0	0	0	2310	355	110	1920	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Initial Bse:	275	0	320	0	0	0	0	2310	355	110	1920	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	320	0	0	0	0	2310	355	110	1920	0
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
PHF Volume:	275	0	0	0	0	0	0	2310	0	110	1920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	0	0	0	0	0	2310	0	110	1920	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
FinalVolume:	275	0	0	0	0	0	0	2310	0	110	1920	0
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Lanes:	2.00 0.00	1.00	0.00 0.00	0.00	0.00	0.00 0.00	0.00	3.00	1.00 2.00	3.00	0.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09 0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.00	0.51	0.00	0.04 0.43	0.00		
Crit Volume:	138			0			770		55			
Crit Moves:	****						****		****			

Port of Los Angeles
SCIG
CEQA No Project - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	35	75	0	490	0	0	0	0	390	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	75	0	490	0	0	0	0	390	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	75	0	490	0	0	0	0	390	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	75	0	490	0	0	0	0	390	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	75	0	490	0	0	0	0	390	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	75	0	490	0	0	0	0	390	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.05	0.00	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	0				245				0	195		
Crit Moves:	****				****					****		

Port of Los Angeles
SCIG
CEQA No Project - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	170	5	305	50	15	0	5	100	75	225	65	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	5	305	50	15	0	5	100	75	225	65	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	5	305	50	15	0	5	100	75	225	65	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	5	305	50	15	0	5	100	0	225	65	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	5	305	50	15	0	5	100	0	225	65	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	5	305	50	15	0	5	100	0	225	65	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.10	1.90	1.00	1.00	0.49	0.51
Final Sat.:	2880	1600	1600	1600	3200	0	152	3048	1600	1600	779	821
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.19	0.03	0.00	0.00	0.03	0.03	0.00	0.14	0.08	0.12
Crit Moves:			****	****			****			****		

Port of Los Angeles
SCIG
CEQA No Project - AM Peak Hour

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	25	40	45	75	40	45	35	770	25	40	1295	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	40	45	75	40	45	35	770	25	40	1295	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	40	45	75	40	45	35	770	25	40	1295	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	40	45	75	40	45	35	770	25	40	1295	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	45	75	40	45	35	770	25	40	1295	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	40	45	75	40	45	35	770	25	40	1295	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.47	0.53	0.47	0.25	0.28	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	753	847	750	400	450	1600	4649	151	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.05	0.10	0.10	0.02	0.17	0.17	0.03	0.27	0.16
Crit Moves:	****			****			****				****	

Port of Los Angeles
SCIG
CEQA No Project - AM Peak Hour

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	35	190	200	115	40	725	210	35	1010	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	35	190	200	115	40	725	210	35	1010	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	35	190	200	115	40	725	210	35	1010	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	35	190	200	115	40	725	210	35	1010	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	35	190	200	115	40	725	210	35	1010	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	35	190	200	115	40	725	210	35	1010	320
OvlAdjVol:						75						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3722	1078	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.02	0.12	0.06	0.07	0.03	0.19	0.19	0.02	0.21	0.20
OvlAdjV/S:						0.05						
Crit Moves:		****			****			****			****	

Port of Los Angeles
SCIG
CEQA No Project - AM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	55	10	160	60	10	40	820	110	25	850	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	55	10	160	60	10	40	820	110	25	850	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	55	10	160	60	10	40	820	110	25	850	235
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	55	0	160	60	0	40	820	110	25	850	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	55	0	160	60	0	40	820	110	25	850	235
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	55	0	160	60	0	40	820	110	25	850	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4232	568	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.00	0.10	0.02	0.00	0.03	0.19	0.19	0.02	0.27	0.15
Crit Moves:		****			****			****			****	

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	45	20	985	0	0	1030	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	45	20	985	0	0	1030	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	45	20	985	0	0	1030	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	45	20	985	0	0	1030	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	45	20	985	0	0	1030	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	45	20	985	0	0	1030	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.23	0.00	0.00	0.36	0.01
Crit Volume:	0					45	0				515	
Crit Moves:						****	****				****	

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SCIG
CEQA No Project - AM Peak Hour

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	95	165	35	120	205	35	35	890	265	50	960	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	165	35	120	205	35	35	890	265	50	960	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	165	35	120	205	35	35	890	265	50	960	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	165	35	120	205	35	35	890	0	50	960	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	165	35	120	205	35	35	890	0	50	960	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	165	35	120	205	35	35	890	0	50	960	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.10	1.90	1.00	1.00	2.56	0.44	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1562	2713	1425	1425	3652	623	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.08	0.06	0.06	0.02	0.31	0.00	0.04	0.34	0.07
Crit Volume:	87			120			35			480		
Crit Moves:	****			****			****			****		

Port of Los Angeles
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CEQA No Project - AM Peak Hour

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	130	425	10	255	140	100	765	30	275	815	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	130	425	10	255	140	100	765	30	275	815	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	130	425	10	255	140	100	765	30	275	815	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	130	425	10	255	140	100	765	30	275	815	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	130	425	10	255	140	100	765	30	275	815	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	130	425	10	255	140	100	765	30	275	815	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.15	0.01	0.09	0.10	0.07	0.27	0.02	0.10	0.29	0.29
Crit Volume:	25					140		383		138		
Crit Moves:	****					****		****		****		

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	140	205	100	190	295	35	85	10	145	40	5	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	205	100	190	295	35	85	10	145	40	5	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	205	100	190	295	35	85	10	145	40	5	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	205	0	190	295	35	85	10	145	40	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	205	0	190	295	35	85	10	145	40	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	205	0	190	295	35	85	10	145	40	5	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2458	292	1375	89	1286	1222	153	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.00	0.07	0.12	0.12	0.06	0.11	0.11	0.03	0.03	0.00
Crit Volume:	140			165			155		45			
Crit Moves:	****			****			****		****			

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CEQA No Project - AM Peak Hour

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	35	75	5	120	80	295	5	120	340	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	75	5	120	80	295	5	120	340	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	75	5	120	80	295	5	120	340	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	75	5	120	80	295	5	120	340	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	295	5	120	340	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	75	5	120	80	295	5	120	340	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.42	1.55	0.03	0.47	1.33	0.20
Final Sat.:	1500	188	1313	1500	60	1440	632	2329	39	706	2000	294
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.13	0.13	0.13	0.17	0.17	0.17
Crit Volume:			40	75			80			255		
Crit Moves:			****	****			****			****		

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CEQA No Project - AM Peak Hour

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	25	15	10	15	35	100	155	300	40	10	390	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	100	155	300	40	10	390	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	100	155	300	40	10	390	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	100	155	300	40	10	390	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	100	155	300	40	10	390	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	10	15	35	100	155	300	40	10	390	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.20	0.80	1.00	0.63	1.21	0.16	0.05	1.88	0.07
Final Sat.:	1500	900	600	300	1200	1500	939	1818	242	72	2819	108
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.03	0.07	0.16	0.16	0.17	0.14	0.14	0.14
Crit Volume:	25					100	155					208
Crit Moves:	****					****	****					****

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CEQA No Project - AM Peak Hour

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	125	10	30	15	20	15	20	500	110	35	450	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	30	15	20	15	20	500	110	35	450	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	30	15	20	15	20	500	110	35	450	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	30	15	20	15	20	500	110	35	450	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	30	15	20	15	20	500	110	35	450	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	30	15	20	15	20	500	110	35	450	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.57	0.43	0.06	1.59	0.35	0.14	1.82	0.04
Final Sat.:	1500	375	1125	1500	857	643	95	2381	524	212	2727	61
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.21	0.21	0.21	0.17	0.16	0.17
Crit Volume:	125						35		315	35		
Crit Moves:	****						****		****	****		

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	5	5	20	10	5	30	10	665	10	15	575	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	10	5	30	10	665	10	15	575	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	10	5	30	10	665	10	15	575	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	10	5	30	10	665	10	15	575	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	10	5	30	10	665	10	15	575	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	10	5	30	10	665	10	15	575	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.44	0.56	1.00	0.03	1.94	0.03	0.05	1.93	0.02
Final Sat.:	500	1000	1500	667	833	1500	44	2912	44	76	2899	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.02	0.23	0.23	0.23	0.20	0.20	0.20
Crit Volume:			20	10					343	15		
Crit Moves:			****	****					****	****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	70	40	710	0	0	690	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	70	40	710	0	0	690	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	70	40	710	0	0	690	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	70	40	710	0	0	690	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	40	710	0	0	690	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	70	40	710	0	0	690	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2383	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.03	0.30	0.00	0.00	0.29	0.29
Crit Volume:	0					70	40				348	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	10	10	280	125	55	60	440	55	85	435	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	280	125	55	60	440	55	85	435	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	280	125	55	60	440	55	85	435	265
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	280	125	0	60	440	55	85	435	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	280	125	0	60	440	55	85	435	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	280	125	0	60	440	55	85	435	265
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2667	333	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.19	0.04	0.00	0.04	0.16	0.17	0.06	0.15	0.18
Crit Volume:		13		280					248	85		
Crit Moves:	****			****					****	****		

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CEQA No Project - AM Peak Hour

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	210	0	230	230	855	0	0	895	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	230	230	855	0	0	895	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	230	230	855	0	0	895	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	230	230	855	0	0	895	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	230	230	855	0	0	895	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	230	230	855	0	0	895	175
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3576	699
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.16	0.30	0.00	0.00	0.25	0.25
Crit Volume:	0					230	230					357
Crit Moves:						****	****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	120	0	0	40	0	1035	95	0	1105	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	120	0	0	40	0	1035	95	0	1105	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	120	0	0	40	0	1035	95	0	1105	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1035	95	0	1105	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1035	95	0	1105	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1035	95	0	1105	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.75	0.25	0.00	2.39	0.61
Final Sat.:	0	0	1200	0	0	1200	0	3297	303	0	2872	728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.00	0.38	0.38
Crit Volume:	0			0			0					462
Crit Moves:							****					****

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	175	60	5	195	50	70	960	45	80	1350	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	175	60	5	195	50	70	960	45	80	1350	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	175	60	5	195	50	70	960	45	80	1350	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	175	60	5	195	50	70	960	45	80	1350	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	175	60	5	195	50	70	960	45	80	1350	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	175	60	5	195	50	70	960	45	80	1350	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.04	0.00	0.06	0.03	0.04	0.30	0.03	0.05	0.42	0.05
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	20	85	165	65	40	10	980	15	70	1590	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	85	165	65	40	10	980	15	70	1590	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	85	165	65	40	10	980	15	70	1590	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	85	165	65	40	10	980	15	70	1590	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	85	165	65	40	10	980	15	70	1590	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	85	165	65	40	10	980	15	70	1590	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.88	0.12
Final Sat.:	1108	492	1600	1148	452	1600	1600	4728	72	1600	4611	189
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.05	0.10	0.14	0.03	0.01	0.21	0.21	0.04	0.34	0.34
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	5	235	35	170	140	470	5	10	525	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	235	35	170	140	470	5	10	525	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	235	35	170	140	470	5	10	525	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	235	35	170	140	470	5	10	525	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	235	35	170	140	470	5	10	525	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	235	35	170	140	470	5	10	525	190
OvlAdjVol:												20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2785	415	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.11	0.09	0.15	0.00	0.01	0.16	0.12
OvlAdjV/S:												0.01
Crit Moves:		****				****	****				****	

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CEQA No Project - MD Peak Hour

Scenario Report

Scenario:	CEQA No Proj MD
Command:	CEQA No Proj MD
Volume:	CEQA No Proj MD
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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CEQA No Project - MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 2	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000 V/C
# 4	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.200	A	xxxxx	0.200	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.238	A	xxxxx	0.238	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	535	0	0	130	415	0	0	0	5	235	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	535	0	0	130	415	0	0	0	5	235	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	535	0	0	130	415	0	0	0	5	235	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	535	0	0	130	415	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	535	0	0	130	415	0	0	0	5	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	535	0	0	130	415	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****			****						****	

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CEQA No Project - MD Peak Hour

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	5	0	140	5	0	540	275	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	5	0	140	5	0	540	275	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	0	140	5	0	540	275	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	5	0	140	5	0	540	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	140	5	0	540	275	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	5	0	140	5	0	540	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		1.93 0.07	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3090 110	0		2880 3200	0		0 0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.05 0.05	0.00		0.19 0.09	0.00		0.00 0.00	0.00	
Crit Moves:	****			****			****					

Port of Los Angeles
SCIG
CEQA No Project - MD Peak Hour

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	85	0	0	220	120	0	0	0	0	400	225
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	85	0	0	220	120	0	0	0	0	400	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	0	220	120	0	0	0	0	400	225
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	85	0	0	220	120	0	0	0	0	400	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	0	220	120	0	0	0	0	400	225
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	85	0	0	220	120	0	0	0	0	400	225
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	
Lanes:	0.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.00 2.00	2.00	
Final Sat.:	0 3200	0		0 3200	1600		0 0	0		0 3200	2880	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.03	0.00		0.00 0.07	0.08		0.00 0.00	0.00		0.00 0.13	0.08	
Crit Moves:	****				****						****	

Port of Los Angeles
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CEQA No Project - MD Peak Hour

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	220	0	0	85	595	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	220	0	0	85	595	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	220	0	0	85	595	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	220	0	0	85	595	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	85	595	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	220	0	0	85	595	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.08 0.00	0.00		0.05 0.19	0.00		0.00 0.00	0.00	
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	240	0	130	0	0	0	0	1160	70	40	1275	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	240	0	130	0	0	0	0	1160	70	40	1275	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	0	130	0	0	0	0	1160	70	40	1275	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	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	240	0	0	0	0	0	0	1160	0	40	1275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	0	0	0	0	0	0	1160	0	40	1275	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	240	0	0	0	0	0	0	1160	0	40	1275	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.08 0.00	0.00		0.00 0.00	0.00		0.00 0.26	0.00		0.01 0.28	0.00	
Crit Volume:	120			0			0			425		
Crit Moves:	****						****			****		

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CEQA No Project - MD Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	120	215	5	275	0	0	0	0	125	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	120	215	5	275	0	0	0	0	125	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	120	215	5	275	0	0	0	0	125	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	120	215	5	275	0	0	0	0	125	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	215	5	275	0	0	0	0	125	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	120	215	5	275	0	0	0	0	125	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2740	0	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.15	0.00	0.10	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:			215	5					0	65		
Crit Moves:			****	****						****		

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CEQA No Project - MD Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	100	20	215	20	25	5	5	105	25	285	60	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	20	215	20	25	5	5	105	25	285	60	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	20	215	20	25	5	5	105	25	285	60	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	20	215	20	25	5	5	105	0	285	60	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	20	215	20	25	5	5	105	0	285	60	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	20	215	20	25	5	5	105	0	285	60	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	0.09	1.91	1.00	1.00	0.33	0.67
Final Sat.:	2880	1600	1600	1600	2667	533	145	3055	1600	1600	523	1077
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.13	0.01	0.01	0.01	0.03	0.03	0.00	0.18	0.11	0.16
Crit Moves:			****	****				****		****		

Port of Los Angeles
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CEQA No Project - MD Peak Hour

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	30	35	95	175	65	55	35	1035	40	50	1070	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	35	95	175	65	55	35	1035	40	50	1070	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	35	95	175	65	55	35	1035	40	50	1070	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	35	95	175	65	55	35	1035	40	50	1070	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	35	95	175	65	55	35	1035	40	50	1070	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	35	95	175	65	55	35	1035	40	50	1070	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	0.59	0.22	0.19	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	431	1169	949	353	298	1600	4621	179	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.11	0.18	0.18	0.02	0.22	0.22	0.03	0.22	0.14
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	25	195	40	170	155	130	95	865	25	40	920	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	195	40	170	155	130	95	865	25	40	920	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	195	40	170	155	130	95	865	25	40	920	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	195	40	170	155	130	95	865	25	40	920	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	195	40	170	155	130	95	865	25	40	920	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	195	40	170	155	130	95	865	25	40	920	250
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4665	135	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.03	0.11	0.05	0.08	0.06	0.19	0.19	0.03	0.19	0.16
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****			****	

Port of Los Angeles
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CEQA No Project - MD Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	90	0	130	70	0	40	775	100	20	775	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	90	0	130	70	0	40	775	100	20	775	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	90	0	130	70	0	40	775	100	20	775	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	90	0	130	70	0	40	775	100	20	775	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	90	0	130	70	0	40	775	100	20	775	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	90	0	130	70	0	40	775	100	20	775	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4251	549	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.08	0.02	0.00	0.03	0.18	0.18	0.01	0.24	0.13
Crit Moves:		****			****			****			****	

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CEQA No Project - MD Peak Hour

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	20	1245	0	0	965	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	20	1245	0	0	965	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	20	1245	0	0	965	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	20	1245	0	0	965	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	20	1245	0	0	965	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	20	1245	0	0	965	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.29	0.00	0.00	0.34	0.01
Crit Volume:	0					75	0				483	
Crit Moves:						****	****				****	

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CEQA No Project - MD Peak Hour

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	190	210	115	175	275	65	90	875	0	105	800	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	210	115	175	275	65	90	875	0	105	800	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	210	115	175	275	65	90	875	0	105	800	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	210	115	175	275	65	90	875	0	105	800	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	210	115	175	275	65	90	875	0	105	800	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	210	115	175	275	65	90	875	0	105	800	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2031	2244	1425	1425	3458	817	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.12	0.08	0.08	0.06	0.31	0.00	0.07	0.28	0.11
Crit Volume:		133		175				438		105		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	165	345	10	135	110	85	725	15	195	810	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	165	345	10	135	110	85	725	15	195	810	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	165	345	10	135	110	85	725	15	195	810	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	165	345	10	135	110	85	725	15	195	810	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	165	345	10	135	110	85	725	15	195	810	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	165	345	10	135	110	85	725	15	195	810	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2798	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.05	0.08	0.06	0.25	0.01	0.07	0.29	0.29
Crit Volume:		165		10			85					413
Crit Moves:	****			****			****					****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	100	0	205	95	140	30	0	15	70	240	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	0	205	95	140	30	0	15	70	240	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	0	205	95	140	30	0	15	70	240	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	100	0	205	95	140	30	0	15	70	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	100	0	205	95	140	30	0	15	70	240	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	100	0	205	95	140	30	0	15	70	240	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	0	1375	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.07	0.07	0.10	0.02	0.00	0.01	0.23	0.23	0.00
Crit Volume:		50		102			30				310	
Crit Moves:		****		****			****				****	

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CEQA No Project - MD Peak Hour

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	25	60	460	0	25	295	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	460	0	25	295	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	460	0	25	295	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	460	0	25	295	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	460	0	25	295	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	460	0	25	295	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.23	1.77	0.00	0.14	1.69	0.17
Final Sat.:	1500	107	1393	1500	429	1071	346	2654	0	214	2529	257
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.17	0.17	0.00	0.12	0.12	0.12
Crit Volume:			140	10				260		25		
Crit Moves:			****	****				****		****		

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CEQA No Project - MD Peak Hour

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	10	5	20	75	100	460	15	5	325	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	5	20	75	100	460	15	5	325	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	5	20	75	100	460	15	5	325	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	5	20	75	100	460	15	5	325	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	5	20	75	100	460	15	5	325	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	5	20	75	100	460	15	5	325	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.10	0.90	1.00	0.35	1.60	0.05	0.03	1.91	0.06
Final Sat.:	1500	1000	500	150	1350	1500	522	2400	78	44	2868	88
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.01	0.05	0.19	0.19	0.19	0.11	0.11	0.11
Crit Volume:	30					75		288		5		
Crit Moves:	****					****		****		****		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	20	70	5	10	25	20	390	45	30	460	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	20	70	5	10	25	20	390	45	30	460	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	20	70	5	10	25	20	390	45	30	460	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	20	70	5	10	25	20	390	45	30	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	20	70	5	10	25	20	390	45	30	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	20	70	5	10	25	20	390	45	30	460	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.29	0.71	0.09	1.71	0.20	0.12	1.84	0.04
Final Sat.:	1500	333	1167	1500	429	1071	132	2571	297	180	2760	60
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.00	0.02	0.02	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:	150					35	20			250		
Crit Moves:	****					****	****			****		

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	15	5	0	20	15	530	10	5	635	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	5	15	5	0	20	15	530	10	5	635	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	5	15	5	0	20	15	530	10	5	635	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	5	15	5	0	20	15	530	10	5	635	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	5	0	20	15	530	10	5	635	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	5	15	5	0	20	15	530	10	5	635	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.40	0.60	1.00	0.05	1.91	0.04	0.01	1.97	0.02
Final Sat.:	0	1500	1500	600	900	1500	81	2865	54	23	2953	23
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.19	0.19	0.19	0.22	0.22	0.22
Crit Volume:	0					20	15					323
Crit Moves:	****					****	****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	5	0	45	55	685	0	0	690	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	55	685	0	0	690	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	55	685	0	0	690	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	55	685	0	0	690	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	55	685	0	0	690	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	55	685	0	0	690	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2366	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.05	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					45	55					350
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	10	10	275	175	0	50	490	10	80	340	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	10	275	175	0	50	490	10	80	340	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	10	275	175	0	50	490	10	80	340	345
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	275	175	0	50	490	10	80	340	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	275	175	0	50	490	10	80	340	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	275	175	0	50	490	10	80	340	345
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1000	1000	1000	1500	3000	1500	1500	2940	60	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.17	0.17	0.05	0.11	0.23
Crit Volume:			15			275			50			345
Crit Moves:	****			****			****					****

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

Intersection #21 PCH / Alameda St Ramp

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

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	115	0	115	190	865	0	0	750	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	115	190	865	0	0	750	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	115	190	865	0	0	750	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	115	190	865	0	0	750	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	115	190	865	0	0	750	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	115	190	865	0	0	750	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3563	713
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.13	0.30	0.00	0.00	0.21	0.21
Crit Volume:			0			115			190			300
Crit Moves:				****			****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	180	0	0	60	0	1550	50	0	1205	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	180	0	0	60	0	1550	50	0	1205	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	180	0	0	60	0	1550	50	0	1205	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1550	50	0	1205	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1550	50	0	1205	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1550	50	0	1205	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	2.67	0.33
Final Sat.:	0	0	1200	0	0	1200	0	3488	113	0	3201	399
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.38	0.38
Crit Volume:	0			0			533			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	280	100	5	190	85	105	1245	5	0	945	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	100	5	190	85	105	1245	5	0	945	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	100	5	190	85	105	1245	5	0	945	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	100	5	190	85	105	1245	5	0	945	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	100	5	190	85	105	1245	5	0	945	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	100	5	190	85	105	1245	5	0	945	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.06	0.00	0.06	0.05	0.07	0.39	0.00	0.00	0.30	0.06
Crit Moves:		****		****				****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	35	35	235	185	50	50	15	1295	20	75	1135	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	235	185	50	50	15	1295	20	75	1135	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	35	235	185	50	50	15	1295	20	75	1135	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	235	185	50	50	15	1295	20	75	1135	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	235	185	50	50	15	1295	20	75	1135	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	35	235	185	50	50	15	1295	20	75	1135	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	800	800	1600	1260	340	1600	1600	4727	73	1600	4240	560
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.15	0.12	0.15	0.03	0.01	0.27	0.27	0.05	0.27	0.27
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	0	30	20	350	15	175	220	555	5	5	410	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	350	15	175	220	555	5	5	410	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	350	15	175	220	555	5	5	410	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	350	15	175	220	555	5	5	410	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	350	15	175	220	555	5	5	410	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	350	15	175	220	555	5	5	410	305
OvlAdjVol:												122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	3068	132	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.11	0.11	0.11	0.14	0.17	0.00	0.00	0.13	0.19
OvlAdjV/S:												0.08
Crit Moves:		****		****			****				****	

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Scenario Report

Scenario:	CEQA No Proj PM
Command:	CEQA No Proj PM
Volume:	CEQA No Proj PM
Geometry:	Baseline
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000
# 2	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000
# 4	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.205	A	xxxxx	0.205	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.726	C xxxxx	0.726	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.528	A xxxxx	0.528	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	505	0	0	125	640	0	0	0	10	285	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	505	0	0	125	640	0	0	0	10	285	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	505	0	0	125	640	0	0	0	10	285	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	505	0	0	125	640	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	505	0	0	125	640	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	505	0	0	125	640	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	5	5		135	0	0		515	270	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	5	5		135	0	0		515	270	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	5	5		135	0	0		515	270	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	5	5		135	0	0		515	270	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	5	5		135	0	0		515	270	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	5	5		135	0	0		515	270	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.00		0.18	0.08	0.00		0.00	0.00	0.00	
Crit Moves:			****		****				****							

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	75	0		0	220	85		0	0	0		0	520	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	75	0		0	220	85		0	0	0		0	520	230	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	75	0		0	220	85		0	0	0		0	520	230	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	75	0		0	220	85		0	0	0		0	520	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	75	0		0	220	85		0	0	0		0	520	230	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	75	0		0	220	85		0	0	0		0	520	230	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.00	0.07	0.05		0.00	0.00	0.00		0.00	0.16	0.08	
Crit Moves:	****					****								****		

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	220	0	0	75	565	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	220	0	0	75	565	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	0	75	565	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	220	0	0	75	565	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	75	565	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	220	0	0	75	565	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.08 0.00	0.00		0.05 0.18	0.00		0.00 0.00	0.00	
Crit Moves:				****				****				

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CEQA No Project - PM Peak Hour

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	480	0	405	0	0	0	0	2170	175	25	2000	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	480	0	405	0	0	0	0	2170	175	25	2000	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	0	405	0	0	0	0	2170	175	25	2000	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	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	480	0	0	0	0	0	0	2170	0	25	2000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	0	0	0	0	0	0	2170	0	25	2000	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	480	0	0	0	0	0	0	2170	0	25	2000	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00		0.00 0.00	0.00		0.00 0.48	0.00		0.01 0.44	0.00	
Crit Volume:	240			0			723			13		
Crit Moves:	****						****			****		

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CEQA No Project - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	155	215	0	200	0	0	0	0	155	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	215	0	200	0	0	0	0	155	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	215	0	200	0	0	0	0	155	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	215	0	200	0	0	0	0	155	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	155	215	0	200	0	0	0	0	155	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	155	215	0	200	0	0	0	0	155	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.15	0.00	0.07	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Crit Volume:			215	0				0		78		
Crit Moves:			****	****						****		

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CEQA No Project - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	105	15	245	15	15	0	45	70	230	360	55	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	15	245	15	15	0	45	70	230	360	55	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	15	245	15	15	0	45	70	230	360	55	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	15	245	15	15	0	45	70	0	360	55	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	15	245	15	15	0	45	70	0	360	55	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	15	245	15	15	0	45	70	0	360	55	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.78	1.22	1.00	1.00	0.38	0.62
Final Sat.:	2880	1600	1600	1600	3200	0	1252	1948	1600	1600	613	987
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.15	0.01	0.00	0.00	0.04	0.04	0.00	0.23	0.09	0.19
Crit Moves:			****	****				****		****		

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CEQA No Project - PM Peak Hour

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

Intersection #8 Anaheim St / Harbor Ave

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

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	25	35	85	180	35	85	30	1545	15	50	1050	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	85	180	35	85	30	1545	15	50	1050	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	85	180	35	85	30	1545	15	50	1050	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	85	180	35	85	30	1545	15	50	1050	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	85	180	35	85	30	1545	15	50	1050	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	85	180	35	85	30	1545	15	50	1050	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.60	0.12	0.28	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	467	1133	960	187	453	1600	4754	46	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.08	0.11	0.19	0.19	0.02	0.33	0.32	0.03	0.22	0.10
Crit Moves:	****			****				****		****		

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CEQA No Project - PM Peak Hour

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	315	80	255	225	140	105	1265	15	30	910	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	315	80	255	225	140	105	1265	15	30	910	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	315	80	255	225	140	105	1265	15	30	910	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	315	80	255	225	140	105	1265	15	30	910	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	315	80	255	225	140	105	1265	15	30	910	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	315	80	255	225	140	105	1265	15	30	910	260
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4744	56	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.16	0.07	0.09	0.07	0.27	0.27	0.02	0.19	0.16
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****		****	

Port of Los Angeles
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CEQA No Project - PM Peak Hour

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	210	130	20	110	95	15	40	1265	315	15	920	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	130	20	110	95	15	40	1265	315	15	920	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	130	20	110	95	15	40	1265	315	15	920	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	130	0	110	95	0	40	1265	315	15	920	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	130	0	110	95	0	40	1265	315	15	920	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	130	0	110	95	0	40	1265	315	15	920	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.40	0.60	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3843	957	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.07	0.03	0.00	0.03	0.33	0.33	0.01	0.29	0.09
Crit Moves:	****			****			****			****		

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CEQA No Project - PM Peak Hour

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	65	0	205	35	1490	0	0	1185	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	35	1490	0	0	1185	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	35	1490	0	0	1185	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	35	1490	0	0	1185	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	35	1490	0	0	1185	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	35	1490	0	0	1185	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.02	0.35	0.00	0.00	0.42	0.02
Crit Volume:	0					205	0				593	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	250	385	175	185	210	45	105	1205	230	70	995	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	385	175	185	210	45	105	1205	230	70	995	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	385	175	185	210	45	105	1205	230	70	995	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	385	175	185	210	45	105	1205	0	70	995	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	385	175	185	210	45	105	1205	0	70	995	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	385	175	185	210	45	105	1205	0	70	995	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.18	1.82	1.00	1.00	2.47	0.53	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1683	2592	1425	1425	3521	754	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.12	0.13	0.06	0.06	0.07	0.42	0.00	0.05	0.35	0.07
Crit Volume:		212		185				603		70		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	20	240	565	20	285	170	95	910	15	205	1035	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	240	565	20	285	170	95	910	15	205	1035	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	240	565	20	285	170	95	910	15	205	1035	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	240	565	20	285	170	95	910	15	205	1035	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	240	565	20	285	170	95	910	15	205	1035	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	240	565	20	285	170	95	910	15	205	1035	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2796	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.20	0.01	0.10	0.12	0.07	0.32	0.01	0.07	0.37	0.37
Crit Volume:		240		20			95			528		
Crit Moves:	****			****			****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	305	80	110	340	35	70	0	15	115	0	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	305	80	110	340	35	70	0	15	115	0	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	305	80	110	340	35	70	0	15	115	0	295
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	305	0	110	340	35	70	0	15	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	305	0	110	340	35	70	0	15	115	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	305	0	110	340	35	70	0	15	115	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2493	257	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85			188			70			115		
Crit Moves:	****			****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	135	70	0	145	125	515	0	20	390	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	515	0	20	390	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	515	0	20	390	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	515	0	20	390	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	515	0	20	390	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	515	0	20	390	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.39	1.61	0.00	0.08	1.63	0.29
Final Sat.:	1500	0	1500	1500	0	1500	586	2414	0	125	2438	438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.21	0.21	0.00	0.16	0.16	0.16
Crit Volume:			135	70			125			240		
Crit Moves:			****	****			****			****		

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	50	55	10	25	25	185	195	600	5	10	510	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	185	195	600	5	10	510	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	185	195	600	5	10	510	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	185	195	600	5	10	510	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	185	195	600	5	10	510	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	55	10	25	25	185	195	600	5	10	510	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.21	0.79	1.00	0.49	1.50	0.01	0.04	1.89	0.07
Final Sat.:	1304	1435	261	319	1181	1500	731	2250	19	56	2833	111
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.02	0.12	0.27	0.27	0.27	0.18	0.18	0.18
Crit Volume:	50					185	195					270
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	150	25	85	10	5	30	15	640	20	20	685	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	25	85	10	5	30	15	640	20	20	685	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	25	85	10	5	30	15	640	20	20	685	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	25	85	10	5	30	15	640	20	20	685	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	85	10	5	30	15	640	20	20	685	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	85	10	5	30	15	640	20	20	685	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.14	0.86	0.04	1.90	0.06	0.05	1.87	0.08
Final Sat.:	1500	341	1159	1500	214	1286	67	2844	89	82	2796	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.01	0.02	0.02	0.22	0.23	0.22	0.25	0.24	0.24
Crit Volume:	150					35		15			367	
Crit Moves:	****					****		****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	5	10	5	25	15	650	25	15	870	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	10	5	25	15	650	25	15	870	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	10	5	25	15	650	25	15	870	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	10	5	25	15	650	25	15	870	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	10	5	25	15	650	25	15	870	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	10	5	25	15	650	25	15	870	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.50	0.50	1.00	0.04	1.89	0.07	0.03	1.94	0.03
Final Sat.:	1500	500	1000	750	750	1500	65	2826	109	50	2900	50
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.23	0.23	0.23	0.30	0.30	0.30
Crit Volume:	10					25	15				450	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	60	60	690	0	0	970	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	60	690	0	0	970	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	60	690	0	0	970	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	60	690	0	0	970	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	60	690	0	0	970	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	60	690	0	0	970	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2363	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.05	0.29	0.00	0.00	0.41	0.41
Crit Volume:	0					60	60					493
Crit Moves:						****	****					****

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CEQA No Project - PM Peak Hour

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	60	25	250	135	65	45	520	20	95	595	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	25	250	135	65	45	520	20	95	595	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	25	250	135	65	45	520	20	95	595	380
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	25	250	135	0	45	520	20	95	595	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	25	250	135	0	45	520	20	95	595	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	60	25	250	135	0	45	520	20	95	595	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	1.26	0.53	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	316	1895	789	1500	3000	1500	1500	2889	111	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.17	0.05	0.00	0.03	0.18	0.18	0.06	0.20	0.25
Crit Volume:			48	250			45					380
Crit Moves:			****	****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	275	0	305	270	1200	0	0	985	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	305	270	1200	0	0	985	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	0	305	270	1200	0	0	985	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	275	0	305	270	1200	0	0	985	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	305	270	1200	0	0	985	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	275	0	305	270	1200	0	0	985	200
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3553	722
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.21	0.19	0.42	0.00	0.00	0.28	0.28
Crit Volume:	0					305	270				395	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:																			
Base Vol:	0	0	190	0	0	65	0	1485	70	0	1125	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	190	0	0	65	0	1485	70	0	1125	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	190	0	0	65	0	1485	70	0	1125	205
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1485	70	0	1125	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1485	70	0	1125	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1485	70	0	1125	205
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.86	0.14	0.00	2.54	0.46
Final Sat.:	0	0	1200	0	0	1200	0	3438	162	0	3045	555
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.37	0.37
Crit Volume:	0			0			518			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																			
Base Vol:	0	480	105	10	210	115	160	1465	5	80	1165	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	105	10	210	115	160	1465	5	80	1165	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	105	10	210	115	160	1465	5	80	1165	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	480	105	10	210	115	160	1465	5	80	1165	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	105	10	210	115	160	1465	5	80	1165	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	480	105	10	210	115	160	1465	5	80	1165	90
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.15	0.07	0.01	0.07	0.07	0.10	0.46	0.00	0.05	0.36	0.06
Crit Moves:		****		****				****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	55	65	270	180	65	35	25	1690	20	35	1180	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	65	270	180	65	35	25	1690	20	35	1180	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	65	270	180	65	35	25	1690	20	35	1180	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	65	270	180	65	35	25	1690	20	35	1180	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	65	270	180	65	35	25	1690	20	35	1180	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	65	270	180	65	35	25	1690	20	35	1180	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.71	0.29
Final Sat.:	733	867	1600	1176	424	1600	1600	4744	56	1600	4340	460
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.17	0.11	0.15	0.02	0.02	0.36	0.36	0.02	0.27	0.27
Crit Moves:			****	****				****		****		

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CEQA No Project - PM Peak Hour

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	40	20	315	20	160	220	665	0	5	465	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	40	20	315	20	160	220	665	0	5	465	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	40	20	315	20	160	220	665	0	5	465	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	40	20	315	20	160	220	665	0	5	465	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	315	20	160	220	665	0	5	465	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	40	20	315	20	160	220	665	0	5	465	325
OvlAdjVol:												157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.23	0.62	1.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1969	985	3009	191	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.10	0.10	0.10	0.14	0.21	0.00	0.00	0.15	0.20
OvlAdjV/S:												0.10
Crit Moves:			****	****				****			****	

CEQA Baseline Plus Reduced Capacity Project

Port of Los Angeles
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CEQA Reduced - AM Peak Hour

Scenario Report

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

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CEQA Reduced - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 2	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
# 4	A	xxxxx	0.252	A	xxxxx	0.252	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.486	A xxxxx	0.486	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	5	260	0	0	175	685	0	0	0	5	285	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	260	0	0	175	685	0	0	0	5	285	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	260	0	0	175	685	0	0	0	5	285	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	260	0	0	175	685	0	0	0	5	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	260	0	0	175	685	0	0	0	5	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	260	0	0	175	685	0	0	0	5	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	180	0	0	265	210	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	180	0	0	265	210	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	180	0	0	265	210	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	180	0	0	265	210	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	0	265	210	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	180	0	0	265	210	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.09	0.07	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	105	0	0	90	100	0	0	0	0	530	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	0	0	90	100	0	0	0	0	530	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	0	0	90	100	0	0	0	0	530	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	105	0	0	90	100	0	0	0	0	530	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	105	0	0	90	100	0	0	0	0	530	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	105	0	0	90	100	0	0	0	0	530	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.03	0.06	0.00	0.00	0.00	0.00	0.17	0.07
Crit Moves:	****				****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	90	0	0	105	385	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Initial Bse:	0	0	0	90	0	0	105	385	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	90	0	0	105	385	0	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
PHF Volume:	0	0	0	90	0	0	105	385	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	0	105	385	0	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
FinalVolume:	0	0	0	90	0	0	105	385	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600
Adjustment:	1.00 1.00	1.00	0.90 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Lanes:	0.00 0.00	0.00	2.00 0.00	0.00	1.00	2.00 0.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.00
Final Sat.:	0	0	0 2880	0	0	1600 3200	0	0	0 0	0	0	0 0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00	0.03 0.00	0.00	0.00	0.07 0.12	0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.00
Crit Moves:			****			****						

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	275	0	360	0	0	0	0	2325	320	110	1945	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Initial Bse:	275	0	360	0	0	0	0	2325	320	110	1945	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	360	0	0	0	0	2325	320	110	1945	0
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
PHF Volume:	275	0	0	0	0	0	0	2325	0	110	1945	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	0	0	0	0	0	2325	0	110	1945	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00
FinalVolume:	275	0	0	0	0	0	0	2325	0	110	1945	0
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00
Lanes:	2.00 0.00	1.00	0.00 0.00	0.00	0.00	0.00 0.00	0.00	3.00	1.00 2.00	3.00	0.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09 0.00	0.00	0.00 0.00	0.00	0.00	0.00 0.52	0.00	0.04	0.43	0.00		
Crit Volume:	138			0			775		55			
Crit Moves:	****						****		****			

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	35	105	0	500	0	0	0	0	390	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	35	105	0	500	0	0	0	0	390	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	105	0	500	0	0	0	0	390	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	35	105	0	500	0	0	0	0	390	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	35	105	0	500	0	0	0	0	390	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	35	105	0	500	0	0	0	0	390	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	0				250			0		195		
Crit Moves:	****				****					****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	165	10	295	50	10	0	5	100	65	210	65	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	10	295	50	10	0	5	100	65	210	65	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	10	295	50	10	0	5	100	65	210	65	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	165	10	295	50	10	0	5	100	0	210	65	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	10	295	50	10	0	5	100	0	210	65	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	165	10	295	50	10	0	5	100	0	210	65	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.10	1.90	1.00	1.00	0.47	0.53
Final Sat.:	2880	1600	1600	1600	3200	0	152	3048	1600	1600	747	853
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.18	0.03	0.00	0.00	0.03	0.03	0.00	0.13	0.09	0.12
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	25	40	45	75	40	45	35	855	25	40	1350	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	40	45	75	40	45	35	855	25	40	1350	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	40	45	75	40	45	35	855	25	40	1350	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	40	45	75	40	45	35	855	25	40	1350	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	40	45	75	40	45	35	855	25	40	1350	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	40	45	75	40	45	35	855	25	40	1350	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.47	0.53	0.47	0.25	0.28	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	753	847	750	400	450	1600	4664	136	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.05	0.10	0.10	0.02	0.18	0.18	0.03	0.28	0.16
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	30	190	200	115	40	815	210	25	1075	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	30	190	200	115	40	815	210	25	1075	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	30	190	200	115	40	815	210	25	1075	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	30	190	200	115	40	815	210	25	1075	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	30	190	200	115	40	815	210	25	1075	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	30	190	200	115	40	815	210	25	1075	315
OvlAdjVol:						75						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.39	0.61	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3817	983	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.02	0.12	0.06	0.07	0.03	0.21	0.21	0.02	0.22	0.20
OvlAdjV/S:						0.05						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	75	10	250	65	70	105	820	110	25	850	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	75	10	250	65	70	105	820	110	25	850	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	75	10	250	65	70	105	820	110	25	850	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	75	0	250	65	0	105	820	110	25	850	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	75	0	250	65	0	105	820	110	25	850	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	75	0	250	65	0	105	820	110	25	850	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4232	568	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.00	0.16	0.02	0.00	0.07	0.19	0.19	0.02	0.27	0.19
Crit Moves:		****		****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

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

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	45	20	1045	0	0	1085	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	45	20	1045	0	0	1085	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	45	20	1045	0	0	1085	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	45	20	1045	0	0	1085	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	45	20	1045	0	0	1085	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	45	20	1045	0	0	1085	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.24	0.00	0.00	0.38	0.01
Crit Volume:	0					45	0				543	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	95	195	35	120	215	35	5	950	265	50	1015	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	195	35	120	215	35	5	950	265	50	1015	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	195	35	120	215	35	5	950	265	50	1015	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	195	35	120	215	35	5	950	0	50	1015	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	195	35	120	215	35	5	950	0	50	1015	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	195	35	120	215	35	5	950	0	50	1015	95
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	3677	599	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.08	0.06	0.06	0.00	0.33	0.00	0.04	0.36	0.07
Crit Volume:		98		120				475		50		
Crit Moves:	****			****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	110	475	10	230	135	90	755	30	330	815	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	110	475	10	230	135	90	755	30	330	815	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	110	475	10	230	135	90	755	30	330	815	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	110	475	10	230	135	90	755	30	330	815	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	110	475	10	230	135	90	755	30	330	815	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	110	475	10	230	135	90	755	30	330	815	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.17	0.01	0.08	0.09	0.06	0.26	0.02	0.12	0.29	0.29
Crit Volume:	25					135		378		165		
Crit Moves:	****					****		****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	140	250	100	175	315	35	85	10	145	40	5	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	250	100	175	315	35	85	10	145	40	5	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	250	100	175	315	35	85	10	145	40	5	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	250	0	175	315	35	85	10	145	40	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	250	0	175	315	35	85	10	145	40	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	250	0	175	315	35	85	10	145	40	5	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2475	275	1375	89	1286	1222	153	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.06	0.13	0.13	0.06	0.11	0.11	0.03	0.03	0.00
Crit Volume:	140			175			155		45			
Crit Moves:	****			****			****		****			

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Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	5	35	75	5	120	80	325	5	120	375	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	75	5	120	80	325	5	120	375	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	75	5	120	80	325	5	120	375	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	75	5	120	80	325	5	120	375	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	325	5	120	375	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	75	5	120	80	325	5	120	375	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.39	1.59	0.02	0.44	1.38	0.18
Final Sat.:	1500	188	1313	1500	60	1440	585	2378	37	661	2064	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:			40	75			80			273		
Crit Moves:			****	****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	25	15	10	15	35	100	155	330	40	10	425	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	100	155	330	40	10	425	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	100	155	330	40	10	425	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	100	155	330	40	10	425	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	100	155	330	40	10	425	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	10	15	35	100	155	330	40	10	425	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.20	0.80	1.00	0.59	1.26	0.15	0.04	1.89	0.07
Final Sat.:	1500	900	600	300	1200	1500	886	1886	229	67	2833	100
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.03	0.07	0.17	0.17	0.17	0.15	0.15	0.15
Crit Volume:	25					100	155				225	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	125	10	40	15	20	15	20	525	105	40	480	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	40	15	20	15	20	525	105	40	480	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	40	15	20	15	20	525	105	40	480	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	40	15	20	15	20	525	105	40	480	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	40	15	20	15	20	525	105	40	480	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	40	15	20	15	20	525	105	40	480	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.57	0.43	0.06	1.62	0.32	0.15	1.81	0.04
Final Sat.:	1500	300	1200	1500	857	643	92	2423	485	226	2717	57
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.22	0.22	0.22	0.18	0.18	0.18
Crit Volume:	125						35		325	40		
Crit Moves:	****						****		****	****		

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Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	5	5	20	10	5	30	10	690	10	15	605	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	10	5	30	10	690	10	15	605	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	10	5	30	10	690	10	15	605	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	10	5	30	10	690	10	15	605	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	10	5	30	10	690	10	15	605	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	10	5	30	10	690	10	15	605	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.44	0.56	1.00	0.03	1.94	0.03	0.05	1.93	0.02
Final Sat.:	500	1000	1500	667	833	1500	42	2915	42	72	2904	24
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.02	0.24	0.24	0.24	0.21	0.21	0.21
Crit Volume:			20	10					355	15		
Crit Moves:			****	****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1	0	1	1	0 1
Volume Module:												
Base Vol:	0	0	0	10	0	70	40	735	0	0	720	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	70	40	735	0	0	720	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	70	40	735	0	0	720	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	70	40	735	0	0	720	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	40	735	0	0	720	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	70	40	735	0	0	720	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2383	17
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.03	0.31	0.00	0.00	0.30	0.30
Crit Volume:	0					70	40					363
Crit Moves:						****	****					****

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Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	10	10	275	125	55	60	470	55	80	465	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	275	125	55	60	470	55	80	465	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	275	125	55	60	470	55	80	465	265
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	275	125	0	60	470	55	80	465	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	275	125	0	60	470	55	80	465	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	275	125	0	60	470	55	80	465	265
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2686	314	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.04	0.00	0.04	0.17	0.18	0.05	0.16	0.18
Crit Volume:		13		275					263	80		
Crit Moves:		****		****					****	****		

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Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	230	230	855	0	0	900	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	230	230	855	0	0	900	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	230	230	855	0	0	900	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	230	230	855	0	0	900	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	230	230	855	0	0	900	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	230	230	855	0	0	900	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3664	611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.16	0.16	0.30	0.00	0.00	0.25	0.25
Crit Volume:	0					230	230				350	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	1070	0	0	1125	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	1070	0	0	1125	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	300	0	0	0	0	1070	0	0	1125	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1070	0	0	1125	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1070	0	0	1125	275
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1070	0	0	1125	275
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.41	0.59
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	2893	707
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.39	0.39
Crit Volume:	0					0					467	
Crit Moves:							****				****	

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	175	60	5	195	50	70	920	45	80	1255	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	175	60	5	195	50	70	920	45	80	1255	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	175	60	5	195	50	70	920	45	80	1255	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	175	60	5	195	50	70	920	45	80	1255	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	175	60	5	195	50	70	920	45	80	1255	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	175	60	5	195	50	70	920	45	80	1255	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.04	0.00	0.06	0.03	0.04	0.29	0.03	0.05	0.39	0.05
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	45	20	85	165	65	40	10	950	15	70	1495	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	85	165	65	40	10	950	15	70	1495	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	85	165	65	40	10	950	15	70	1495	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	85	165	65	40	10	950	15	70	1495	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	85	165	65	40	10	950	15	70	1495	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	85	165	65	40	10	950	15	70	1495	65
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.88	0.12
Final Sat.:	1108	492	1600	1148	452	1600	1600	4725	75	1600	4600	200
Capacity Analysis Module:														
Vol/Sat:	0.03	0.04	0.05	0.10	0.14	0.03	0.01	0.20	0.20	0.04	0.33	0.33
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	25	5	255	35	170	140	435	5	10	515	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	255	35	170	140	435	5	10	515	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	255	35	170	140	435	5	10	515	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	255	35	170	140	435	5	10	515	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	255	35	170	140	435	5	10	515	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	255	35	170	140	435	5	10	515	175
OvlAdjVol:												5
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2814	386	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:															
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.11	0.09	0.14	0.00	0.01	0.16	0.11
OvlAdjV/S:												0.00
Crit Moves:		****				****	****				****	

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Scenario Report

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

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CEQA Reduced - MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000
# 2	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.322	A	xxxxx	0.322	+ 0.000
# 4	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000
# 5 Seaside Ave / Navy Way	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.186	A	xxxxx	0.186	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 8 Anaheim St / Harbor Ave	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.298	A	xxxxx	0.298	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.238	A	xxxxx	0.238	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.632	B xxxxx	0.632	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C

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CEQA Reduced - MD Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

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

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	605	0	0	170	460	0	0	0	5	235	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	605	0	0	170	460	0	0	0	5	235	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	605	0	0	170	460	0	0	0	5	235	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	605	0	0	170	460	0	0	0	5	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	170	460	0	0	0	5	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	605	0	0	170	460	0	0	0	5	235	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.05	0.16	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:		****			****						****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	0	180	5	0	610	275	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	0	180	5	0	610	275	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	0	180	5	0	610	275	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	0	180	5	0	610	275	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	0	180	5	0	610	275	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	0	180	5	0	610	275	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.95	0.05	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3114	86	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	85	0	0	220	120	0	0	0	0	470	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	0	0	220	120	0	0	0	0	470	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	0	220	120	0	0	0	0	470	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	85	0	0	220	120	0	0	0	0	470	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	0	220	120	0	0	0	0	470	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	85	0	0	220	120	0	0	0	0	470	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00	0.15	0.08
Crit Moves:	****				****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	220	0	0	85	665	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	220	0	0	85	665	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	220	0	0	85	665	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	220	0	0	85	665	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	85	665	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	220	0	0	85	665	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.08 0.00	0.00		0.05 0.21	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	2 0	3	0 0
Volume Module:												
Base Vol:	240	0	100	0	0	0	0	1145	0	40	1300	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	240	0	100	0	0	0	0	1145	0	40	1300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	0	100	0	0	0	0	1145	0	40	1300	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	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	240	0	0	0	0	0	0	1145	0	40	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	0	0	0	0	0	0	1145	0	40	1300	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	240	0	0	0	0	0	0	1145	0	40	1300	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.08 0.00	0.00		0.00 0.00	0.00		0.00 0.25	0.00		0.01 0.29	0.00	
Crit Volume:	120			0			0			433		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	120	195	5	255	0	0	0	0	125	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	120	195	5	255	0	0	0	0	125	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	120	195	5	255	0	0	0	0	125	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	120	195	5	255	0	0	0	0	125	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	195	5	255	0	0	0	0	125	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	120	195	5	255	0	0	0	0	125	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.92	0.00	0.08
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2740	0	110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.14	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:			195	5					0	65		
Crit Moves:			****	****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	75	15	185	20	15	5	5	105	0	260	60	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	15	185	20	15	5	5	105	0	260	60	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	15	185	20	15	5	5	105	0	260	60	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	75	15	185	20	15	5	5	105	0	260	60	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	15	185	20	15	5	5	105	0	260	60	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	75	15	185	20	15	5	5	105	0	260	60	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.50	0.50	0.09	1.91	1.00	1.00	0.29	0.71
Final Sat.:	2880	1600	1600	1600	2400	800	145	3055	1600	1600	469	1131
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.12	0.01	0.01	0.01	0.03	0.03	0.00	0.16	0.13	0.15
Crit Moves:			****	****				****		****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	30	35	95	175	65	55	35	1120	40	50	1150	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	35	95	175	65	55	35	1120	40	50	1150	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	35	95	175	65	55	35	1120	40	50	1150	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	35	95	175	65	55	35	1120	40	50	1150	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	35	95	175	65	55	35	1120	40	50	1150	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	35	95	175	65	55	35	1120	40	50	1150	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.27	0.73	0.59	0.22	0.19	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	431	1169	949	353	298	1600	4634	166	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.11	0.18	0.18	0.02	0.24	0.24	0.03	0.24	0.14
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	195	20	170	155	130	95	975	25	25	1030	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	195	20	170	155	130	95	975	25	25	1030	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	195	20	170	155	130	95	975	25	25	1030	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	195	20	170	155	130	95	975	25	25	1030	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	195	20	170	155	130	95	975	25	25	1030	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	195	20	170	155	130	95	975	25	25	1030	245
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4680	120	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.11	0.05	0.08	0.06	0.21	0.21	0.02	0.21	0.15
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	135	90	0	235	70	75	115	770	100	20	770	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	90	0	235	70	75	115	770	100	20	770	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	90	0	235	70	75	115	770	100	20	770	315
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	90	0	235	70	0	115	770	100	20	770	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	90	0	235	70	0	115	770	100	20	770	315
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	90	0	235	70	0	115	770	100	20	770	315
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4248	552	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.00	0.15	0.02	0.00	0.07	0.18	0.18	0.01	0.24	0.20
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	20	1320	0	0	1035	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	20	1320	0	0	1035	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	20	1320	0	0	1035	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	20	1320	0	0	1035	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	20	1320	0	0	1035	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	20	1320	0	0	1035	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.01	0.31	0.00	0.00	0.36	0.01
Crit Volume:	0					75	0				518	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	190	170	110	175	235	65	90	950	0	100	870	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	170	110	175	235	65	90	950	0	100	870	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	170	110	175	235	65	90	950	0	100	870	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	190	170	110	175	235	65	90	950	0	100	870	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	170	110	175	235	65	90	950	0	100	870	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	190	170	110	175	235	65	90	950	0	100	870	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	1.42	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2256	2019	1425	1425	3349	926	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.07	0.07	0.06	0.33	0.00	0.07	0.31	0.11
Crit Volume:		120		175				475		100		
Crit Moves:	****			****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	5	100	415	10	65	105	80	725	15	265	810	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	100	415	10	65	105	80	725	15	265	810	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	100	415	10	65	105	80	725	15	265	810	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	100	415	10	65	105	80	725	15	265	810	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	100	415	10	65	105	80	725	15	265	810	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	100	415	10	65	105	80	725	15	265	810	15
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2798	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.15	0.01	0.02	0.07	0.06	0.25	0.01	0.09	0.29	0.29
Crit Volume:		100		10			80					413
Crit Moves:	****			****			****					****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	85	0	170	85	140	30	0	15	70	240	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	85	0	170	85	140	30	0	15	70	240	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	85	0	170	85	140	30	0	15	70	240	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	85	0	170	85	140	30	0	15	70	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	85	0	170	85	140	30	0	15	70	240	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	85	0	170	85	140	30	0	15	70	240	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00	0.23	0.77	1.00
Final Sat.:	1375	2750	1375	2750	1375	1375	1375	0	1375	310	1065	1375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.06	0.06	0.10	0.02	0.00	0.01	0.23	0.23	0.00
Crit Volume:	0					140	30				310	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	25	60	460	0	25	290	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	460	0	25	290	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	460	0	25	290	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	460	0	25	290	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	460	0	25	290	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	460	0	25	290	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.23	1.77	0.00	0.14	1.69	0.17
Final Sat.:	1500	107	1393	1500	429	1071	346	2654	0	217	2522	261
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.17	0.17	0.00	0.12	0.12	0.11
Crit Volume:			140	10				260		25		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	10	5	20	75	100	460	15	5	320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	5	20	75	100	460	15	5	320	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	5	20	75	100	460	15	5	320	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	5	20	75	100	460	15	5	320	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	5	20	75	100	460	15	5	320	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	5	20	75	100	460	15	5	320	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.10	0.90	1.00	0.35	1.60	0.05	0.03	1.91	0.06
Final Sat.:	1500	1000	500	150	1350	1500	522	2400	78	45	2866	90
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.01	0.05	0.19	0.19	0.19	0.11	0.11	0.11
Crit Volume:	30					75		288		5		
Crit Moves:	****					****		****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	20	70	5	10	25	20	405	35	25	470	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	70	5	10	25	20	405	35	25	470	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	70	5	10	25	20	405	35	25	470	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	70	5	10	25	20	405	35	25	470	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	70	5	10	25	20	405	35	25	470	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	70	5	10	25	20	405	35	25	470	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.29	0.71	0.09	1.76	0.15	0.10	1.86	0.04
Final Sat.:	1500	333	1167	1500	429	1071	130	2641	228	149	2792	59
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.00	0.02	0.02	0.15	0.15	0.15	0.17	0.17	0.17
Crit Volume:	140						35	20				253
Crit Moves:	****						****	****				****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	15	5	0	20	15	540	10	5	635	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	5	15	5	0	20	15	540	10	5	635	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	5	15	5	0	20	15	540	10	5	635	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	5	15	5	0	20	15	540	10	5	635	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	5	0	20	15	540	10	5	635	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	5	15	5	0	20	15	540	10	5	635	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.40	0.60	1.00	0.05	1.91	0.04	0.01	1.97	0.02
Final Sat.:	0	1500	1500	600	900	1500	80	2867	53	23	2953	23
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.19	0.19	0.19	0.22	0.22	0.22
Crit Volume:	0					20	15					323
Crit Moves:	****					****	****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	45	55	695	0	0	690	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	55	695	0	0	690	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	55	695	0	0	690	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	55	695	0	0	690	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	55	695	0	0	690	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	55	695	0	0	690	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2366	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.05	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					45	55					350
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	10	5	265	175	0	50	510	10	75	355	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	5	265	175	0	50	510	10	75	355	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	5	265	175	0	50	510	10	75	355	335
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	5	265	175	0	50	510	10	75	355	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	5	265	175	0	50	510	10	75	355	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	5	265	175	0	50	510	10	75	355	335
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.80	0.40	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1200	1200	600	1500	3000	1500	1500	2942	58	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.17	0.17	0.05	0.12	0.22
Crit Volume:		13		265			50					335
Crit Moves:	****			****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	70	0	115	190	870	0	0	755	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	115	190	870	0	0	755	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	115	190	870	0	0	755	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	115	190	870	0	0	755	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	115	190	870	0	0	755	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	115	190	870	0	0	755	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.65	0.35
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3775	500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.08	0.13	0.31	0.00	0.00	0.20	0.20
Crit Volume:	0					115	190				285	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	385	0	0	5	0	1555	5	0	1215	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	385	0	0	5	0	1555	5	0	1215	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	385	0	0	5	0	1555	5	0	1215	400
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1555	5	0	1215	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1555	5	0	1215	400
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1555	5	0	1215	400
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	2.26	0.74
Final Sat.:	0	0	1200	0	0	1200	0	3588	12	0	2708	892
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.45	0.45
Crit Volume:	0			0			0			538		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	280	100	5	190	85	105	1145	5	0	910	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	100	5	190	85	105	1145	5	0	910	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	100	5	190	85	105	1145	5	0	910	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	100	5	190	85	105	1145	5	0	910	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	100	5	190	85	105	1145	5	0	910	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	100	5	190	85	105	1145	5	0	910	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.06	0.00	0.06	0.05	0.07	0.36	0.00	0.00	0.28	0.06
Crit Moves:		****		****				****		****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	35	35	235	185	50	50	15	1210	20	75	1100	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	235	185	50	50	15	1210	20	75	1100	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	35	235	185	50	50	15	1210	20	75	1100	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	235	185	50	50	15	1210	20	75	1100	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	235	185	50	50	15	1210	20	75	1100	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	35	235	185	50	50	15	1210	20	75	1100	150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.79	0.21	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	800	800	1600	1260	340	1600	1600	4722	78	1600	4224	576
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.15	0.12	0.15	0.03	0.01	0.26	0.26	0.05	0.26	0.26
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	0	30	20	240	15	175	220	535	5	5	385	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	240	15	175	220	535	5	5	385	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	240	15	175	220	535	5	5	385	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	240	15	175	220	535	5	5	385	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	240	15	175	220	535	5	5	385	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	240	15	175	220	535	5	5	385	190
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	3012	188	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.11	0.14	0.17	0.00	0.00	0.12	0.12
OvlAdjV/S:												0.01
Crit Moves:		****				****	****				****	

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Scenario Report

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

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000
# 2	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000
# 4	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.191	A	xxxxx	0.191	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.322	A	xxxxx	0.322	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	540	0	0	130	640	0	0	0	10	285	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	540	0	0	130	640	0	0	0	10	285	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	540	0	0	130	640	0	0	0	10	285	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	540	0	0	130	640	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	540	0	0	130	640	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	540	0	0	130	640	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	5	5	140	0	0	550	270	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	5	5	140	0	0	550	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	5	140	0	0	550	270	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	5	5	140	0	0	550	270	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	5	140	0	0	550	270	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	5	5	140	0	0	550	270	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.04 0.00	0.00		0.19 0.08	0.00		0.00 0.00	0.00	
Crit Moves:		****		****			****					

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	75	0	0	220	85	0	0	0	0	535	230
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	75	0	0	220	85	0	0	0	0	535	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	0	220	85	0	0	0	0	535	230
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	75	0	0	220	85	0	0	0	0	535	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	220	85	0	0	0	0	535	230
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	75	0	0	220	85	0	0	0	0	535	230
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	
Lanes:	0.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.00 2.00	2.00	
Final Sat.:	0 3200	0		0 3200	1600		0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.02	0.00		0.00 0.07	0.05		0.00 0.00	0.00		0.00 0.17	0.08	
Crit Moves:	****			****						****		

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

Intersection #4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 0			1 0 2 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	220	0	0	75	600	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	220	0	0	75	600	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	220	0	0	75	600	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	220	0	0	75	600	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	0	75	600	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	220	0	0	75	600	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.05	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	480	0	370	0	0	0	0	2155	130	25	1975	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	0	370	0	0	0	0	2155	130	25	1975	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	0	370	0	0	0	0	2155	130	25	1975	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	480	0	0	0	0	0	0	2155	0	25	1975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	0	0	0	0	0	0	2155	0	25	1975	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	480	0	0	0	0	0	0	2155	0	25	1975	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:	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.:	3000	0	1500	0	0	0	0	4500	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.01	0.44	0.00
Crit Volume:	240			0			718			13		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.191
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	155	195	0	175	0	0	0	0	155	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	155	195	0	175	0	0	0	0	155	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	155	195	0	175	0	0	0	0	155	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	155	195	0	175	0	0	0	0	155	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	155	195	0	175	0	0	0	0	155	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	155	195	0	175	0	0	0	0	155	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.00	0.06	0.00	0.00	0.00	0.00	0.05	0.00	0.00
Crit Volume:			195	0					0			
Crit Moves:			****	****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	90	10	215	15	5	0	45	70	215	335	55	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	10	215	15	5	0	45	70	215	335	55	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	10	215	15	5	0	45	70	215	335	55	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	10	215	15	5	0	45	70	0	335	55	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	10	215	15	5	0	45	70	0	335	55	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	10	215	15	5	0	45	70	0	335	55	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	0.00	0.78	1.22	1.00	1.00	0.36	0.64
Final Sat.:	2880	1600	1600	1600	3200	0	1252	1948	1600	1600	570	1030
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.13	0.01	0.00	0.00	0.04	0.04	0.00	0.21	0.10	0.18
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	25	35	85	180	35	85	30	1560		15	50	1095
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:	25	35	85	180	35	85	30	1560		15	50	1095
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	25	35	85	180	35	85	30	1560		15	50	1095
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	25	35	85	180	35	85	30	1560		15	50	1095
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	25	35	85	180	35	85	30	1560		15	50	1095
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	25	35	85	180	35	85	30	1560		15	50	1095
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	0.60	0.12	0.28	1.00	2.97		0.03	1.00	3.00
Final Sat.:	1600	467	1133	960	187	453	1600	4754		46	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.08	0.11	0.19	0.19	0.02	0.33		0.33	0.03	0.23
Crit Moves:	****			****				****			****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	315	65	255	225	140	105	1295		15	20	970
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:	35	315	65	255	225	140	105	1295		15	20	970
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	35	315	65	255	225	140	105	1295		15	20	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	35	315	65	255	225	140	105	1295		15	20	970
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	35	315	65	255	225	140	105	1295		15	20	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	35	315	65	255	225	140	105	1295		15	20	970
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.97		0.03	1.00	3.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4745		55	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.16	0.07	0.09	0.07	0.27		0.27	0.01	0.20
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	210	115	20	140	75	60	95	1265	315	15	915	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	115	20	140	75	60	95	1265	315	15	915	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	115	20	140	75	60	95	1265	315	15	915	205
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	115	0	140	75	0	95	1265	315	15	915	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	115	0	140	75	0	95	1265	315	15	915	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	115	0	140	75	0	95	1265	315	15	915	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.40	0.60	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3843	957	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.00	0.09	0.02	0.00	0.06	0.33	0.33	0.01	0.29	0.13
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	65	0	205	35	1540	0	0	1225	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	35	1540	0	0	1225	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	35	1540	0	0	1225	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	35	1540	0	0	1225	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	35	1540	0	0	1225	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	35	1540	0	0	1225	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.02	0.36	0.00	0.00	0.43	0.02
Crit Volume:	0					205	0				613	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	335	170	185	155	45	90	1255	230	65	1035	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	335	170	185	155	45	90	1255	230	65	1035	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	335	170	185	155	45	90	1255	230	65	1035	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	335	170	185	155	45	90	1255	0	65	1035	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	335	170	185	155	45	90	1255	0	65	1035	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	335	170	185	155	45	90	1255	0	65	1035	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.28	1.72	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1827	2448	1425	1425	3313	962	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.12	0.13	0.05	0.05	0.06	0.44	0.00	0.05	0.36	0.07
Crit Volume:		195		185				628		65		
Crit Moves:		****		****				****		****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	175	610	20	220	135	90	905	15	245	1035	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	175	610	20	220	135	90	905	15	245	1035	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	175	610	20	220	135	90	905	15	245	1035	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	175	610	20	220	135	90	905	15	245	1035	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	175	610	20	220	135	90	905	15	245	1035	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	175	610	20	220	135	90	905	15	245	1035	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2796	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.21	0.01	0.08	0.09	0.06	0.32	0.01	0.09	0.37	0.37
Crit Volume:			305	20			90				528	
Crit Moves:			****	****			****				****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	85	285	80	85	310	35	70	0	15	115	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	285	80	85	310	35	70	0	15	115	0	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	285	80	85	310	35	70	0	15	115	0	260
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	285	0	85	310	35	70	0	15	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	285	0	85	310	35	70	0	15	115	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	285	0	85	310	35	70	0	15	115	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2471	279	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.00	0.03	0.13	0.13	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85				173		70			115		
Crit Moves:	****				****		****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	135	70	0	145	125	490	0	20	365	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	490	0	20	365	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	490	0	20	365	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	490	0	20	365	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	490	0	20	365	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	490	0	20	365	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.41	1.59	0.00	0.09	1.60	0.31
Final Sat.:	1500	0	1500	1500	0	1500	610	2390	0	132	2407	462
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.20	0.21	0.00	0.15	0.15	0.15
Crit Volume:			135	70			125					228
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	55	10	25	25	185	195	575	5	10	485	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	185	195	575	5	10	485	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	185	195	575	5	10	485	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	185	195	575	5	10	485	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	185	195	575	5	10	485	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	55	10	25	25	185	195	575	5	10	485	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.21	0.79	1.00	0.50	1.49	0.01	0.04	1.88	0.08
Final Sat.:	1304	1435	261	319	1181	1500	755	2226	19	58	2825	117
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.02	0.12	0.26	0.26	0.26	0.17	0.17	0.17
Crit Volume:	50					185	195					258
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	25	80	10	5	30	15	625	15	15	675	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	25	80	10	5	30	15	625	15	15	675	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	25	80	10	5	30	15	625	15	15	675	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	25	80	10	5	30	15	625	15	15	675	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	25	80	10	5	30	15	625	15	15	675	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	25	80	10	5	30	15	625	15	15	675	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.14	0.86	0.04	1.91	0.05	0.04	1.88	0.08
Final Sat.:	1500	357	1143	1500	214	1286	69	2863	69	63	2813	125
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.22	0.22	0.22	0.24	0.24	0.24
Crit Volume:	140					35		15			360	
Crit Moves:	****					****		****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	5	10	5	25	15	630	25	15	855	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	10	5	25	15	630	25	15	855	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	10	5	25	15	630	25	15	855	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	10	5	25	15	630	25	15	855	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	10	5	25	15	630	25	15	855	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	10	5	25	15	630	25	15	855	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.50	0.50	1.00	0.04	1.89	0.07	0.03	1.94	0.03
Final Sat.:	1500	500	1000	750	750	1500	67	2821	112	51	2898	51
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.22	0.22	0.22	0.29	0.30	0.29
Crit Volume:	10					25	15				443	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	5	0	60	60	675	0	0	960	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	60	675	0	0	960	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	60	675	0	0	960	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	60	675	0	0	960	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	60	675	0	0	960	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	60	675	0	0	960	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.97	0.03
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2363	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.05	0.28	0.00	0.00	0.41	0.41
Crit Volume:	0					60	60				488	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	60	20	245	135	65	45	515	20	90	595	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	20	245	135	65	45	515	20	90	595	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	20	245	135	65	45	515	20	90	595	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	20	245	135	0	45	515	20	90	595	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	20	245	135	0	45	515	20	90	595	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	60	20	245	135	0	45	515	20	90	595	370
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.34	0.44	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	333	2000	667	1500	3000	1500	1500	2888	112	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.16	0.05	0.00	0.03	0.18	0.18	0.06	0.20	0.25
Crit Volume:		45		245			45					370
Crit Moves:	****			****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	210	0	305	270	1205	0	0	980	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	305	270	1205	0	0	980	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	305	270	1205	0	0	980	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	305	270	1205	0	0	980	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	305	270	1205	0	0	980	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	305	270	1205	0	0	980	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3659	616
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.21	0.19	0.42	0.00	0.00	0.27	0.27
Crit Volume:	0					305	270					382
Crit Moves:						****	****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			WideBypass			WideBypass		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	195	0	0	0	0	1495	0	0	1145	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	195	0	0	0	0	1495	0	0	1145	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	195	0	0	0	0	1495	0	0	1145	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1495	0	0	1145	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1495	0	0	1145	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1495	0	0	1145	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	2976	624
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.38	0.38
Crit Volume:	0			0			498			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	0	480	105	10	210	115	160	1310	5	80	1085	90			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	480	105	10	210	115	160	1310	5	80	1085	90			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	480	105	10	210	115	160	1310	5	80	1085	90			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	480	105	10	210	115	160	1310	5	80	1085	90			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	480	105	10	210	115	160	1310	5	80	1085	90			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	480	105	10	210	115	160	1310	5	80	1085	90			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.15	0.07	0.01	0.07	0.07	0.10	0.41	0.00	0.05	0.34	0.06			
Crit Moves:		****		****				****		****					

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	55	65	270	180	65	35	25	1545	20	35	1100	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	65	270	180	65	35	25	1545	20	35	1100	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	65	270	180	65	35	25	1545	20	35	1100	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	65	270	180	65	35	25	1545	20	35	1100	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	65	270	180	65	35	25	1545	20	35	1100	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	65	270	180	65	35	25	1545	20	35	1100	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	733	867	1600	1176	424	1600	1600	4739	61	1600	4310	490
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.17	0.11	0.15	0.02	0.02	0.33	0.33	0.02	0.26	0.26
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	40	20	170	20	160	220	635	0	5	415	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	40	20	170	20	160	220	635	0	5	415	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	40	20	170	20	160	220	635	0	5	415	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	40	20	170	20	160	220	635	0	5	415	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	40	20	170	20	160	220	635	0	5	415	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	40	20	170	20	160	220	635	0	5	415	115
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	1.23	0.62	1.79	0.21	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1969	985	2863	337	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.20	0.00	0.00	0.13	0.07
OvlAdjV/S:												0.00
Crit Moves:			****			****	****				****	

Cumulative 2016 Baseline

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Scenario Report

Scenario:	2016 No Project W ICTF AM Peak
Command:	2016 No Project W ICTF AM Peak
Volume:	2016 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 2	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 4	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C

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Year 2016 AM Peak - No Project W ICTF

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	90	0	0	255	745	0	0	0	5	290	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	90	0	0	255	745	0	0	0	5	290	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	90	0	0	255	745	0	0	0	5	290	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	90	0	0	255	745	0	0	0	5	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	90	0	0	255	745	0	0	0	5	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	90	0	0	255	745	0	0	0	5	290	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.08	0.26	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		260	0	0		95	390	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		260	0	0		95	390	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		260	0	0		95	390	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		260	0	0		95	390	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		260	0	0		95	390	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		260	0	0		95	390	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.03	0.12	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	135	0		0	145	205		0	0	0		0	580	235	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	135	0		0	145	205		0	0	0		0	580	235	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	135	0		0	145	205		0	0	0		0	580	235	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	135	0		0	145	205		0	0	0		0	580	235	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	135	0		0	145	205		0	0	0		0	580	235	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	135	0		0	145	205		0	0	0		0	580	235	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.00		0.00	0.05	0.13		0.00	0.00	0.00		0.00	0.18	0.08	
Crit Moves:	****					****								****		

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

Intersection #4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	145	0	0	135	340	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	0	135	340	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	145	0	0	135	340	0	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	0	135	340	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	135	340	0	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	0	135	340	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	0.90	1.00 1.00	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	0.00	1.00	2.00 0.00	0.00	0.00	0.00 0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00	0.05	0.00 0.00	0.00	0.08	0.11	0.00	0.00	0.00 0.00	0.00	0.00
Crit Moves:			****				****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	520	0	0	0	0	2585	325	0	2030	95
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Initial Bse:	485	0	520	0	0	0	0	2585	325	0	2030	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	0	520	0	0	0	0	2585	325	0	2030	95
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	0.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	0.00
PHF Volume:	485	0	0	0	0	0	0	2585	0	0	2030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2585	0	0	2030	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	0.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	0.00	1.00	0.00
FinalVolume:	485	0	0	0	0	0	0	2585	0	0	2030	0
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Lanes:	2.00 0.00	1.00	0.00 0.00	0.00	0.00	0.00 1.00	3.00	1.00	0.00 3.00	1.00	0.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00	0.00 0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.45	0.00	
Crit Volume:	242			0			862			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	240	110	0	395	0	0	0	0	465	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	110	0	395	0	0	0	0	465	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	110	0	395	0	0	0	0	465	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	110	0	395	0	0	0	0	465	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	110	0	395	0	0	0	0	465	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	240	110	0	395	0	0	0	0	465	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		240		0				0		233		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	305	50	5	5	5	220	10	175	150	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	305	50	5	5	5	220	10	175	150	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	305	50	5	5	5	220	10	175	150	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	305	50	5	5	5	220	0	175	150	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	305	50	5	5	5	220	0	175	150	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	305	50	5	5	5	220	0	175	150	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.04	1.96	1.00	0.95	0.81	0.24
Final Sat.:	2880	1600	1600	1600	1600	1600	71	3129	1600	1514	1297	389
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.19	0.03	0.00	0.00	0.07	0.07	0.00	0.12	0.12	0.12
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	120	110	95	75	55	100	35	785	30	35	1425	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	110	95	75	55	100	35	785	30	35	1425	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	110	95	75	55	100	35	785	30	35	1425	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	110	95	75	55	100	35	785	30	35	1425	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	110	95	75	55	100	35	785	30	35	1425	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	110	95	75	55	100	35	785	30	35	1425	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	0.33	0.24	0.43	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	859	741	522	383	696	1600	4623	177	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.14	0.14	0.02	0.17	0.17	0.02	0.30	0.17
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	55	335	60	240	230	115	25	735	195	50	1150	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	335	60	240	230	115	25	735	195	50	1150	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	335	60	240	230	115	25	735	195	50	1150	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	335	60	240	230	115	25	735	195	50	1150	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	335	60	240	230	115	25	735	195	50	1150	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	335	60	240	230	115	25	735	195	50	1150	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.37	0.63	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3794	1006	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.15	0.07	0.07	0.02	0.19	0.19	0.03	0.24	0.19
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	190	70	10	225	95	90	105	755	130	25	965	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	70	10	225	95	90	105	755	130	25	965	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	70	10	225	95	90	105	755	130	25	965	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	70	0	225	95	0	105	755	130	25	965	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	70	0	225	95	0	105	755	130	25	965	275
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	70	0	225	95	0	105	755	130	25	965	275
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4095	705	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.00	0.14	0.03	0.00	0.07	0.18	0.18	0.02	0.30	0.17
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	90	985	0	0	1215	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	90	985	0	0	1215	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	90	985	0	0	1215	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	90	985	0	0	1215	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	90	985	0	0	1215	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	90	985	0	0	1215	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.06	0.23	0.00	0.00	0.28	0.04
Crit Volume:		0			20			90			405	
Crit Moves:				****			****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	200	170	35	110	150	60	40	915	305	30	1175	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	170	35	110	150	60	40	915	305	30	1175	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	170	35	110	150	60	40	915	305	30	1175	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	170	35	110	150	60	40	915	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	170	35	110	150	60	40	915	0	30	1175	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	170	35	110	150	60	40	915	0	30	1175	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	1.38	1.00	1.00	2.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2311	1964	1425	1425	3054	1221	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.08	0.05	0.05	0.03	0.32	0.00	0.02	0.41	0.05
Crit Volume:	123			110			40			588		
Crit Moves:	****			****			****			****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	195	530	15	255	115	130	830	25	400	950	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	195	530	15	255	115	130	830	25	400	950	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	195	530	15	255	115	130	830	25	400	950	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	195	530	15	255	115	130	830	25	400	950	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	195	530	15	255	115	130	830	25	400	950	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	195	530	15	255	115	130	830	25	400	950	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2735	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.01	0.09	0.08	0.09	0.29	0.02	0.14	0.35	0.35
Crit Volume:		195		15			130			495		
Crit Moves:		****		****			****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	140	290	110	150	360	30	95	10	165	105	10	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	290	110	150	360	30	95	10	165	105	10	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	290	110	150	360	30	95	10	165	105	10	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	290	0	150	360	30	95	10	165	105	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	290	0	150	360	30	95	10	165	105	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	290	0	150	360	30	95	10	165	105	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2538	212	1375	79	1296	1255	120	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.14	0.14	0.07	0.13	0.13	0.08	0.08	0.00
Crit Volume:	140					195			175		115	
Crit Moves:	****					****			****		****	

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	5	30	85	5	145	110	280	10	155	310	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	145	110	280	10	155	310	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	145	110	280	10	155	310	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	145	110	280	10	155	310	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	145	110	280	10	155	310	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	145	110	280	10	155	310	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.55	1.40	0.05	0.59	1.18	0.23
Final Sat.:	1500	214	1286	1500	50	1450	825	2100	75	886	1771	343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.13	0.13	0.13	0.17	0.18	0.18
Crit Volume:	0					150			110			263
Crit Moves:	****					****			****			****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	5	25	150	255	355	305	125	25	430	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	5	25	150	255	355	305	125	25	430	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	5	25	150	255	355	305	125	25	430	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	5	25	150	255	355	305	125	25	430	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	5	25	150	255	355	305	125	25	430	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	5	25	150	255	355	305	125	25	430	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	0.12	0.88	1.00	0.90	0.78	0.32	0.11	1.81	0.08
Final Sat.:	1500	1227	273	174	1326	1500	1357	1166	478	158	2716	126
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.11	0.17	0.26	0.26	0.26	0.16	0.16	0.16
Crit Volume:	30					255	355				238	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	35	15	20	15	20	685	105	40	645	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	35	15	20	15	20	685	105	40	645	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	35	15	20	15	20	685	105	40	645	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	35	15	20	15	20	685	105	40	645	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	35	15	20	15	20	685	105	40	645	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	35	15	20	15	20	685	105	40	645	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.57	0.43	0.05	1.69	0.26	0.11	1.86	0.03
Final Sat.:	1500	333	1167	1500	857	643	74	2537	389	173	2784	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.23	0.23	0.23
Crit Volume:	125						35		405		40	
Crit Moves:	****						****		****		****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	25	20	5	20	5	835	5	20	675	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	835	5	20	675	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	835	5	20	675	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	835	5	20	675	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	835	5	20	675	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	835	5	20	675	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.89	0.22	0.89	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	1333	333	1333	18	2964	18	85	2872	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.02	0.02	0.28	0.28	0.28	0.24	0.23	0.24
Crit Volume:			25	20				423		20		
Crit Moves:			****	****				****		****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	195	0	170	75	690	0	0	620	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	170	75	690	0	0	620	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	170	75	690	0	0	620	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	170	75	690	0	0	620	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	170	75	690	0	0	620	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	170	75	690	0	0	620	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	0	1200	0	1200	82	1118	1200	2400	0	1200	2011	389
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.15	0.06	0.29	0.00	0.00	0.31	0.31
Crit Volume:			0	195			75			370		
Crit Moves:				****			****			****		

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	225	0	165	125	475	0	0	590	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	165	125	475	0	0	590	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	165	125	475	0	0	590	195
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	125	475	0	0	590	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	125	475	0	0	590	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	125	475	0	0	590	195
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.08	0.16	0.00	0.00	0.20	0.13
Crit Volume:		0		225			125				295	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	125	225	1045	0	0	905	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	125	225	1045	0	0	905	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	125	225	1045	0	0	905	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	125	225	1045	0	0	905	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	125	225	1045	0	0	905	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	125	225	1045	0	0	905	190
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3533	742
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.16	0.37	0.00	0.00	0.26	0.26
Crit Volume:		0		125			225					365
Crit Moves:				****			****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.276
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	110	0	0	40	0	850	85	0	995	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	110	0	0	40	0	850	85	0	995	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	110	0	0	40	0	850	85	0	995	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	850	85	0	995	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	850	85	0	995	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	850	85	0	995	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.73	0.27	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3273	327	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.28	0.00
Crit Volume:	0			0			0			332		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	105	195	85	15	265	75	60	1100	25	75	1380	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	195	85	15	265	75	60	1100	25	75	1380	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	195	85	15	265	75	60	1100	25	75	1380	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	195	85	15	265	75	60	1100	25	75	1380	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	195	85	15	265	75	60	1100	25	75	1380	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	195	85	15	265	75	60	1100	25	75	1380	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.05	0.01	0.08	0.05	0.04	0.34	0.02	0.05	0.43	0.07
Crit Moves:	****				****		****				****	

Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	20	100	200	70	45	10	1145	20	80	1705	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	100	200	70	45	10	1145	20	80	1705	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	100	200	70	45	10	1145	20	80	1705	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	100	200	70	45	10	1145	20	80	1705	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	100	200	70	45	10	1145	20	80	1705	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	100	200	70	45	10	1145	20	80	1705	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.74	0.26	1.00	1.00	2.95	0.05	1.00	2.87	0.13
Final Sat.:	1108	492	1600	1185	415	1600	1600	4718	82	1600	4585	215
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.13	0.17	0.03	0.01	0.24	0.24	0.05	0.37	0.37
Crit Moves:	****			****			****				****	

Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	5	210	35	165	135	555	15	55	615	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	210	35	165	135	555	15	55	615	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	210	35	165	135	555	15	55	615	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	210	35	165	135	555	15	55	615	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	210	35	165	135	555	15	55	615	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	210	35	165	135	555	15	55	615	345
OvlAdjVol:												180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2743	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.10	0.08	0.17	0.01	0.03	0.19	0.22
OvlAdjV/S:												0.11
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2016 No Project W ICTF MD Peak
Command:	2016 No Project W ICTF MD Peak
Volume:	2016 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 2	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 4	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.253	A	xxxxx	0.253	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	180	0	0	255	630	0	0	0	5	200	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	255	630	0	0	0	5	200	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	0	0	255	630	0	0	0	5	200	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	180	0	0	255	630	0	0	0	5	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	255	630	0	0	0	5	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	180	0	0	255	630	0	0	0	5	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.08	0.22	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	180	660	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	260	0	0	180	660	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	260	0	0	180	660	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	260	0	0	180	660	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	180	660	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	260	0	0	180	660	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.06	0.21	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	355	0	0	225	45	0	0	0	0	655	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	0	0	225	45	0	0	0	0	655	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	0	0	225	45	0	0	0	0	655	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	0	0	225	45	0	0	0	0	655	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	0	0	225	45	0	0	0	0	655	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	0	0	225	45	0	0	0	0	655	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.07	0.03	0.00	0.00	0.00	0.00	0.20	0.10
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	225	0	0	355	615	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	0	355	615	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	0	355	615	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	355	615	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	355	615	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	355	615	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.22	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	660	0	405	0	0	0	0	1730	80	0	1635	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	405	0	0	0	0	1730	80	0	1635	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	405	0	0	0	0	1730	80	0	1635	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	660	0	0	0	0	0	0	1730	0	0	1635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	0	0	0	0	0	1730	0	0	1635	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	660	0	0	0	0	0	0	1730	0	0	1635	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.36	0.00
Crit Volume:	330			0			577			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	485	400	5	475	0	0	0	0	470	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	400	5	475	0	0	0	0	470	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	400	5	475	0	0	0	0	470	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	400	5	475	0	0	0	0	470	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	400	5	475	0	0	0	0	470	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	400	5	475	0	0	0	0	470	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		485		5				0		235		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	130	0	285	90	10	10	10	255	25	315	235	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	0	285	90	10	10	10	255	25	315	235	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	285	90	10	10	10	255	25	315	235	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	285	90	10	10	10	255	0	315	235	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	285	90	10	10	10	255	0	315	235	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	130	0	285	90	10	10	10	255	0	315	235	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.08	1.92	1.00	0.79	0.58	0.63
Final Sat.:	2880	1600	1600	1600	1600	1600	121	3079	1600	1252	934	1014
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.06	0.01	0.01	0.08	0.08	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****		****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	110	135	215	165	85	90	40	1155	50	55	1165	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	135	215	165	85	90	40	1155	50	55	1165	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	135	215	165	85	90	40	1155	50	55	1165	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	135	215	165	85	90	40	1155	50	55	1165	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	135	215	165	85	90	40	1155	50	55	1165	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	135	215	165	85	90	40	1155	50	55	1165	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	0.49	0.25	0.26	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	617	983	776	400	424	1600	4601	199	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.10	0.21	0.21	0.03	0.25	0.25	0.03	0.24	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	40	275	85	220	195	125	70	970	25	55	1050	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	85	220	195	125	70	970	25	55	1050	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	85	220	195	125	70	970	25	55	1050	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	85	220	195	125	70	970	25	55	1050	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	85	220	195	125	70	970	25	55	1050	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	85	220	195	125	70	970	25	55	1050	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4679	121	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.05	0.14	0.06	0.08	0.04	0.21	0.21	0.03	0.22	0.16
Crit Moves:		****		****				****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	155	95	0	170	65	90	105	835	145	30	870	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	95	0	170	65	90	105	835	145	30	870	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	95	0	170	65	90	105	835	145	30	870	265
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	95	0	170	65	0	105	835	145	30	870	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	95	0	170	65	0	105	835	145	30	870	265
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	95	0	170	65	0	105	835	145	30	870	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4090	710	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.11	0.02	0.00	0.07	0.20	0.20	0.02	0.27	0.17
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	130	110	1075	0	0	895	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	130	110	1075	0	0	895	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	130	110	1075	0	0	895	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	130	110	1075	0	0	895	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	130	110	1075	0	0	895	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	130	110	1075	0	0	895	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.08	0.25	0.00	0.00	0.21	0.02
Crit Volume:				0	15		110				298	
Crit Moves:					****			****			****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	195	85	185	260	105	130	1000	245	75	1005	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	195	85	185	260	105	130	1000	245	75	1005	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	195	85	185	260	105	130	1000	245	75	1005	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	195	85	185	260	105	130	1000	0	75	1005	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	195	85	185	260	105	130	1000	0	75	1005	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	195	85	185	260	105	130	1000	0	75	1005	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.69	1.31	1.00	1.00	2.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2402	1873	1425	1425	3045	1230	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.13	0.09	0.09	0.09	0.35	0.00	0.05	0.35	0.12
Crit Volume:	148			185			130			503		
Crit Moves:	****			****			****			****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	160	375	15	170	120	85	935	10	215	1025	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	160	375	15	170	120	85	935	10	215	1025	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	160	375	15	170	120	85	935	10	215	1025	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	160	375	15	170	120	85	935	10	215	1025	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	160	375	15	170	120	85	935	10	215	1025	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	160	375	15	170	120	85	935	10	215	1025	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.13	0.01	0.06	0.08	0.06	0.33	0.01	0.08	0.37	0.37
Crit Volume:		160		15			85					525
Crit Moves:		****		****			****					****

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	55	215	50	145	380	40	50	0	65	60	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	215	50	145	380	40	50	0	65	60	0	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	215	50	145	380	40	50	0	65	60	0	260
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	215	0	145	380	40	50	0	65	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	215	0	145	380	40	50	0	65	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	215	0	145	380	40	50	0	65	60	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2488	262	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.05	0.15	0.15	0.04	0.00	0.05	0.04	0.00	0.00
Crit Volume:	55					210			65	60		
Crit Moves:	****					****			****	****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	30	65	420	0	30	345	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	420	0	30	345	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	420	0	30	345	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	420	0	30	345	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	420	0	30	345	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	420	0	30	345	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	402	2598	0	222	2556	222
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.14	0.13	0.14
Crit Volume:			140	10			65					203
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	180	435	45	10	395	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	180	435	45	10	395	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	180	435	45	10	395	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	180	435	45	10	395	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	180	435	45	10	395	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	180	435	45	10	395	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.54	1.32	0.14	0.05	1.90	0.05
Final Sat.:	1500	1269	231	71	1429	1500	818	1977	205	72	2855	72
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.22	0.22	0.22	0.14	0.14	0.14
Crit Volume:	40					135	180				207	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	160	20	90	5	10	25	15	475	40	40	550	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	90	5	10	25	15	475	40	40	550	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	90	5	10	25	15	475	40	40	550	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	90	5	10	25	15	475	40	40	550	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	90	5	10	25	15	475	40	40	550	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	90	5	10	25	15	475	40	40	550	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.29	0.71	0.06	1.79	0.15	0.13	1.84	0.03
Final Sat.:	1500	273	1227	1500	429	1071	85	2689	226	200	2750	50
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.00	0.02	0.02	0.18	0.18	0.18	0.20	0.20	0.20
Crit Volume:	160						35	15			300	
Crit Moves:	****						****	****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	10	10	605	5	10	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	10	10	605	5	10	670	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	10	10	605	5	10	670	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	10	10	605	5	10	670	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	10	10	605	5	10	670	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	10	10	605	5	10	670	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.03	1.95	0.02	0.03	1.94	0.03
Final Sat.:	0	1500	1500	1500	0	1500	48	2927	24	43	2913	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.21	0.21	0.21	0.23	0.23	0.23
Crit Volume:			15	10			10					345
Crit Moves:			****	****			****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	15	0	125	75	695	0	0	690	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	125	75	695	0	0	690	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	125	75	695	0	0	690	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	125	75	695	0	0	690	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	125	75	695	0	0	690	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	125	75	695	0	0	690	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	257	943	1200	1200	2400	0	1200	2316	84
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.06	0.29	0.00	0.00	0.30	0.30
Crit Volume:	0					125	75					358
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	330	0	475	55	345	0	10	445	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	330	0	475	55	345	0	10	445	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	330	0	475	55	345	0	10	445	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	330	0	0	55	345	0	10	445	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	330	0	0	55	345	0	10	445	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	330	0	0	55	345	0	10	445	360
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.00	0.04	0.12	0.00	0.01	0.15	0.24
Crit Volume:			10	330			55					360
Crit Moves:			****	****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	115	0	70	225	1385	0	0	1195	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	70	225	1385	0	0	1195	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	70	225	1385	0	0	1195	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	70	225	1385	0	0	1195	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	70	225	1385	0	0	1195	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	70	225	1385	0	0	1195	210
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3636	639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.16	0.49	0.00	0.00	0.33	0.33
Crit Volume:			0	115			225					468
Crit Moves:				****			****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	37	Level Of Service:	A		

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1310	50	0	1165	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1310	50	0	1165	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1310	50	0	1165	145
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1310	50	0	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1310	50	0	1165	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1310	50	0	1165	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3468	132	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.32	0.00
Crit Volume:	0			0					453	0		
Crit Moves:									****	****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707		
Loss Time (sec):	14 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	59	Level Of Service:	C		

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	360	125	10	305	105	120	1325	10	0	1195	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	125	10	305	105	120	1325	10	0	1195	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	125	10	305	105	120	1325	10	0	1195	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	125	10	305	105	120	1325	10	0	1195	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	125	10	305	105	120	1325	10	0	1195	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	125	10	305	105	120	1325	10	0	1195	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.10	0.07	0.08	0.41	0.01	0.00	0.37	0.08
Crit Moves:		****		****			****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	310	215	50	50	15	1430	20	95	1385	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	310	215	50	50	15	1430	20	95	1385	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	310	215	50	50	15	1430	20	95	1385	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	310	215	50	50	15	1430	20	95	1385	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	310	215	50	50	15	1430	20	95	1385	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	310	215	50	50	15	1430	20	95	1385	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.68	0.32
Final Sat.:	800	800	1600	1298	302	1600	1600	4734	66	1600	4289	511
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.13	0.17	0.03	0.01	0.30	0.30	0.06	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	30	25	110	90	130	200	625	15	60	495	700
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	110	90	130	200	625	15	60	495	700
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	110	90	130	200	625	15	60	495	700
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	110	90	130	200	625	15	60	495	700
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	110	90	130	200	625	15	60	495	700
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	110	90	130	200	625	15	60	495	700
OvlAdjVol:												570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.09	0.91	1.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1760	1440	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.08	0.13	0.20	0.01	0.04	0.15	0.44
OvlAdjV/S:												0.36
Crit Moves:			****			****	****					****

Port of Los Angeles
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Year 2016 PM Peak - No Project W ICTF

Scenario Report

Scenario:	2016 No Project W ICTF PM Peak
Command:	2016 No Project W ICTF PM Peak
Volume:	2016 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 2	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 4	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000
# 13 Anaheim St / Alameda St	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000

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Year 2016 PM Peak - No Project W ICTF

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.802	D xxxxx	0.802	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C

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SCIG
Year 2016 PM Peak - No Project W ICTF

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	135	0	0	150	695	0	0	0	15	270	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	135	0	0	150	695	0	0	0	15	270	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	135	0	0	150	695	0	0	0	15	270	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	135	0	0	150	695	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	135	0	0	150	695	0	0	0	15	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	135	0	0	150	695	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		165	0	0		145	605	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		165	0	0		145	605	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		165	0	0		145	605	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		165	0	0		145	605	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		165	0	0		145	605	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		165	0	0		145	605	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.00		0.05	0.19	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	310	0		0	235	170		0	0	0		0	525	265	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	310	0		0	235	170		0	0	0		0	525	265	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	310	0		0	235	170		0	0	0		0	525	265	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	310	0		0	235	170		0	0	0		0	525	265	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	310	0		0	235	170		0	0	0		0	525	265	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	310	0		0	235	170		0	0	0		0	525	265	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.00	0.07	0.11		0.00	0.00	0.00		0.00	0.16	0.09	
Crit Moves:	****						****							****		

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	235	0	0	310	515	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	235	0	0	310	515	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	0	310	515	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	235	0	0	310	515	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	0	310	515	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	235	0	0	310	515	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.08 0.00	0.00		0.19 0.16	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	685	0	835	0	0	0	0	2350	490	0	2305	90
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	685	0	835	0	0	0	0	2350	490	0	2305	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	0	835	0	0	0	0	2350	490	0	2305	90
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	685	0	0	0	0	0	0	2350	0	0	2305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	0	0	0	0	0	0	2350	0	0	2305	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	685	0	0	0	0	0	0	2350	0	0	2305	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00	0.00		0.00 0.00	0.00		0.00 0.52	0.00		0.00 0.51	0.00	
Crit Volume:	343			0			783			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	490	305	0	320	0	0	0	0	240	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	305	0	320	0	0	0	0	240	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	305	0	320	0	0	0	0	240	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	305	0	320	0	0	0	0	240	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	305	0	320	0	0	0	0	240	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	305	0	320	0	0	0	0	240	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		490		0				0		120		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	190	45	5	10	40	170	225	370	245	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	190	45	5	10	40	170	225	370	245	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	190	45	5	10	40	170	225	370	245	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	190	45	5	10	40	170	0	370	245	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	190	45	5	10	40	170	0	370	245	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	190	45	5	10	40	170	0	370	245	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.38	1.62	1.00	0.92	0.61	0.47
Final Sat.:	2880	1600	1600	1600	1600	1600	610	2590	1600	1471	974	755
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.03	0.00	0.01	0.07	0.07	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****				****

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	65	75	135	190	45	145	35	1610	30	45	1230	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	75	135	190	45	145	35	1610	30	45	1230	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	75	135	190	45	145	35	1610	30	45	1230	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	75	135	190	45	145	35	1610	30	45	1230	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	75	135	190	45	145	35	1610	30	45	1230	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	75	135	190	45	145	35	1610	30	45	1230	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.50	0.12	0.38	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	571	1029	800	189	611	1600	4712	88	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.12	0.24	0.24	0.02	0.34	0.34	0.03	0.26	0.12
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	295	95	390	285	130	80	1280	10	40	1050	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	295	95	390	285	130	80	1280	10	40	1050	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	95	390	285	130	80	1280	10	40	1050	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	295	95	390	285	130	80	1280	10	40	1050	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	295	95	390	285	130	80	1280	10	40	1050	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	295	95	390	285	130	80	1280	10	40	1050	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4763	37	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.06	0.24	0.09	0.08	0.05	0.27	0.27	0.03	0.22	0.23
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	325	145	25	160	155	80	70	1205	355	15	1070	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	145	25	160	155	80	70	1205	355	15	1070	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	145	25	160	155	80	70	1205	355	15	1070	130
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	145	0	160	155	0	70	1205	355	15	1070	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	145	0	160	155	0	70	1205	355	15	1070	130
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	145	0	160	155	0	70	1205	355	15	1070	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.32	0.68	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3708	1092	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.00	0.10	0.05	0.00	0.04	0.32	0.33	0.01	0.33	0.08
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	85	0	330	90	1475	0	0	1475	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	330	90	1475	0	0	1475	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	330	90	1475	0	0	1475	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	330	90	1475	0	0	1475	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	330	90	1475	0	0	1475	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	330	90	1475	0	0	1475	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.23	0.06	0.35	0.00	0.00	0.35	0.04
Crit Volume:	0					330	0				492	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	300	310	160	180	220	65	115	1250	205	75	1380	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	310	160	180	220	65	115	1250	205	75	1380	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	310	160	180	220	65	115	1250	205	75	1380	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	300	310	160	180	220	65	115	1250	0	75	1380	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	310	160	180	220	65	115	1250	0	75	1380	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	300	310	160	180	220	65	115	1250	0	75	1380	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	2.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2102	2173	1425	1425	3300	975	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.11	0.13	0.07	0.07	0.08	0.44	0.00	0.05	0.48	0.08
Crit Volume:		203		180			115				690	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	15	345	600	20	300	130	140	950	15	350	1355	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	345	600	20	300	130	140	950	15	350	1355	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	345	600	20	300	130	140	950	15	350	1355	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	345	600	20	300	130	140	950	15	350	1355	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	345	600	20	300	130	140	950	15	350	1355	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	345	600	20	300	130	140	950	15	350	1355	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.10	1.90	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1561	2714	1425	2850	1425	1425	2850	1425	2850	2749	101
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.11	0.09	0.10	0.33	0.01	0.12	0.49	0.49
Crit Volume:		315		20			140				703	
Crit Moves:	****			****			****				****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	305	75	110	325	40	70	0	10	125	0	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	305	75	110	325	40	70	0	10	125	0	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	305	75	110	325	40	70	0	10	125	0	370
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	305	0	110	325	40	70	0	10	125	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	305	0	110	325	40	70	0	10	125	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	305	0	110	325	40	70	0	10	125	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80					183	70			125		
Crit Moves:	****					****	****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	160	75	0	190	130	520	0	20	440	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	75	0	190	130	520	0	20	440	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	160	75	0	190	130	520	0	20	440	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	160	75	0	190	130	520	0	20	440	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	160	75	0	190	130	520	0	20	440	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	160	75	0	190	130	520	0	20	440	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.40	1.60	0.00	0.08	1.66	0.26
Final Sat.:	1500	0	1500	1500	0	1500	600	2400	0	113	2491	396
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.05	0.00	0.13	0.22	0.22	0.00	0.18	0.18	0.18
Crit Volume:			160	75			130				265	
Crit Moves:			****	****			****				****	

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	70	5	25	30	265	375	605	5	10	595	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	30	265	375	605	5	10	595	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	30	265	375	605	5	10	595	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	30	265	375	605	5	10	595	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	30	265	375	605	5	10	595	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	30	265	375	605	5	10	595	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.16	0.84	1.00	0.76	1.23	0.01	0.03	1.88	0.09
Final Sat.:	1043	1826	130	234	1266	1500	1142	1843	15	47	2811	142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.18	0.33	0.33	0.33	0.21	0.21	0.21
Crit Volume:	40					265	375					318
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	170	25	110	10	5	30	15	800	20	25	845	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	25	110	10	5	30	15	800	20	25	845	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	25	110	10	5	30	15	800	20	25	845	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	25	110	10	5	30	15	800	20	25	845	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	25	110	10	5	30	15	800	20	25	845	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	25	110	10	5	30	15	800	20	25	845	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.03	1.92	0.05	0.05	1.88	0.07
Final Sat.:	1500	278	1222	1500	214	1286	54	2874	72	83	2817	100
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.28	0.28	0.28	0.30	0.30	0.30
Crit Volume:	170					35		15				450
Crit Moves:	****					****		****				****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	0	45	10	5	30	15	765	25	15	1085	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	45	10	5	30	15	765	25	15	1085	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	45	10	5	30	15	765	25	15	1085	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	45	10	5	30	15	765	25	15	1085	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	45	10	5	30	15	765	25	15	1085	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	45	10	5	30	15	765	25	15	1085	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.44	0.56	1.00	0.04	1.90	0.06	0.03	1.94	0.03
Final Sat.:	1500	79	1421	667	833	1500	56	2851	93	40	2919	40
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.27	0.27	0.27	0.37	0.37	0.37
Crit Volume:	50					30	15					558
Crit Moves:	****					****	****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	120	0	215	115	670	0	0	870	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	215	115	670	0	0	870	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	215	115	670	0	0	870	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	215	115	670	0	0	870	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	215	115	670	0	0	870	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	215	115	670	0	0	870	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.72	0.28	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	860	340	1200	1200	2400	0	1200	1726	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.10	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0					215	115				605	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	5	205	0	155	90	570	0	5	795	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	205	0	155	90	570	0	5	795	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	205	0	155	90	570	0	5	795	325
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	205	0	0	90	570	0	5	795	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	205	0	0	90	570	0	5	795	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	205	0	0	90	570	0	5	795	325
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.06	0.19	0.00	0.00	0.27	0.22
Crit Volume:			5	205			90				398	
Crit Moves:			****	****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	170	0	130	245	1380	0	0	1040	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	130	245	1380	0	0	1040	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	170	0	130	245	1380	0	0	1040	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	170	0	130	245	1380	0	0	1040	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	130	245	1380	0	0	1040	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	170	0	130	245	1380	0	0	1040	260
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.40	0.60
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3420	855
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.17	0.48	0.00	0.00	0.30	0.30
Crit Volume:			0	170				690		0		
Crit Moves:				****				****		****		

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1375	65	0	1055	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1375	65	0	1055	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1375	65	0	1055	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1375	65	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1375	65	0	1055	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1375	65	0	1055	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.86	0.14	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3438	163	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.29	0.00
Crit Volume:	0			0			480			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	555	105	15	325	110	195	1580	5	130	1200	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	555	105	15	325	110	195	1580	5	130	1200	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	105	15	325	110	195	1580	5	130	1200	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	105	15	325	110	195	1580	5	130	1200	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	105	15	325	110	195	1580	5	130	1200	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	105	15	325	110	195	1580	5	130	1200	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.01	0.10	0.07	0.12	0.49	0.00	0.08	0.38	0.10
Crit Moves:		****		****				****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	70	290	200	90	30	25	1805	30	75	1355	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	70	290	200	90	30	25	1805	30	75	1355	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	70	290	200	90	30	25	1805	30	75	1355	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	290	200	90	30	25	1805	30	75	1355	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	290	200	90	30	25	1805	30	75	1355	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	290	200	90	30	25	1805	30	75	1355	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.69	0.31	1.00	1.00	2.95	0.05	1.00	2.63	0.37
Final Sat.:	626	974	1600	1103	497	1600	1600	4722	78	1600	4210	590
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.18	0.13	0.18	0.02	0.02	0.38	0.38	0.05	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	30	120	20	140	170	885	0	5	635	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	30	120	20	140	170	885	0	5	635	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	30	120	20	140	170	885	0	5	635	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	30	120	20	140	170	885	0	5	635	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	30	120	20	140	170	885	0	5	635	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	30	120	20	140	170	885	0	5	635	515
OvlAdjVol:												375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.93	0.92	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1477	1477	2743	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.09	0.11	0.28	0.00	0.00	0.20	0.32
OvlAdjV/S:												0.23
Crit Moves:		****				****	****					****

Cumulative 2016 Baseline Plus Project

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Scenario Report

Scenario:	2016 Build AM Peak
Command:	2016 Build AM Peak
Volume:	2016 Build AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 2	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000
# 4	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.278	A	xxxxx	0.278	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	5	120	0	0	275	790	0	0	0	5	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	120	0	0	275	790	0	0	0	5	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	120	0	0	275	790	0	0	0	5	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	120	0	0	275	790	0	0	0	5	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	120	0	0	275	790	0	0	0	5	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	120	0	0	275	790	0	0	0	5	290	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0 1	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	280	0	0	125	390	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	0	0	125	390	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	280	0	0	125	390	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	280	0	0	125	390	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	0	125	390	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	280	0	0	125	390	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.04	0.12	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	130	0	0	145	200	0	0	0	0	625	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	0	0	145	200	0	0	0	0	625	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	130	0	0	145	200	0	0	0	0	625	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	0	0	145	200	0	0	0	0	625	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	0	145	200	0	0	0	0	625	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	0	0	145	200	0	0	0	0	625	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.05	0.13	0.00	0.00	0.00	0.00	0.20	0.08
Crit Moves:	****				****						****	

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

Intersection #4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	145	0	0	130	370	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	0	130	370	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	0	130	370	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	0	130	370	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	130	370	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	0	130	370	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.08	0.12	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	465	0	540	0	0	0	0	2590	300	0	2045	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	0	540	0	0	0	0	2590	300	0	2045	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	0	540	0	0	0	0	2590	300	0	2045	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	465	0	0	0	0	0	0	2590	0	0	2045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	0	0	0	0	0	2590	0	0	2045	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	465	0	0	0	0	0	0	2590	0	0	2045	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.45	0.00
Crit Volume:	233			0				863		0		
Crit Moves:	****							****		****		

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	225	120	0	410	0	0	0	0	450	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	225	120	0	410	0	0	0	0	450	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	225	120	0	410	0	0	0	0	450	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	225	120	0	410	0	0	0	0	450	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	225	120	0	410	0	0	0	0	450	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	225	120	0	410	0	0	0	0	450	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		225		0					0	225		
Crit Moves:		****		****						****		

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

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

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

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	135	0	295	50	0	5	5	220	0	165	150	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	295	50	0	5	5	220	0	165	150	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	295	50	0	5	5	220	0	165	150	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	0	295	50	0	5	5	220	0	165	150	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	295	50	0	5	5	220	0	165	150	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	0	295	50	0	5	5	220	0	165	150	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.04	1.96	1.00	0.92	0.83	0.25
Final Sat.:	2880	1600	1600	1600	1600	1600	71	3129	1600	1467	1333	400
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.03	0.00	0.00	0.07	0.07	0.00	0.11	0.11	0.11
Crit Moves:			****	****				****				****

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	120	110	95	75	55	100	35	850	30	35	1465	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	110	95	75	55	100	35	850	30	35	1465	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	110	95	75	55	100	35	850	30	35	1465	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	110	95	75	55	100	35	850	30	35	1465	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	110	95	75	55	100	35	850	30	35	1465	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	110	95	75	55	100	35	850	30	35	1465	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	0.33	0.24	0.43	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	859	741	522	383	696	1600	4636	164	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.14	0.14	0.02	0.18	0.18	0.02	0.31	0.17
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	55	335	60	240	230	115	25	800	195	50	1190	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	335	60	240	230	115	25	800	195	50	1190	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	335	60	240	230	115	25	800	195	50	1190	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	335	60	240	230	115	25	800	195	50	1190	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	335	60	240	230	115	25	800	195	50	1190	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	335	60	240	230	115	25	800	195	50	1190	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3859	941	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.15	0.07	0.07	0.02	0.21	0.21	0.03	0.25	0.19
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	190	70	10	295	95	135	145	755	130	25	965	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	70	10	295	95	135	145	755	130	25	965	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	70	10	295	95	135	145	755	130	25	965	310
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	70	0	295	95	0	145	755	130	25	965	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	70	0	295	95	0	145	755	130	25	965	310
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	70	0	295	95	0	145	755	130	25	965	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4095	705	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.00	0.18	0.03	0.00	0.09	0.18	0.18	0.02	0.30	0.19
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	90	1020	0	0	1260	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	90	1020	0	0	1260	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	90	1020	0	0	1260	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	90	1020	0	0	1260	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	90	1020	0	0	1260	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	90	1020	0	0	1260	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.06	0.24	0.00	0.00	0.29	0.04
Crit Volume:		0		20			90				420	
Crit Moves:				****			****				****	

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Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Henry Ford Ave									Anaheim St								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Ignore			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	200	145	35	110	125	60	15	950	305	30	1220	75								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	200	145	35	110	125	60	15	950	305	30	1220	75								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	200	145	35	110	125	60	15	950	305	30	1220	75								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Volume:	200	145	35	110	125	60	15	950	0	30	1220	75								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	200	145	35	110	125	60	15	950	0	30	1220	75								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
FinalVolume:	200	145	35	110	125	60	15	950	0	30	1220	75								
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.74	1.26	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	2478	1797	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425								
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.08	0.02	0.08	0.04	0.04	0.01	0.33	0.00	0.02	0.43	0.05								
Crit Volume:		115		110			15				610									
Crit Moves:		****		****			****				****									

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Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St									Anaheim St								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected								
Rights:	Ovl			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:																				
Base Vol:	20	155	555	15	220	110	120	820	25	445	950	40								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	20	155	555	15	220	110	120	820	25	445	950	40								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	20	155	555	15	220	110	120	820	25	445	950	40								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	20	155	555	15	220	110	120	820	25	445	950	40								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	20	155	555	15	220	110	120	820	25	445	950	40								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	20	155	555	15	220	110	120	820	25	445	950	40								
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08								
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2735	115								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.11	0.19	0.01	0.08	0.08	0.08	0.29	0.02	0.16	0.35	0.35								
Crit Volume:		155		15				410		223										
Crit Moves:		****		****				****		****										

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	140	290	110	125	360	30	95	10	165	105	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	290	110	125	360	30	95	10	165	105	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	290	110	125	360	30	95	10	165	105	10	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	290	0	125	360	30	95	10	165	105	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	290	0	125	360	30	95	10	165	105	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	290	0	125	360	30	95	10	165	105	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2538	212	1375	79	1296	1255	120	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.14	0.14	0.07	0.13	0.13	0.08	0.08	0.00
Crit Volume:	140					195			175		115	
Crit Moves:	****					****			****		****	

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Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	5	30	85	5	145	110	270	10	155	320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	145	110	270	10	155	320	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	145	110	270	10	155	320	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	145	110	270	10	155	320	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	145	110	270	10	155	320	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	145	110	270	10	155	320	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.56	1.39	0.05	0.58	1.20	0.22
Final Sat.:	1500	214	1286	1500	50	1450	846	2077	77	869	1794	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.13	0.13	0.13	0.18	0.18	0.18
Crit Volume:	0					150			110		268	
Crit Moves:	****					****			****		****	

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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	30	20	5	25	150	255	355	295	125	25	440	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	5	25	150	255	355	295	125	25	440	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	5	25	150	255	355	295	125	25	440	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	5	25	150	255	355	295	125	25	440	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	5	25	150	255	355	295	125	25	440	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	5	25	150	255	355	295	125	25	440	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	0.12	0.88	1.00	0.92	0.76	0.32	0.10	1.82	0.08
Final Sat.:	1500	1227	273	174	1326	1500	1374	1142	484	155	2722	124
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.11	0.17	0.26	0.26	0.26	0.16	0.16	0.16
Crit Volume:	30					255	355				243	
Crit Moves:	****					****	****				****	

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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	120	10	35	15	20	15	20	675	95	40	655	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	35	15	20	15	20	675	95	40	655	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	35	15	20	15	20	675	95	40	655	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	35	15	20	15	20	675	95	40	655	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	35	15	20	15	20	675	95	40	655	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	10	35	15	20	15	20	675	95	40	655	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.57	0.43	0.05	1.71	0.24	0.11	1.86	0.03
Final Sat.:	1500	333	1167	1500	857	643	76	2563	361	170	2787	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.26	0.26	0.26	0.23	0.24	0.24
Crit Volume:	120					35			395	40		
Crit Moves:	****					****			****	****		

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Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	25	20	5	20	5	820	5	20	685	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	820	5	20	685	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	820	5	20	685	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	820	5	20	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	820	5	20	685	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	820	5	20	685	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.89	0.22	0.89	0.01	1.98	0.01	0.05	1.92	0.03
Final Sat.:	0	1500	1500	1333	333	1333	18	2964	18	84	2874	42
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.02	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20			415			20		
Crit Moves:			****	****			****			****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	170	75	675	0	0	630	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	170	75	675	0	0	630	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	170	75	675	0	0	630	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	170	75	675	0	0	630	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	170	75	675	0	0	630	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	170	75	675	0	0	630	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	0	1200	0	1200	82	1118	1200	2400	0	1200	2016	384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.15	0.06	0.28	0.00	0.00	0.31	0.31
Crit Volume:			0	195			75			375		
Crit Moves:				****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	215	0	165	125	470	0	0	600	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	165	125	470	0	0	600	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	165	125	470	0	0	600	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	0	0	125	470	0	0	600	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	0	125	470	0	0	600	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	215	0	0	125	470	0	0	600	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.08	0.16	0.00	0.00	0.20	0.13
Crit Volume:		0		215			125				300	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	60	0	125	225	1045	0	0	910	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	125	225	1045	0	0	910	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	0	125	225	1045	0	0	910	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	125	225	1045	0	0	910	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	125	225	1045	0	0	910	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	125	225	1045	0	0	910	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3653	622
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.09	0.16	0.37	0.00	0.00	0.25	0.25
Crit Volume:	0					125	225				355	
Crit Moves:						****	****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	225	0	0	0	0	875	0	0	1000	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	225	0	0	0	0	875	0	0	1000	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	225	0	0	0	0	875	0	0	1000	145
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	875	0	0	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	875	0	0	1000	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	875	0	0	1000	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.28	0.00
Crit Volume:	0					0					333	
Crit Moves:							****				****	

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	105	195	85	15	265	75	60	1065	25	75	1285	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	195	85	15	265	75	60	1065	25	75	1285	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	195	85	15	265	75	60	1065	25	75	1285	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	195	85	15	265	75	60	1065	25	75	1285	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	195	85	15	265	75	60	1065	25	75	1285	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	195	85	15	265	75	60	1065	25	75	1285	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.05	0.01	0.08	0.05	0.04	0.33	0.02	0.05	0.40	0.07
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	20	100	200	70	45	10	1115	20	80	1610	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	100	200	70	45	10	1115	20	80	1610	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	100	200	70	45	10	1115	20	80	1610	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	100	200	70	45	10	1115	20	80	1610	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	100	200	70	45	10	1115	20	80	1610	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	100	200	70	45	10	1115	20	80	1610	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.74	0.26	1.00	1.00	2.95	0.05	1.00	2.86	0.14
Final Sat.:	1108	492	1600	1185	415	1600	1600	4715	85	1600	4573	227
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.13	0.17	0.03	0.01	0.24	0.24	0.05	0.35	0.35
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	5	135	35	165	135	525	15	55	605	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	135	35	165	135	525	15	55	605	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	135	35	165	135	525	15	55	605	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	135	35	165	135	525	15	55	605	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	135	35	165	135	525	15	55	605	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	135	35	165	135	525	15	55	605	290
OvlAdjVol:												125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2541	659	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.08	0.16	0.01	0.03	0.19	0.18
OvlAdjV/S:												0.08
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2016 Build MD Peak
Command:	2016 Build MD Peak
Volume:	2016 Build MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 2	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 4	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.288	A	xxxxx	0.288	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.258	A	xxxxx	0.258	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454	
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	Level Of Service:	A	

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	270	0	0	305	695	0	0	0	5	200	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	270	0	0	305	695	0	0	0	5	200	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	270	0	0	305	695	0	0	0	5	200	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	270	0	0	305	695	0	0	0	5	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	270	0	0	305	695	0	0	0	5	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	270	0	0	305	695	0	0	0	5	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.10	0.24	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	310	0	0	270	660	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	310	0	0	270	660	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	310	0	0	270	660	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	310	0	0	270	660	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	310	0	0	270	660	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	310	0	0	270	660	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 0.00		0.00	2.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0 3200		1600	3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.10 0.00		0.00	0.09 0.21		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	355	0	0	225	45	0	0	0	0	740	300
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	355	0	0	225	45	0	0	0	0	740	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	0	0	225	45	0	0	0	0	740	300
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	355	0	0	225	45	0	0	0	0	740	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	0	0	225	45	0	0	0	0	740	300
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	355	0	0	225	45	0	0	0	0	740	300
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.90
Lanes:	0.00 2.00		0.00	0.00 2.00		1.00	0.00 0.00		0.00	0.00 2.00		2.00
Final Sat.:	0 3200		0	0 3200		1600	0	0	0	0 3200		2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.11		0.00	0.00 0.07		0.03	0.00 0.00		0.00	0.00 0.23		0.10
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	225	0	0	355	705	0	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	0	0	225	0	0	355	705	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	0	355	705	0	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	0	0	225	0	0	355	705	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	355	705	0	0	0	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	0	0	225	0	0	355	705	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.08 0.00		0.00	0.22 0.22		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	660	0	380	0	0	0	0	1720	0	0	1670	140
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	660	0	380	0	0	0	0	1720	0	0	1670	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	380	0	0	0	0	1720	0	0	1670	140
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	660	0	0	0	0	0	0	1720	0	0	1670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	0	0	0	0	0	1720	0	0	1670	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	660	0	0	0	0	0	0	1720	0	0	1670	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22 0.00		0.00	0.00 0.00		0.00	0.00 0.38		0.00	0.00 0.37		0.00
Crit Volume:	330			0			573			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	485	385	5	460	0	0	0	0	470	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	385	5	460	0	0	0	0	470	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	385	5	460	0	0	0	0	470	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	385	5	460	0	0	0	0	470	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	385	5	460	0	0	0	0	470	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	385	5	460	0	0	0	0	470	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		485		5				0		235		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	100	0	260	90	0	10	10	255	0	295	235	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	260	90	0	10	10	255	0	295	235	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	260	90	0	10	10	255	0	295	235	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	0	260	90	0	10	10	255	0	295	235	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	260	90	0	10	10	255	0	295	235	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	0	260	90	0	10	10	255	0	295	235	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.08	1.92	1.00	0.75	0.60	0.65
Final Sat.:	2880	1600	1600	1600	1600	1600	121	3079	1600	1203	958	1039
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.06	0.00	0.01	0.08	0.08	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****			****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	110	135	215	165	85	90	40	1260	50	55	1260	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	135	215	165	85	90	40	1260	50	55	1260	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	135	215	165	85	90	40	1260	50	55	1260	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	135	215	165	85	90	40	1260	50	55	1260	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	135	215	165	85	90	40	1260	50	55	1260	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	135	215	165	85	90	40	1260	50	55	1260	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	0.49	0.25	0.26	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	617	983	776	400	424	1600	4617	183	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.10	0.21	0.21	0.03	0.27	0.27	0.03	0.26	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	60	220	195	125	70	1100	25	35	1175	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	60	220	195	125	70	1100	25	35	1175	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	60	220	195	125	70	1100	25	35	1175	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	60	220	195	125	70	1100	25	35	1175	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	60	220	195	125	70	1100	25	35	1175	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	60	220	195	125	70	1100	25	35	1175	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4693	107	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.04	0.14	0.06	0.08	0.04	0.23	0.23	0.02	0.24	0.16
Crit Moves:		****		****				****			****	

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	155	105	0	295	75	180	195	830	145	30	865	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	105	0	295	75	180	195	830	145	30	865	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	105	0	295	75	180	195	830	145	30	865	390
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	105	0	295	75	0	195	830	145	30	865	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	105	0	295	75	0	195	830	145	30	865	390
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	105	0	295	75	0	195	830	145	30	865	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4086	714	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.18	0.02	0.00	0.12	0.20	0.20	0.02	0.27	0.24
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	130	110	1160	0	0	975	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	130	110	1160	0	0	975	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	130	110	1160	0	0	975	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	130	110	1160	0	0	975	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	130	110	1160	0	0	975	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	130	110	1160	0	0	975	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.08	0.27	0.00	0.00	0.23	0.02
Crit Volume:			0	15			110				325	
Crit Moves:				****			****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	160	80	185	220	105	130	1085	245	70	1085	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	160	80	185	220	105	130	1085	245	70	1085	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	160	80	185	220	105	130	1085	245	70	1085	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	160	80	185	220	105	130	1085	0	70	1085	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	160	80	185	220	105	130	1085	0	70	1085	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	160	80	185	220	105	130	1085	0	70	1085	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	1.17	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2607	1668	1425	1425	2894	1381	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.13	0.08	0.08	0.09	0.38	0.00	0.05	0.38	0.12
Crit Volume:		137		185			130			543		
Crit Moves:		****		****			****			****		

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

Intersection #13 Anaheim St / Alameda St

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

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	105	455	15	105	115	80	935	10	295	1025	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	105	455	15	105	115	80	935	10	295	1025	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	105	455	15	105	115	80	935	10	295	1025	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	105	455	15	105	115	80	935	10	295	1025	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	105	455	15	105	115	80	935	10	295	1025	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	105	455	15	105	115	80	935	10	295	1025	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.16	0.01	0.04	0.08	0.06	0.33	0.01	0.10	0.37	0.37
Crit Volume:		105		15				468		148		
Crit Moves:		****		****				****		****		

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	55	205	50	105	370	40	50	0	65	60	0	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	205	50	105	370	40	50	0	65	60	0	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	205	50	105	370	40	50	0	65	60	0	225
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	205	0	105	370	40	50	0	65	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	205	0	105	370	40	50	0	65	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	205	0	105	370	40	50	0	65	60	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2482	268	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.04	0.15	0.15	0.04	0.00	0.05	0.04	0.00	0.00
Crit Volume:	55					205			65	60		
Crit Moves:	****					****			****	****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.288
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	30	65	440	0	30	360	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	440	0	30	360	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	440	0	30	360	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	440	0	30	360	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	440	0	30	360	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	440	0	30	360	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.26	1.74	0.00	0.14	1.72	0.14
Final Sat.:	1500	107	1393	1500	375	1125	386	2614	0	214	2571	214
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.17	0.17	0.00	0.14	0.14	0.14
Crit Volume:			140	10				252		30		
Crit Moves:			****	****				****		****		

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	180	455	45	10	410	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	180	455	45	10	410	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	180	455	45	10	410	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	180	455	45	10	410	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	180	455	45	10	410	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	180	455	45	10	410	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.53	1.34	0.13	0.04	1.91	0.05
Final Sat.:	1500	1269	231	71	1429	1500	794	2007	199	70	2860	70
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.23	0.23	0.23	0.14	0.14	0.14
Crit Volume:	40					135	180					215
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

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

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	145	20	90	5	10	25	15	505	25	40	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	20	90	5	10	25	15	505	25	40	570	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	20	90	5	10	25	15	505	25	40	570	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	20	90	5	10	25	15	505	25	40	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	20	90	5	10	25	15	505	25	40	570	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	20	90	5	10	25	15	505	25	40	570	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.29	0.71	0.06	1.85	0.09	0.13	1.84	0.03
Final Sat.:	1500	273	1227	1500	429	1071	83	2780	138	194	2758	48
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.00	0.02	0.02	0.18	0.18	0.18	0.21	0.21	0.21
Crit Volume:	145						35	15			310	
Crit Moves:	****						****	****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	10	10	625	5	10	685	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	10	10	625	5	10	685	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	10	10	625	5	10	685	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	10	10	625	5	10	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	10	10	625	5	10	685	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	10	10	625	5	10	685	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.03	1.95	0.02	0.03	1.94	0.03
Final Sat.:	0	1500	1500	1500	0	1500	47	2930	23	43	2915	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.21	0.21	0.21	0.24	0.23	0.24
Crit Volume:			15	10			10					353
Crit Moves:			****	****			****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	15	0	125	75	715	0	0	705	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	125	75	715	0	0	705	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	125	75	715	0	0	705	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	125	75	715	0	0	705	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	125	75	715	0	0	705	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	125	75	715	0	0	705	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	257	943	1200	1200	2400	0	1200	2318	82
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.06	0.30	0.00	0.00	0.30	0.30
Crit Volume:	0					125	75					365
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	315	0	475	55	380	0	0	475	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	315	0	475	55	380	0	0	475	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	475	55	380	0	0	475	345
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	315	0	0	55	380	0	0	475	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	0	55	380	0	0	475	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	315	0	0	55	380	0	0	475	345
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.04	0.13	0.00	0.00	0.16	0.23
Crit Volume:		0		315			55					345
Crit Moves:				****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	75	0	70	225	1390	0	0	1200	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	70	225	1390	0	0	1200	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	70	225	1390	0	0	1200	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	70	225	1390	0	0	1200	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	70	225	1390	0	0	1200	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	70	225	1390	0	0	1200	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.64	0.36
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3758	517
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.16	0.49	0.00	0.00	0.32	0.32
Crit Volume:		0		75				695		0		
Crit Moves:				****				****		****		

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	455	0	0	5	0	1320	5	0	1180	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	455	0	0	5	0	1320	5	0	1180	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	455	0	0	5	0	1320	5	0	1180	470
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1320	5	0	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1320	5	0	1180	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1320	5	0	1180	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3586	14	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.33	0.00
Crit Volume:	0			0			442		0			
Crit Moves:							****		****			

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	0	360	125	10	305	105	120	1230	10	0	1160	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	125	10	305	105	120	1230	10	0	1160	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	125	10	305	105	120	1230	10	0	1160	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	125	10	305	105	120	1230	10	0	1160	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	125	10	305	105	120	1230	10	0	1160	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	125	10	305	105	120	1230	10	0	1160	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.10	0.07	0.08	0.38	0.01	0.00	0.36	0.08
Crit Moves:		****		****			****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	310	215	50	50	15	1345	20	95	1350	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	310	215	50	50	15	1345	20	95	1350	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	310	215	50	50	15	1345	20	95	1350	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	310	215	50	50	15	1345	20	95	1350	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	310	215	50	50	15	1345	20	95	1350	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	310	215	50	50	15	1345	20	95	1350	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.67	0.33
Final Sat.:	800	800	1600	1298	302	1600	1600	4730	70	1600	4277	523
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.13	0.17	0.03	0.01	0.28	0.28	0.06	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	30	25	30	90	130	200	610	15	60	475	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	30	90	130	200	610	15	60	475	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	30	90	130	200	610	15	60	475	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	30	90	130	200	610	15	60	475	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	30	90	130	200	610	15	60	475	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	30	90	130	200	610	15	60	475	615
OvlAdjVol:												485
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.06	0.08	0.13	0.19	0.01	0.04	0.15	0.38
OvlAdjV/S:												0.30
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2016 Build PM Peak
Command:	2016 Build PM Peak
Volume:	2016 Build PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 2	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 4	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	195	0	0	180	735	0	0	0	15	270	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	195	0	0	180	735	0	0	0	15	270	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	195	0	0	180	735	0	0	0	15	270	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	195	0	0	180	735	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	195	0	0	180	735	0	0	0	15	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	195	0	0	180	735	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.00	0.00	0.06	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	195	0	0	205	605	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	0	205	605	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	0	205	605	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	0	205	605	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	0	205	605	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	0	205	605	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.07	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	310	0	0	235	170	0	0	0	0	580	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	0	0	235	170	0	0	0	0	580	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	0	0	235	170	0	0	0	0	580	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	310	0	0	235	170	0	0	0	0	580	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	0	0	235	170	0	0	0	0	580	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	310	0	0	235	170	0	0	0	0	580	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.07	0.11	0.00	0.00	0.00	0.00	0.18	0.09
Crit Moves:	****					****					****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			2 0 0 0 0			1 0 2 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	235	0	0	310	575	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	0	310	575	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	0	310	575	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	235	0	0	310	575	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	0	310	575	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	235	0	0	310	575	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.19	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	685	0	815	0	0	0	0	2345	445	0	2290	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	685	0	815	0	0	0	0	2345	445	0	2290	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	0	815	0	0	0	0	2345	445	0	2290	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	685	0	0	0	0	0	0	2345	0	0	2290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	0	0	0	0	0	0	2345	0	0	2290	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	685	0	0	0	0	0	0	2345	0	0	2290	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.51	0.00
Crit Volume:	343			0			782			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	490	295	0	310	0	0	0	0	240	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	295	0	310	0	0	0	0	240	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	295	0	310	0	0	0	0	240	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	295	0	310	0	0	0	0	240	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	295	0	310	0	0	0	0	240	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	295	0	310	0	0	0	0	240	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		490		0				0		120		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	120	0	170	45	0	10	40	170	210	350	245	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	170	45	0	10	40	170	210	350	245	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	170	45	0	10	40	170	210	350	245	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	170	45	0	10	40	170	0	350	245	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	170	45	0	10	40	170	0	350	245	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	170	45	0	10	40	170	0	350	245	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.38	1.62	1.00	0.90	0.62	0.48
Final Sat.:	2880	1600	1600	1600	1600	1600	610	2590	1600	1427	999	775
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.03	0.00	0.01	0.07	0.07	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****			****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	65	75	135	190	45	145	35	1650	30	45	1295	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	75	135	190	45	145	35	1650	30	45	1295	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	75	135	190	45	145	35	1650	30	45	1295	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	75	135	190	45	145	35	1650	30	45	1295	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	75	135	190	45	145	35	1650	30	45	1295	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	75	135	190	45	145	35	1650	30	45	1295	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.50	0.12	0.38	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	571	1029	800	189	611	1600	4714	86	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.12	0.24	0.24	0.02	0.35	0.35	0.03	0.27	0.12
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	25	295	80	390	285	130	80	1335	10	30	1130	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	295	80	390	285	130	80	1335	10	30	1130	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	80	390	285	130	80	1335	10	30	1130	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	295	80	390	285	130	80	1335	10	30	1130	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	295	80	390	285	130	80	1335	10	30	1130	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	295	80	390	285	130	80	1335	10	30	1130	365
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4764	36	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.05	0.24	0.09	0.08	0.05	0.28	0.28	0.02	0.24	0.23
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	325	145	25	215	150	135	135	1200	355	15	1065	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	145	25	215	150	135	135	1200	355	15	1065	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	145	25	215	150	135	135	1200	355	15	1065	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	145	0	215	150	0	135	1200	355	15	1065	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	145	0	215	150	0	135	1200	355	15	1065	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	145	0	215	150	0	135	1200	355	15	1065	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.32	0.68	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3704	1096	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.00	0.13	0.05	0.00	0.08	0.32	0.32	0.01	0.33	0.13
Crit Moves:	****			****			****				****	

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Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	85	0	330	90	1535	0	0	1525	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	330	90	1535	0	0	1525	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	330	90	1535	0	0	1525	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	330	90	1535	0	0	1525	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	330	90	1535	0	0	1525	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	330	90	1535	0	0	1525	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.23	0.06	0.36	0.00	0.00	0.36	0.04
Crit Volume:	0					330	0				508	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	300	280	155	180	200	65	100	1310	205	70	1430	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	280	155	180	200	65	100	1310	205	70	1430	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	280	155	180	200	65	100	1310	205	70	1430	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	300	280	155	180	200	65	100	1310	0	70	1430	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	280	155	180	200	65	100	1310	0	70	1430	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	300	280	155	180	200	65	100	1310	0	70	1430	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.55	1.45	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2211	2064	1425	1425	3226	1049	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.11	0.13	0.06	0.06	0.07	0.46	0.00	0.05	0.50	0.08
Crit Volume:		193		180			100				715	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	15	295	655	20	260	100	135	945	15	400	1355	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	295	655	20	260	100	135	945	15	400	1355	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	295	655	20	260	100	135	945	15	400	1355	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	295	655	20	260	100	135	945	15	400	1355	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	295	655	20	260	100	135	945	15	400	1355	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	295	655	20	260	100	135	945	15	400	1355	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2749	101
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.23	0.01	0.09	0.07	0.09	0.33	0.01	0.14	0.49	0.49
Crit Volume:		295		20			135				703	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	300	75	90	320	40	70	0	10	125	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	300	75	90	320	40	70	0	10	125	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	300	75	90	320	40	70	0	10	125	0	340
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	300	0	90	320	40	70	0	10	125	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	300	0	90	320	40	70	0	10	125	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	300	0	90	320	40	70	0	10	125	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.03	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			70			125		
Crit Moves:	****			****			****			****		

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Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	10	0	160	75	0	190	130	525	0	20	445	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	75	0	190	130	525	0	20	445	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	160	75	0	190	130	525	0	20	445	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	160	75	0	190	130	525	0	20	445	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	160	75	0	190	130	525	0	20	445	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	160	75	0	190	130	525	0	20	445	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.40	1.60	0.00	0.07	1.67	0.26
Final Sat.:	1500	0	1500	1500	0	1500	595	2405	0	112	2495	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.05	0.00	0.13	0.22	0.22	0.00	0.18	0.18	0.18
Crit Volume:			160	75			130					268
Crit Moves:			****	****			****					****

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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	70	5	25	30	265	375	610	5	10	605	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	30	265	375	610	5	10	605	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	30	265	375	610	5	10	605	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	30	265	375	610	5	10	605	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	30	265	375	610	5	10	605	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	30	265	375	610	5	10	605	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.16	0.84	1.00	0.76	1.23	0.01	0.03	1.88	0.09
Final Sat.:	1043	1826	130	234	1266	1500	1136	1848	15	47	2814	140
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.18	0.33	0.33	0.33	0.21	0.21	0.22
Crit Volume:	40					265	375					323
Crit Moves:	****					****	****					****

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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	160	25	110	10	5	30	15	810	10	25	860	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	25	110	10	5	30	15	810	10	25	860	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	25	110	10	5	30	15	810	10	25	860	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	25	110	10	5	30	15	810	10	25	860	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	25	110	10	5	30	15	810	10	25	860	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	25	110	10	5	30	15	810	10	25	860	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.04	1.94	0.02	0.05	1.88	0.07
Final Sat.:	1500	278	1222	1500	214	1286	54	2910	36	82	2820	98
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.28	0.28	0.28	0.31	0.31	0.30
Crit Volume:	160					35			15			458
Crit Moves:	****					****			****			****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	50	0	45	10	5	30	15	770	25	15	1095	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	45	10	5	30	15	770	25	15	1095	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	45	10	5	30	15	770	25	15	1095	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	45	10	5	30	15	770	25	15	1095	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	45	10	5	30	15	770	25	15	1095	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	45	10	5	30	15	770	25	15	1095	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.44	0.56	1.00	0.04	1.90	0.06	0.02	1.95	0.03
Final Sat.:	1500	79	1421	667	833	1500	56	2852	93	40	2920	40
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.27	0.27	0.27	0.38	0.38	0.38
Crit Volume:	50					30	15				563	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	120	0	215	115	675	0	0	885	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	215	115	675	0	0	885	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	215	115	675	0	0	885	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	215	115	675	0	0	885	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	215	115	675	0	0	885	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	215	115	675	0	0	885	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.72	0.28	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	860	340	1200	1200	2400	0	1200	1734	666
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.10	0.28	0.00	0.00	0.51	0.51
Crit Volume:	0					215	115				613	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	195	0	155	90	585	0	0	820	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	155	90	585	0	0	820	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	155	90	585	0	0	820	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	0	90	585	0	0	820	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	0	90	585	0	0	820	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	0	90	585	0	0	820	315
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.06	0.20	0.00	0.00	0.27	0.21
Crit Volume:		0		195			90				410	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	130	245	1385	0	0	1035	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	130	245	1385	0	0	1035	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	130	245	1385	0	0	1035	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	130	245	1385	0	0	1035	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	130	245	1385	0	0	1035	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	130	245	1385	0	0	1035	235
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3484	791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.17	0.49	0.00	0.00	0.30	0.30
Crit Volume:				0	125			693			0	
Crit Moves:					****			****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	260	0	0	0	0	1395	0	0	1080	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	260	0	0	0	0	1395	0	0	1080	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	260	0	0	0	0	1395	0	0	1080	305
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1395	0	0	1080	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1395	0	0	1080	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1395	0	0	1080	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.30	0.00
Crit Volume:	0			0			465			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	555	105	15	325	110	195	1445	5	130	1135	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	555	105	15	325	110	195	1445	5	130	1135	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	105	15	325	110	195	1445	5	130	1135	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	105	15	325	110	195	1445	5	130	1135	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	105	15	325	110	195	1445	5	130	1135	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	105	15	325	110	195	1445	5	130	1135	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.01	0.10	0.07	0.12	0.45	0.00	0.08	0.35	0.10
Crit Moves:		****		****				****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	70	290	200	90	30	25	1675	30	75	1290	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	70	290	200	90	30	25	1675	30	75	1290	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	70	290	200	90	30	25	1675	30	75	1290	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	290	200	90	30	25	1675	30	75	1290	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	290	200	90	30	25	1675	30	75	1290	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	290	200	90	30	25	1675	30	75	1290	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.69	0.31	1.00	1.00	2.95	0.05	1.00	2.61	0.39
Final Sat.:	626	974	1600	1103	497	1600	1600	4716	84	1600	4184	616
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.18	0.13	0.18	0.02	0.02	0.36	0.36	0.05	0.31	0.31
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	30	35	20	140	170	860	0	5	590	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	30	35	20	140	170	860	0	5	590	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	30	35	20	140	170	860	0	5	590	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	30	35	20	140	170	860	0	5	590	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	30	35	20	140	170	860	0	5	590	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	30	35	20	140	170	860	0	5	590	380
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.93	0.92	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1477	1477	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.11	0.27	0.00	0.00	0.18	0.24
OvlAdjV/S:												0.15
Crit Moves:		****				****	****					****

Cumulative 2016 Baseline Plus No Project

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Scenario Report

Scenario:	2016 No Project W ICTF AM Peak
Command:	2016 No Project W ICTF AM Peak
Volume:	2016 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 2	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000
# 4	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	5	92	0	0	258	750	0	0	0	5	290	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	92	0	0	258	750	0	0	0	5	290	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	92	0	0	258	750	0	0	0	5	290	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	92	0	0	258	750	0	0	0	5	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	92	0	0	258	750	0	0	0	5	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	92	0	0	258	750	0	0	0	5	290	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.08	0.26	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	263	0	0	97	390	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	263	0	0	97	390	0	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	263	0	0	97	390	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	263	0	0	97	390	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	263	0	0	97	390	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	263	0	0	97	390	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.03	0.12	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	135	0		0	145	205		0	0	0		0	584	235	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	135	0		0	145	205		0	0	0		0	584	235	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	135	0		0	145	205		0	0	0		0	584	235	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	135	0		0	145	205		0	0	0		0	584	235	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	135	0		0	145	205		0	0	0		0	584	235	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	135	0		0	145	205		0	0	0		0	584	235	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.04	0.00		0.00	0.05	0.13		0.00	0.00	0.00		0.00	0.18	0.08	
Crit Moves:	****					****								****		

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

Intersection #4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	145	0	0	135	342	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	145	0	0	135	342	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	145	0	0	135	342	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	145	0	0	135	342	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	135	342	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	145	0	0	135	342	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.05 0.00	0.00		0.08 0.11	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	523	0	0	0	0	2588	328	0	2032	98
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	485	0	523	0	0	0	0	2588	328	0	2032	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:	485	0	523	0	0	0	0	2588	328	0	2032	98
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	485	0	0	0	0	0	0	2588	0	0	2032	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2588	0	0	2032	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	485	0	0	0	0	0	0	2588	0	0	2032	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00		0.00 0.00	0.00		0.00 0.58	0.00		0.00 0.45	0.00	
Crit Volume:	242			0			863			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	240	112	0	398	0	0	0	0	465	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	112	0	398	0	0	0	0	465	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	112	0	398	0	0	0	0	465	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	112	0	398	0	0	0	0	465	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	112	0	398	0	0	0	0	465	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	240	112	0	398	0	0	0	0	465	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		240		0				0		233		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	1	308	50	6	5	5	220	11	178	150	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1	308	50	6	5	5	220	11	178	150	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1	308	50	6	5	5	220	11	178	150	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	1	308	50	6	5	5	220	0	178	150	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1	308	50	6	5	5	220	0	178	150	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	1	308	50	6	5	5	220	0	178	150	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.09	0.91	0.04	1.96	1.00	0.96	0.80	0.24
Final Sat.:	2880	1600	1600	1600	1745	1455	71	3129	1600	1527	1287	386
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.19	0.03	0.00	0.00	0.07	0.07	0.00	0.12	0.12	0.12
Crit Moves:			****	****			****					****

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	120	110	95	75	55	100	35	787	30	35	1430	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	110	95	75	55	100	35	787	30	35	1430	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	110	95	75	55	100	35	787	30	35	1430	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	110	95	75	55	100	35	787	30	35	1430	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	110	95	75	55	100	35	787	30	35	1430	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	110	95	75	55	100	35	787	30	35	1430	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	0.33	0.24	0.43	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	859	741	522	383	696	1600	4624	176	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.14	0.14	0.02	0.17	0.17	0.02	0.30	0.17
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	55	335	60	240	230	115	25	737	195	51	1154	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	335	60	240	230	115	25	737	195	51	1154	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	335	60	240	230	115	25	737	195	51	1154	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	335	60	240	230	115	25	737	195	51	1154	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	335	60	240	230	115	25	737	195	51	1154	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	335	60	240	230	115	25	737	195	51	1154	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.37	0.63	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3796	1004	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.15	0.07	0.07	0.02	0.19	0.19	0.03	0.24	0.19
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	190	73	10	227	99	90	105	755	130	25	965	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	73	10	227	99	90	105	755	130	25	965	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	73	10	227	99	90	105	755	130	25	965	279
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	73	0	227	99	0	105	755	130	25	965	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	73	0	227	99	0	105	755	130	25	965	279
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	73	0	227	99	0	105	755	130	25	965	279
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4095	705	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.00	0.14	0.03	0.00	0.07	0.18	0.18	0.02	0.30	0.17
Crit Moves:		****		****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	90	985	0	0	1215	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	90	985	0	0	1215	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	90	985	0	0	1215	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	90	985	0	0	1215	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	90	985	0	0	1215	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	90	985	0	0	1215	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.06	0.23	0.00	0.00	0.28	0.04
Crit Volume:		0		20			90				405	
Crit Moves:				****			****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	200	174	35	110	157	60	43	915	305	30	1175	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	174	35	110	157	60	43	915	305	30	1175	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	174	35	110	157	60	43	915	305	30	1175	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	174	35	110	157	60	43	915	0	30	1175	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	174	35	110	157	60	43	915	0	30	1175	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	174	35	110	157	60	43	915	0	30	1175	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	1.40	1.00	1.00	2.17	0.83	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2286	1989	1425	1425	3093	1182	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.08	0.05	0.05	0.03	0.32	0.00	0.02	0.41	0.05
Crit Volume:		125		110			43				588	
Crit Moves:		****		****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	201	531	15	262	115	132	832	25	400	950	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	201	531	15	262	115	132	832	25	400	950	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	201	531	15	262	115	132	832	25	400	950	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	201	531	15	262	115	132	832	25	400	950	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	201	531	15	262	115	132	832	25	400	950	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	201	531	15	262	115	132	832	25	400	950	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2735	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.01	0.09	0.08	0.09	0.29	0.02	0.14	0.35	0.35
Crit Volume:		201		15			132				495	
Crit Moves:		****		****			****				****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	140	292	110	153	364	30	95	10	165	105	10	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	292	110	153	364	30	95	10	165	105	10	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	292	110	153	364	30	95	10	165	105	10	87
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	292	0	153	364	30	95	10	165	105	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	292	0	153	364	30	95	10	165	105	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	292	0	153	364	30	95	10	165	105	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2541	209	1375	79	1296	1255	120	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.06	0.14	0.14	0.07	0.13	0.13	0.08	0.08	0.00
Crit Volume:	140					197			175		115	
Crit Moves:	****					****			****		****	

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	5	30	85	5	145	110	287	10	155	317	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	145	110	287	10	155	317	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	145	110	287	10	155	317	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	145	110	287	10	155	317	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	145	110	287	10	155	317	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	145	110	287	10	155	317	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.54	1.41	0.05	0.58	1.19	0.23
Final Sat.:	1500	214	1286	1500	50	1450	811	2115	74	874	1788	338
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0					150			110			266
Crit Moves:	****					****			****			****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	20	5	25	150	255	355	312	125	25	437	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	5	25	150	255	355	312	125	25	437	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	5	25	150	255	355	312	125	25	437	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	5	25	150	255	355	312	125	25	437	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	5	25	150	255	355	312	125	25	437	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	5	25	150	255	355	312	125	25	437	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	0.12	0.88	1.00	0.90	0.79	0.31	0.10	1.82	0.08
Final Sat.:	1500	1227	273	174	1326	1500	1345	1182	473	156	2720	124
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.11	0.17	0.26	0.26	0.26	0.16	0.16	0.16
Crit Volume:	30					255	355				241	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	36	15	20	15	20	690	106	42	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	36	15	20	15	20	690	106	42	650	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	36	15	20	15	20	690	106	42	650	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	36	15	20	15	20	690	106	42	650	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	36	15	20	15	20	690	106	42	650	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	36	15	20	15	20	690	106	42	650	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.57	0.43	0.05	1.69	0.26	0.12	1.85	0.03
Final Sat.:	1500	326	1174	1500	857	643	74	2537	390	179	2778	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.23	0.23	0.23
Crit Volume:	125						35		408	42		
Crit Moves:	****						****		****	****		

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	25	20	5	20	5	840	5	20	680	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	840	5	20	680	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	840	5	20	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	840	5	20	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	840	5	20	680	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	840	5	20	680	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.89	0.22	0.89	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	1333	333	1333	18	2965	18	85	2873	42
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.02	0.02	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20			425		20			
Crit Moves:			****	****			****		****			

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	195	0	170	75	695	0	0	625	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	170	75	695	0	0	625	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	170	75	695	0	0	625	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	170	75	695	0	0	625	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	170	75	695	0	0	625	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	170	75	695	0	0	625	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	0	1200	0	1200	82	1118	1200	2400	0	1200	2013	387
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.15	0.06	0.29	0.00	0.00	0.31	0.31
Crit Volume:		0		195			75					373
Crit Moves:				****			****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	226	0	165	125	479	0	0	595	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	226	0	165	125	479	0	0	595	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	226	0	165	125	479	0	0	595	195
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	226	0	0	125	479	0	0	595	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	226	0	0	125	479	0	0	595	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	226	0	0	125	479	0	0	595	195
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.08	0.16	0.00	0.00	0.20	0.13
Crit Volume:		0		226			125				298	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	135	0	125	225	1046	0	0	905	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	0	125	225	1046	0	0	905	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	125	225	1046	0	0	905	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	125	225	1046	0	0	905	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	125	225	1046	0	0	905	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	125	225	1046	0	0	905	195
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3517	758
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.16	0.37	0.00	0.00	0.26	0.26
Crit Volume:		0		135			225				367	
Crit Moves:				****			****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	121	0	0	44	0	852	94	0	996	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	121	0	0	44	0	852	94	0	996	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	121	0	0	44	0	852	94	0	996	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	852	94	0	996	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	852	94	0	996	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	852	94	0	996	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.70	0.30	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3242	358	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.28	0.00
Crit Volume:	0			0			0			332		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	105	195	85	15	265	75	60	1106	25	75	1392	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	195	85	15	265	75	60	1106	25	75	1392	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	195	85	15	265	75	60	1106	25	75	1392	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	195	85	15	265	75	60	1106	25	75	1392	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	195	85	15	265	75	60	1106	25	75	1392	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	195	85	15	265	75	60	1106	25	75	1392	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.05	0.01	0.08	0.05	0.04	0.35	0.02	0.05	0.44	0.07
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	20	100	200	70	45	10	1150	20	80	1717	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	100	200	70	45	10	1150	20	80	1717	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	100	200	70	45	10	1150	20	80	1717	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	100	200	70	45	10	1150	20	80	1717	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	100	200	70	45	10	1150	20	80	1717	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	100	200	70	45	10	1150	20	80	1717	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.74	0.26	1.00	1.00	2.95	0.05	1.00	2.87	0.13
Final Sat.:	1108	492	1600	1185	415	1600	1600	4718	82	1600	4586	214
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.13	0.17	0.03	0.01	0.24	0.24	0.05	0.37	0.37
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	5	226	35	165	135	560	15	55	617	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	226	35	165	135	560	15	55	617	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	226	35	165	135	560	15	55	617	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	226	35	165	135	560	15	55	617	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	226	35	165	135	560	15	55	617	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	226	35	165	135	560	15	55	617	360
OvlAdjVol:												195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2771	429	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.10	0.08	0.17	0.01	0.03	0.19	0.23
OvlAdjV/S:												0.12
Crit Moves:	****			****	****						****	

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Scenario Report

Scenario:	2016 No Project W ICTF MD Peak
Command:	2016 No Project W ICTF MD Peak
Volume:	2016 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 2	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 4	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000
# 10 Anaheim St / E I St-W 9th St	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.254	A	xxxxx	0.254	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.758	C xxxxx	0.758	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	C xxxxx	0.707	C xxxxx	0.707	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	181	0	0	256	633	0	0	0	5	200	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	181	0	0	256	633	0	0	0	5	200	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	0	0	256	633	0	0	0	5	200	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	181	0	0	256	633	0	0	0	5	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	0	0	256	633	0	0	0	5	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	181	0	0	256	633	0	0	0	5	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.08	0.22	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	261	0	0	181	660	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	261	0	0	181	660	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	261	0	0	181	660	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	261	0	0	181	660	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	0	181	660	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	261	0	0	181	660	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.06	0.21	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	355	0	0	225	45	0	0	0	0	656	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	0	0	225	45	0	0	0	0	656	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	0	0	225	45	0	0	0	0	656	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	0	0	225	45	0	0	0	0	656	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	0	0	225	45	0	0	0	0	656	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	0	0	225	45	0	0	0	0	656	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.07	0.03	0.00	0.00	0.00	0.00	0.21	0.10
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	225	0	0	355	616	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	0	355	616	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	0	355	616	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	355	616	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	355	616	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	355	616	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.22	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	660	0	412	0	0	0	0	1734	87	0	1635	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	412	0	0	0	0	1734	87	0	1635	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	412	0	0	0	0	1734	87	0	1635	86
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	660	0	0	0	0	0	0	1734	0	0	1635	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	0	0	0	0	0	1734	0	0	1635	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	660	0	0	0	0	0	0	1734	0	0	1635	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.36	0.00
Crit Volume:	330			0			578		0			
Crit Moves:	****						****		****			

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	485	404	5	479	0	0	0	0	470	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	404	5	479	0	0	0	0	470	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	404	5	479	0	0	0	0	470	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	404	5	479	0	0	0	0	470	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	404	5	479	0	0	0	0	470	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	404	5	479	0	0	0	0	470	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		485		5				0		235		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	132	0	289	90	10	10	10	255	27	319	235	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	0	289	90	10	10	10	255	27	319	235	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	0	289	90	10	10	10	255	27	319	235	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	0	289	90	10	10	10	255	0	319	235	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	289	90	10	10	10	255	0	319	235	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	132	0	289	90	10	10	10	255	0	319	235	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.08	1.92	1.00	0.79	0.58	0.63
Final Sat.:	2880	1600	1600	1600	1600	1600	121	3079	1600	1262	930	1009
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.06	0.01	0.01	0.08	0.08	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****		****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	0	0	1! 0 0	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	110	135	215	165	85	90	40	1158	50	55	1169	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	135	215	165	85	90	40	1158	50	55	1169	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	135	215	165	85	90	40	1158	50	55	1169	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	135	215	165	85	90	40	1158	50	55	1169	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	135	215	165	85	90	40	1158	50	55	1169	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	135	215	165	85	90	40	1158	50	55	1169	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	0.49	0.25	0.26	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	617	983	776	400	424	1600	4601	199	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.10	0.21	0.21	0.03	0.25	0.25	0.03	0.24	0.15
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	87	220	195	125	70	972	25	57	1052	261
Growth Adj:	1.00	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	275	87	220	195	125	70	972	25	57	1052	261
Added Vol:	0	0	0	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	275	87	220	195	125	70	972	25	57	1052	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	87	220	195	125	70	972	25	57	1052	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	87	220	195	125	70	972	25	57	1052	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	87	220	195	125	70	972	25	57	1052	261
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4680	120	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.05	0.14	0.06	0.08	0.04	0.21	0.21	0.04	0.22	0.16
Crit Moves:	****			****			****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	155	99	0	172	69	90	105	835	145	30	870	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	99	0	172	69	90	105	835	145	30	870	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	99	0	172	69	90	105	835	145	30	870	267
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	99	0	172	69	0	105	835	145	30	870	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	99	0	172	69	0	105	835	145	30	870	267
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	99	0	172	69	0	105	835	145	30	870	267
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4090	710	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.11	0.02	0.00	0.07	0.20	0.20	0.02	0.27	0.17
Crit Moves:		****		****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	130	110	1075	0	0	896	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	130	110	1075	0	0	896	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	130	110	1075	0	0	896	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	130	110	1075	0	0	896	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	130	110	1075	0	0	896	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	130	110	1075	0	0	896	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.08	0.25	0.00	0.00	0.21	0.02
Crit Volume:				0	15		110				299	
Crit Moves:					****		****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	197	85	185	262	105	131	1000	245	75	1005	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	197	85	185	262	105	131	1000	245	75	1005	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	197	85	185	262	105	131	1000	245	75	1005	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	197	85	185	262	105	131	1000	0	75	1005	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	197	85	185	262	105	131	1000	0	75	1005	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	197	85	185	262	105	131	1000	0	75	1005	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.68	1.32	1.00	1.00	2.14	0.86	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2391	1884	1425	1425	3052	1223	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.13	0.09	0.09	0.09	0.35	0.00	0.05	0.35	0.12
Crit Volume:		149		185			131				503	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	163	376	15	173	121	85	935	10	215	1025	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	163	376	15	173	121	85	935	10	215	1025	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	163	376	15	173	121	85	935	10	215	1025	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	163	376	15	173	121	85	935	10	215	1025	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	163	376	15	173	121	85	935	10	215	1025	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	163	376	15	173	121	85	935	10	215	1025	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.13	0.01	0.06	0.08	0.06	0.33	0.01	0.08	0.37	0.37
Crit Volume:		163		15			85					525
Crit Moves:	****			****			****					****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	55	215	50	147	380	40	50	0	65	60	0	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	215	50	147	380	40	50	0	65	60	0	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	215	50	147	380	40	50	0	65	60	0	262
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	215	0	147	380	40	50	0	65	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	215	0	147	380	40	50	0	65	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	215	0	147	380	40	50	0	65	60	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2488	262	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.05	0.15	0.15	0.04	0.00	0.05	0.04	0.00	0.00
Crit Volume:	55			210					65	60		
Crit Moves:	****			****					****	****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	30	65	424	0	30	349	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	424	0	30	349	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	424	0	30	349	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	424	0	30	349	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	424	0	30	349	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	424	0	30	349	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	399	2601	0	220	2560	220
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.14	0.14	0.14
Crit Volume:			140	10			65				205	
Crit Moves:			****	****			****				****	

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	180	439	45	10	399	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	180	439	45	10	399	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	180	439	45	10	399	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	180	439	45	10	399	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	180	439	45	10	399	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	180	439	45	10	399	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.54	1.32	0.14	0.05	1.90	0.05
Final Sat.:	1500	1269	231	71	1429	1500	813	1983	203	72	2857	72
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.22	0.22	0.22	0.14	0.14	0.14
Crit Volume:	40					135	180				209	
Crit Moves:	****					****	****				****	

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Year 2016 MD Peak - No Project W ICTF

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	161	20	91	5	10	25	15	477	41	41	552	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	20	91	5	10	25	15	477	41	41	552	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	20	91	5	10	25	15	477	41	41	552	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	20	91	5	10	25	15	477	41	41	552	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	20	91	5	10	25	15	477	41	41	552	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	20	91	5	10	25	15	477	41	41	552	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.29	0.71	0.06	1.79	0.15	0.14	1.83	0.03
Final Sat.:	1500	270	1230	1500	429	1071	84	2685	231	204	2746	50
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.00	0.02	0.02	0.18	0.18	0.18	0.20	0.20	0.20
Crit Volume:	161						35	15				302
Crit Moves:	****					****	****					****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.254
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	10	10	607	5	10	673	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	10	10	607	5	10	673	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	10	10	607	5	10	673	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	10	10	607	5	10	673	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	10	10	607	5	10	673	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	10	10	607	5	10	673	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.03	1.95	0.02	0.03	1.94	0.03
Final Sat.:	0	1500	1500	1500	0	1500	48	2928	24	43	2913	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.21	0.21	0.21	0.23	0.23	0.23
Crit Volume:			15	10			10					347
Crit Moves:			****	****			****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	15	0	125	75	697	0	0	693	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	125	75	697	0	0	693	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	125	75	697	0	0	693	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	125	75	697	0	0	693	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	125	75	697	0	0	693	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	125	75	697	0	0	693	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	257	943	1200	1200	2400	0	1200	2316	84
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.06	0.29	0.00	0.00	0.30	0.30
Crit Volume:	0					125	75				359	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	331	0	475	55	346	0	11	446	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	331	0	475	55	346	0	11	446	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	331	0	475	55	346	0	11	446	361
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	331	0	0	55	346	0	11	446	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	331	0	0	55	346	0	11	446	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	331	0	0	55	346	0	11	446	361
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.22	0.00	0.00	0.04	0.12	0.00	0.01	0.15	0.24
Crit Volume:			11	331			55					361
Crit Moves:			****	****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	116	0	70	225	1385	0	0	1195	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	70	225	1385	0	0	1195	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	70	225	1385	0	0	1195	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	70	225	1385	0	0	1195	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	70	225	1385	0	0	1195	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	70	225	1385	0	0	1195	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3633	642
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.05	0.16	0.49	0.00	0.00	0.33	0.33
Crit Volume:			0	116			225					469
Crit Moves:				****			****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	178	0	0	61	0	1310	51	0	1165	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	178	0	0	61	0	1310	51	0	1165	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	178	0	0	61	0	1310	51	0	1165	147
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1310	51	0	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1310	51	0	1165	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1310	51	0	1165	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3465	135	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.32	0.00
Crit Volume:	0			0			454			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	360	125	10	305	105	120	1333	10	0	1197	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	125	10	305	105	120	1333	10	0	1197	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	125	10	305	105	120	1333	10	0	1197	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	125	10	305	105	120	1333	10	0	1197	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	125	10	305	105	120	1333	10	0	1197	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	125	10	305	105	120	1333	10	0	1197	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.10	0.07	0.08	0.42	0.01	0.00	0.37	0.08
Crit Moves:		****		****			****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	40	40	310	215	50	50	15	1436	20	95	1387	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	310	215	50	50	15	1436	20	95	1387	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	310	215	50	50	15	1436	20	95	1387	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	310	215	50	50	15	1436	20	95	1387	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	310	215	50	50	15	1436	20	95	1387	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	310	215	50	50	15	1436	20	95	1387	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.68	0.32
Final Sat.:	800	800	1600	1298	302	1600	1600	4734	66	1600	4290	510
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.13	0.17	0.03	0.01	0.30	0.30	0.06	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	30	25	121	90	130	200	628	15	60	498	712
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	121	90	130	200	628	15	60	498	712
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	121	90	130	200	628	15	60	498	712
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	121	90	130	200	628	15	60	498	712
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	121	90	130	200	628	15	60	498	712
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	121	90	130	200	628	15	60	498	712
OvlAdjVol:												582
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.09	0.91	1.15	0.85	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1835	1365	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.08	0.13	0.20	0.01	0.04	0.16	0.45
OvlAdjV/S:												0.36
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2016 No Project W ICTF PM Peak
Command:	2016 No Project W ICTF PM Peak
Volume:	2016 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 2	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 4	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.335	A	xxxxx	0.335	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.805	D xxxxx	0.805	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.587	A xxxxx	0.587	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	141	0	0	154	702	0	0	0	15	270	439
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	141	0	0	154	702	0	0	0	15	270	439
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	141	0	0	154	702	0	0	0	15	270	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	141	0	0	154	702	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	141	0	0	154	702	0	0	0	15	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	141	0	0	154	702	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		169	0	0		151	605	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		169	0	0		151	605	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		169	0	0		151	605	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		169	0	0		151	605	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		169	0	0		151	605	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		169	0	0		151	605	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.00		0.05	0.19	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	310	0		0	235	170		0	0	0		0	531	265	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	310	0		0	235	170		0	0	0		0	531	265	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	310	0		0	235	170		0	0	0		0	531	265	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	310	0		0	235	170		0	0	0		0	531	265	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	310	0		0	235	170		0	0	0		0	531	265	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	310	0		0	235	170		0	0	0		0	531	265	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.00	0.07	0.11		0.00	0.00	0.00		0.00	0.17	0.09	
Crit Moves:	****					****								****		

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	1	0	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		235	0	0		310	521	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		235	0	0		310	521	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		235	0	0		310	521	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		235	0	0		310	521	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		235	0	0		310	521	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		235	0	0		310	521	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2880	0	0		1600	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.19	0.16	0.00		0.00	0.00	0.00	
Crit Moves:					****				****							

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Navy Way								Seaside Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	685	0	844		0	0	0		0	2355	494		0	2310	93	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	685	0	844		0	0	0		0	2355	494		0	2310	93	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	685	0	844		0	0	0		0	2355	494		0	2310	93	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	685	0	0		0	0	0		0	2355	0		0	2310	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	685	0	0		0	0	0		0	2355	0		0	2310	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	685	0	0		0	0	0		0	2355	0		0	2310	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:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	3000	0	1500		0	0	0		0	4500	1500		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.00		0.00	0.00	0.00		0.00	0.52	0.00		0.00	0.51	0.00	
Crit Volume:	343						0			785				0		
Crit Moves:	****									****				****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	490	310	0	325	0	0	0	0	240	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	310	0	325	0	0	0	0	240	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	310	0	325	0	0	0	0	240	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	310	0	325	0	0	0	0	240	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	310	0	325	0	0	0	0	240	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	310	0	325	0	0	0	0	240	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		490		0				0		120		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	142	1	195	45	6	10	40	170	226	373	245	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1	195	45	6	10	40	170	226	373	245	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1	195	45	6	10	40	170	226	373	245	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	142	1	195	45	6	10	40	170	0	373	245	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1	195	45	6	10	40	170	0	373	245	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	142	1	195	45	6	10	40	170	0	373	245	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.38	1.62	1.00	0.92	0.61	0.47
Final Sat.:	2880	1600	1600	1600	1600	1600	610	2590	1600	1477	970	752
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.03	0.00	0.01	0.07	0.07	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****		****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	65	75	135	190	45	145	35	1614	30	45	1235	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	75	135	190	45	145	35	1614	30	45	1235	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	75	135	190	45	145	35	1614	30	45	1235	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	75	135	190	45	145	35	1614	30	45	1235	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	75	135	190	45	145	35	1614	30	45	1235	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	75	135	190	45	145	35	1614	30	45	1235	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.50	0.12	0.38	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	571	1029	800	189	611	1600	4712	88	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.12	0.24	0.24	0.02	0.34	0.34	0.03	0.26	0.12
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	295	96	390	285	130	80	1283	10	41	1053	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	295	96	390	285	130	80	1283	10	41	1053	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	96	390	285	130	80	1283	10	41	1053	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	295	96	390	285	130	80	1283	10	41	1053	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	295	96	390	285	130	80	1283	10	41	1053	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	295	96	390	285	130	80	1283	10	41	1053	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4763	37	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.06	0.24	0.09	0.08	0.05	0.27	0.27	0.03	0.22	0.23
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	325	151	25	163	159	80	70	1205	355	15	1070	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	151	25	163	159	80	70	1205	355	15	1070	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	151	25	163	159	80	70	1205	355	15	1070	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	151	0	163	159	0	70	1205	355	15	1070	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	151	0	163	159	0	70	1205	355	15	1070	134
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	151	0	163	159	0	70	1205	355	15	1070	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.32	0.68	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3708	1092	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.00	0.10	0.05	0.00	0.04	0.32	0.33	0.01	0.33	0.08
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	85	0	330	90	1475	0	0	1475	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	330	90	1475	0	0	1475	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	330	90	1475	0	0	1475	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	330	90	1475	0	0	1475	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	330	90	1475	0	0	1475	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	330	90	1475	0	0	1475	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.23	0.06	0.35	0.00	0.00	0.35	0.04
Crit Volume:	0					330	0				492	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	300	321	160	180	229	65	116	1250	205	75	1380	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	321	160	180	229	65	116	1250	205	75	1380	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	321	160	180	229	65	116	1250	205	75	1380	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	300	321	160	180	229	65	116	1250	0	75	1380	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	321	160	180	229	65	116	1250	0	75	1380	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	300	321	160	180	229	65	116	1250	0	75	1380	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2065	2210	1425	1425	3330	945	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.13	0.07	0.07	0.08	0.44	0.00	0.05	0.48	0.08
Crit Volume:	207			180			116				690	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	15	355	601	20	309	133	141	951	15	350	1355	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	355	601	20	309	133	141	951	15	350	1355	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	355	601	20	309	133	141	951	15	350	1355	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	355	601	20	309	133	141	951	15	350	1355	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	355	601	20	309	133	141	951	15	350	1355	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	355	601	20	309	133	141	951	15	350	1355	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.11	1.89	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1587	2688	1425	2850	1425	1425	2850	1425	2850	2749	101
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.11	0.09	0.10	0.33	0.01	0.12	0.49	0.49
Crit Volume:		319		20			141				703	
Crit Moves:		****		****			****				****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	312	75	113	331	40	70	0	10	125	0	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	312	75	113	331	40	70	0	10	125	0	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	312	75	113	331	40	70	0	10	125	0	374
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	312	0	113	331	40	70	0	10	125	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	312	0	113	331	40	70	0	10	125	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	312	0	113	331	40	70	0	10	125	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2454	296	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80				186		70			125		
Crit Moves:	****				****		****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	160	75	0	190	130	530	0	20	449	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	75	0	190	130	530	0	20	449	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	160	75	0	190	130	530	0	20	449	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	160	75	0	190	130	530	0	20	449	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	160	75	0	190	130	530	0	20	449	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	160	75	0	190	130	530	0	20	449	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.39	1.61	0.00	0.07	1.67	0.26
Final Sat.:	1500	0	1500	1500	0	1500	591	2409	0	111	2499	390
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.05	0.00	0.13	0.22	0.22	0.00	0.18	0.18	0.18
Crit Volume:			160	75			130					269
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	70	5	25	30	265	375	615	5	10	603	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	30	265	375	615	5	10	603	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	30	265	375	615	5	10	603	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	30	265	375	615	5	10	603	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	30	265	375	615	5	10	603	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	30	265	375	615	5	10	603	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.16	0.84	1.00	0.75	1.24	0.01	0.03	1.88	0.09
Final Sat.:	1043	1826	130	234	1266	1500	1131	1854	15	47	2813	140
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.18	0.33	0.33	0.33	0.21	0.21	0.21
Crit Volume:	40					265	375				321	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	171	25	112	10	5	30	15	808	21	27	851	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	25	112	10	5	30	15	808	21	27	851	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	25	112	10	5	30	15	808	21	27	851	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	25	112	10	5	30	15	808	21	27	851	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	25	112	10	5	30	15	808	21	27	851	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	25	112	10	5	30	15	808	21	27	851	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.14	0.86	0.04	1.91	0.05	0.06	1.87	0.07
Final Sat.:	1500	274	1226	1500	214	1286	53	2872	75	89	2812	99
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.28	0.28	0.28	0.30	0.30	0.30
Crit Volume:	171					35		15				454
Crit Moves:	****					****		****				****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	0	45	10	5	30	15	773	25	15	1091	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	45	10	5	30	15	773	25	15	1091	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	45	10	5	30	15	773	25	15	1091	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	45	10	5	30	15	773	25	15	1091	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	45	10	5	30	15	773	25	15	1091	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	45	10	5	30	15	773	25	15	1091	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.44	0.56	1.00	0.04	1.90	0.06	0.03	1.94	0.03
Final Sat.:	1500	79	1421	667	833	1500	55	2852	92	40	2920	40
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.27	0.27	0.27	0.37	0.37	0.37
Crit Volume:	50					30	15				561	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	120	0	215	115	678	0	0	876	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	215	115	678	0	0	876	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	215	115	678	0	0	876	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	215	115	678	0	0	876	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	215	115	678	0	0	876	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	215	115	678	0	0	876	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.72	0.28	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	860	340	1200	1200	2400	0	1200	1729	671
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.10	0.28	0.00	0.00	0.51	0.51
Crit Volume:	0					215	115					608
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	6	206	0	155	90	577	0	5	800	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	6	206	0	155	90	577	0	5	800	326
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	206	0	155	90	577	0	5	800	326
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	206	0	0	90	577	0	5	800	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	6	206	0	0	90	577	0	5	800	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	6	206	0	0	90	577	0	5	800	326
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.06	0.19	0.00	0.00	0.27	0.22
Crit Volume:			6	206			90				400	
Crit Moves:			****	****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	178	0	130	245	1380	0	0	1041	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	178	0	130	245	1380	0	0	1041	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	178	0	130	245	1380	0	0	1041	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	178	0	130	245	1380	0	0	1041	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	130	245	1380	0	0	1041	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	178	0	130	245	1380	0	0	1041	267
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.39	0.61
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3402	873
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.09	0.17	0.48	0.00	0.00	0.31	0.31
Crit Volume:			0	178			245					436
Crit Moves:				****			****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	192	0	0	66	0	1377	71	0	1057	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	192	0	0	66	0	1377	71	0	1057	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	192	0	0	66	0	1377	71	0	1057	203
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1377	71	0	1057	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1377	71	0	1057	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1377	71	0	1057	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.85	0.15	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3423	177	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.29	0.00
Crit Volume:	0			0			483			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: E

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	555	105	15	325	110	195	1597	5	130	1209	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	555	105	15	325	110	195	1597	5	130	1209	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	105	15	325	110	195	1597	5	130	1209	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	105	15	325	110	195	1597	5	130	1209	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	105	15	325	110	195	1597	5	130	1209	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	105	15	325	110	195	1597	5	130	1209	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.01	0.10	0.07	0.12	0.50	0.00	0.08	0.38	0.10
Crit Moves:		****		****				****		****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	70	290	200	90	30	25	1821	30	75	1364	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	70	290	200	90	30	25	1821	30	75	1364	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	70	290	200	90	30	25	1821	30	75	1364	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	290	200	90	30	25	1821	30	75	1364	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	290	200	90	30	25	1821	30	75	1364	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	290	200	90	30	25	1821	30	75	1364	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.69	0.31	1.00	1.00	2.95	0.05	1.00	2.63	0.37
Final Sat.:	626	974	1600	1103	497	1600	1600	4722	78	1600	4213	587
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.18	0.13	0.18	0.02	0.02	0.39	0.39	0.05	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	30	148	20	140	170	889	0	5	642	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	30	148	20	140	170	889	0	5	642	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	30	148	20	140	170	889	0	5	642	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	30	148	20	140	170	889	0	5	642	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	30	148	20	140	170	889	0	5	642	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	30	148	20	140	170	889	0	5	642	544
OvlAdjVol:												404
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.93	0.92	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1477	1477	2819	381	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.09	0.11	0.28	0.00	0.00	0.20	0.34
OvlAdjV/S:												0.25
Crit Moves:		****				****	****					****

Cumulative 2016 Baseline Plus Reduced Capacity Project

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Scenario Report

Scenario:	2016 Reduced AM Peak
Command:	2016 Reduced AM Peak
Volume:	2016 Reduced AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 2	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000
# 4	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000
# 8 Anaheim St / Harbor Ave	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000
# 12 Anaheim St / Henry Ford Ave	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.279	A	xxxxx	0.279	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.622	B xxxxx	0.622	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.507	A xxxxx	0.507	+ 0.000

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	120	0	0	280	790	0	0	0	5	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	120	0	0	280	790	0	0	0	5	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	120	0	0	280	790	0	0	0	5	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	120	0	0	280	790	0	0	0	5	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	120	0	0	280	790	0	0	0	5	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	120	0	0	280	790	0	0	0	5	290	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	125	390	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	285	0	0	125	390	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	285	0	0	125	390	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	0	125	390	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	125	390	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	0	125	390	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.04	0.12	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	130	0	0	145	200	0	0	0	0	625	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	0	0	145	200	0	0	0	0	625	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	130	0	0	145	200	0	0	0	0	625	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	0	0	145	200	0	0	0	0	625	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	0	145	200	0	0	0	0	625	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	0	0	145	200	0	0	0	0	625	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.05	0.13	0.00	0.00	0.00	0.00	0.20	0.08
Crit Moves:	****				****						****	

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

Intersection #4

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	145	0	0	130	370	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	145	0	0	130	370	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	0	130	370	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	145	0	0	130	370	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	0	130	370	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	145	0	0	130	370	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.05 0.00	0.00		0.08 0.12	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	465	0	540	0	0	0	0	2590	300	0	2045	120
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	465	0	540	0	0	0	0	2590	300	0	2045	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	0	540	0	0	0	0	2590	300	0	2045	120
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	465	0	0	0	0	0	0	2590	0	0	2045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	0	0	0	0	0	0	2590	0	0	2045	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	465	0	0	0	0	0	0	2590	0	0	2045	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00		0.00 0.00	0.00		0.00 0.58	0.00		0.00 0.45	0.00	
Crit Volume:	233			0			863			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	225	120	0	410	0	0	0	0	450	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	225	120	0	410	0	0	0	0	450	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	225	120	0	410	0	0	0	0	450	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	225	120	0	410	0	0	0	0	450	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	225	120	0	410	0	0	0	0	450	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	225	120	0	410	0	0	0	0	450	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		225		0					0	225		
Crit Moves:		****		****						****		

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

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

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

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	135	0	295	50	0	5	5	220	0	165	150	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	0	295	50	0	5	5	220	0	165	150	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	295	50	0	5	5	220	0	165	150	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	0	295	50	0	5	5	220	0	165	150	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	295	50	0	5	5	220	0	165	150	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	0	295	50	0	5	5	220	0	165	150	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.04	1.96	1.00	0.92	0.83	0.25
Final Sat.:	2880	1600	1600	1600	1600	1600	71	3129	1600	1467	1333	400
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.03	0.00	0.00	0.07	0.07	0.00	0.11	0.11	0.11
Crit Moves:			****	****			****				****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 2	1	0	3 0 1
Volume Module:												
Base Vol:	120	110	95	75	55	100	35	845	30	35	1460	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	110	95	75	55	100	35	845	30	35	1460	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	110	95	75	55	100	35	845	30	35	1460	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	110	95	75	55	100	35	845	30	35	1460	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	110	95	75	55	100	35	845	30	35	1460	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	110	95	75	55	100	35	845	30	35	1460	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.54	0.46	0.33	0.24	0.43	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	859	741	522	383	696	1600	4635	165	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.05	0.14	0.14	0.02	0.18	0.18	0.02	0.30	0.17
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	55	335	60	240	230	115	25	795	195	50	1185	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	335	60	240	230	115	25	795	195	50	1185	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	335	60	240	230	115	25	795	195	50	1185	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	335	60	240	230	115	25	795	195	50	1185	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	335	60	240	230	115	25	795	195	50	1185	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	335	60	240	230	115	25	795	195	50	1185	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3855	945	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.04	0.15	0.07	0.07	0.02	0.21	0.21	0.03	0.25	0.19
Crit Moves:		****			****			****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	190	70	10	290	95	130	140	755	130	25	965	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	70	10	290	95	130	140	755	130	25	965	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	70	10	290	95	130	140	755	130	25	965	310
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	70	0	290	95	0	140	755	130	25	965	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	70	0	290	95	0	140	755	130	25	965	310
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	70	0	290	95	0	140	755	130	25	965	310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4095	705	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.00	0.18	0.03	0.00	0.09	0.18	0.18	0.02	0.30	0.19
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	75	90	1020	0	0	1260	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	75	90	1020	0	0	1260	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	75	90	1020	0	0	1260	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	75	90	1020	0	0	1260	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	75	90	1020	0	0	1260	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	75	90	1020	0	0	1260	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.06	0.24	0.00	0.00	0.29	0.04
Crit Volume:		0		20			90				420	
Crit Moves:				****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	200	145	35	110	125	60	15	950	305	30	1215	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	145	35	110	125	60	15	950	305	30	1215	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	145	35	110	125	60	15	950	305	30	1215	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	200	145	35	110	125	60	15	950	0	30	1215	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	145	35	110	125	60	15	950	0	30	1215	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	200	145	35	110	125	60	15	950	0	30	1215	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.74	1.26	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2478	1797	1425	1425	2889	1386	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.08	0.04	0.04	0.01	0.33	0.00	0.02	0.43	0.05
Crit Volume:		115		110			15			608		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	20	155	555	15	225	110	120	820	25	440	950	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	155	555	15	225	110	120	820	25	440	950	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	155	555	15	225	110	120	820	25	440	950	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	155	555	15	225	110	120	820	25	440	950	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	555	15	225	110	120	820	25	440	950	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	155	555	15	225	110	120	820	25	440	950	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2735	115
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.19	0.01	0.08	0.08	0.08	0.29	0.02	0.15	0.35	0.35
Crit Volume:		155		15			410			220		
Crit Moves:	****			****			****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	140	290	110	125	360	30	95	10	165	105	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	290	110	125	360	30	95	10	165	105	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	290	110	125	360	30	95	10	165	105	10	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	290	0	125	360	30	95	10	165	105	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	290	0	125	360	30	95	10	165	105	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	290	0	125	360	30	95	10	165	105	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2538	212	1375	79	1296	1255	120	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.05	0.14	0.14	0.07	0.13	0.13	0.08	0.08	0.00
Crit Volume:	140					195			175		115	
Crit Moves:	****					****			****		****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	5	30	85	5	145	110	270	10	155	320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	145	110	270	10	155	320	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	145	110	270	10	155	320	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	145	110	270	10	155	320	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	145	110	270	10	155	320	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	145	110	270	10	155	320	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.56	1.39	0.05	0.58	1.20	0.22
Final Sat.:	1500	214	1286	1500	50	1450	846	2077	77	869	1794	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.13	0.13	0.13	0.18	0.18	0.18
Crit Volume:	0					150			110		268	
Crit Moves:	****					****			****		****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	30	20	5	25	150	255	355	295	125	25	440	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	5	25	150	255	355	295	125	25	440	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	5	25	150	255	355	295	125	25	440	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	5	25	150	255	355	295	125	25	440	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	5	25	150	255	355	295	125	25	440	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	5	25	150	255	355	295	125	25	440	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	0.12	0.88	1.00	0.92	0.76	0.32	0.10	1.82	0.08
Final Sat.:	1500	1227	273	174	1326	1500	1374	1142	484	155	2722	124
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.11	0.17	0.26	0.26	0.26	0.16	0.16	0.16
Crit Volume:	30					255	355				243	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	120	10	35	15	20	15	20	675	95	40	655	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	10	35	15	20	15	20	675	95	40	655	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	10	35	15	20	15	20	675	95	40	655	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	10	35	15	20	15	20	675	95	40	655	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	10	35	15	20	15	20	675	95	40	655	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	10	35	15	20	15	20	675	95	40	655	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.57	0.43	0.05	1.71	0.24	0.11	1.86	0.03
Final Sat.:	1500	333	1167	1500	857	643	76	2563	361	170	2787	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.26	0.26	0.26	0.23	0.24	0.24
Crit Volume:	120						35		395	40		
Crit Moves:	****						****		****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	25	20	5	20	5	820	5	20	685	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	820	5	20	685	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	820	5	20	685	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	820	5	20	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	820	5	20	685	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	820	5	20	685	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.89	0.22	0.89	0.01	1.98	0.01	0.05	1.92	0.03
Final Sat.:	0	1500	1500	1333	333	1333	18	2964	18	84	2874	42
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.02	0.00	0.02	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20			415			20		
Crit Moves:			****	****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	0	0	0	195	0	170	75	675	0	0	630	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	170	75	675	0	0	630	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	170	75	675	0	0	630	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	170	75	675	0	0	630	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	170	75	675	0	0	630	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	170	75	675	0	0	630	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	1.00	0.07	0.93	1.00	2.00	0.00	1.00	1.68	0.32
Final Sat.:	0	1200	0	1200	82	1118	1200	2400	0	1200	2016	384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.15	0.06	0.28	0.00	0.00	0.31	0.31
Crit Volume:			0	195			75			375		
Crit Moves:				****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	215	0	165	125	470	0	0	600	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	165	125	470	0	0	600	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	165	125	470	0	0	600	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	0	0	125	470	0	0	600	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	0	125	470	0	0	600	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	215	0	0	125	470	0	0	600	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.08	0.16	0.00	0.00	0.20	0.13
Crit Volume:		0		215			125				300	
Crit Moves:				****			****				****	

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Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	65	0	125	225	1045	0	0	910	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	125	225	1045	0	0	910	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	125	225	1045	0	0	910	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	125	225	1045	0	0	910	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	125	225	1045	0	0	910	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	125	225	1045	0	0	910	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3653	622
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.16	0.37	0.00	0.00	0.25	0.25
Crit Volume:		0				125	225				355	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	205	0	0	0	0	875	0	0	1005	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	205	0	0	0	0	875	0	0	1005	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	205	0	0	0	0	875	0	0	1005	130
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	875	0	0	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	875	0	0	1005	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	875	0	0	1005	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.28	0.00
Crit Volume:	0			0			0				335	
Crit Moves:							****				****	

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	105	195	85	15	265	75	60	1065	25	75	1285	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	195	85	15	265	75	60	1065	25	75	1285	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	195	85	15	265	75	60	1065	25	75	1285	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	195	85	15	265	75	60	1065	25	75	1285	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	195	85	15	265	75	60	1065	25	75	1285	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	195	85	15	265	75	60	1065	25	75	1285	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.05	0.01	0.08	0.05	0.04	0.33	0.02	0.05	0.40	0.07
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	45	20	100	200	70	45	10	1120	20	80	1610	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	20	100	200	70	45	10	1120	20	80	1610	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	20	100	200	70	45	10	1120	20	80	1610	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	20	100	200	70	45	10	1120	20	80	1610	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	100	200	70	45	10	1120	20	80	1610	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	20	100	200	70	45	10	1120	20	80	1610	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	0.74	0.26	1.00	1.00	2.95	0.05	1.00	2.86	0.14
Final Sat.:	1108	492	1600	1185	415	1600	1600	4716	84	1600	4573	227
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.13	0.17	0.03	0.01	0.24	0.24	0.05	0.35	0.35
Crit Moves:	****			****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	5	25	5	135	35	165	135	525	15	55	605	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	5	135	35	165	135	525	15	55	605	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	5	135	35	165	135	525	15	55	605	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	5	135	35	165	135	525	15	55	605	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	135	35	165	135	525	15	55	605	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	5	135	35	165	135	525	15	55	605	310
OvlAdjVol:												145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.43	0.29	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2541	659	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.08	0.16	0.01	0.03	0.19	0.19
OvlAdjV/S:												0.09
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2016 Reduced MD Peak
Command:	2016 Reduced MD Peak
Volume:	2016 Reduced MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 2	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000
# 4	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 9 Anaheim St / Santa Fe Ave	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000
# 12 Anaheim St / Henry Ford Ave	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	265	0	0	300	690	0	0	0	5	200	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	265	0	0	300	690	0	0	0	5	200	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	265	0	0	300	690	0	0	0	5	200	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	265	0	0	300	690	0	0	0	5	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	265	0	0	300	690	0	0	0	5	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	265	0	0	300	690	0	0	0	5	200	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.09	0.24	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	305	0	0	265	660	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	0	0	265	660	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	0	265	660	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	305	0	0	265	660	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	265	660	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	305	0	0	265	660	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.09	0.21	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	355	0	0	225	45	0	0	0	0	735	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	355	0	0	225	45	0	0	0	0	735	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	0	0	225	45	0	0	0	0	735	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	355	0	0	225	45	0	0	0	0	735	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	0	0	225	45	0	0	0	0	735	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	0	0	225	45	0	0	0	0	735	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.07	0.03	0.00	0.00	0.00	0.00	0.23	0.10
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	225	0	0	355	700	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	0	355	700	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	0	355	700	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	355	700	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	355	700	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	355	700	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	660	0	385	0	0	0	0	1720	5	0	1665	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	0	385	0	0	0	0	1720	5	0	1665	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	0	385	0	0	0	0	1720	5	0	1665	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	660	0	0	0	0	0	0	1720	0	0	1665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	0	0	0	0	0	0	1720	0	0	1665	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	660	0	0	0	0	0	0	1720	0	0	1665	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.37	0.00
Crit Volume:	330			0			573			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	485	390	5	465	0	0	0	0	470	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	390	5	465	0	0	0	0	470	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	485	390	5	465	0	0	0	0	470	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	390	5	465	0	0	0	0	470	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	390	5	465	0	0	0	0	470	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	390	5	465	0	0	0	0	470	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Volume:		485		5				0		235		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	100	0	260	90	0	10	10	255	0	295	235	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	260	90	0	10	10	255	0	295	235	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	260	90	0	10	10	255	0	295	235	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	0	260	90	0	10	10	255	0	295	235	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	260	90	0	10	10	255	0	295	235	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	0	260	90	0	10	10	255	0	295	235	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.08	1.92	1.00	0.75	0.60	0.65
Final Sat.:	2880	1600	1600	1600	1600	1600	121	3079	1600	1203	958	1039
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.06	0.00	0.01	0.08	0.08	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****			****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	3	0 1
Volume Module:												
Base Vol:	110	135	215	165	85	90	40	1255	50	55	1255	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	135	215	165	85	90	40	1255	50	55	1255	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	135	215	165	85	90	40	1255	50	55	1255	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	135	215	165	85	90	40	1255	50	55	1255	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	135	215	165	85	90	40	1255	50	55	1255	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	135	215	165	85	90	40	1255	50	55	1255	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.39	0.61	0.49	0.25	0.26	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	617	983	776	400	424	1600	4616	184	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.10	0.21	0.21	0.03	0.27	0.27	0.03	0.26	0.15
Crit Moves:	****			****				****		****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	275	65	220	195	125	70	1090	25	35	1165	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	275	65	220	195	125	70	1090	25	35	1165	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	275	65	220	195	125	70	1090	25	35	1165	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	275	65	220	195	125	70	1090	25	35	1165	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	275	65	220	195	125	70	1090	25	35	1165	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	275	65	220	195	125	70	1090	25	35	1165	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4692	108	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.04	0.14	0.06	0.08	0.04	0.23	0.23	0.02	0.24	0.16
Crit Moves:	****			****				****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	155	105	0	285	70	170	185	830	145	30	865	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	105	0	285	70	170	185	830	145	30	865	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	105	0	285	70	170	185	830	145	30	865	380
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	105	0	285	70	0	185	830	145	30	865	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	105	0	285	70	0	185	830	145	30	865	380
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	105	0	285	70	0	185	830	145	30	865	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.55	0.45	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4086	714	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.00	0.18	0.02	0.00	0.12	0.20	0.20	0.02	0.27	0.24
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	130	110	1155	0	0	970	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	130	110	1155	0	0	970	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	130	110	1155	0	0	970	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	130	110	1155	0	0	970	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	130	110	1155	0	0	970	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	130	110	1155	0	0	970	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.08	0.27	0.00	0.00	0.23	0.02
Crit Volume:				0	15		110				323	
Crit Moves:					****			****			****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	250	160	80	185	225	105	130	1075	245	70	1080	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	160	80	185	225	105	130	1075	245	70	1080	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	160	80	185	225	105	130	1075	245	70	1080	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	160	80	185	225	105	130	1075	0	70	1080	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	160	80	185	225	105	130	1075	0	70	1080	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	160	80	185	225	105	130	1075	0	70	1080	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	1.17	1.00	1.00	2.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2607	1668	1425	1425	2915	1360	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.13	0.08	0.08	0.09	0.38	0.00	0.05	0.38	0.12
Crit Volume:		137		185			130			540		
Crit Moves:		****		****			****			****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	105	450	15	105	115	80	935	10	290	1025	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	105	450	15	105	115	80	935	10	290	1025	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	105	450	15	105	115	80	935	10	290	1025	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	105	450	15	105	115	80	935	10	290	1025	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	105	450	15	105	115	80	935	10	290	1025	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	105	450	15	105	115	80	935	10	290	1025	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2782	68
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.16	0.01	0.04	0.08	0.06	0.33	0.01	0.10	0.37	0.37
Crit Volume:		105		15				468		145		
Crit Moves:		****		****				****		****		

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	55	210	50	110	375	40	50	0	65	60	0	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	210	50	110	375	40	50	0	65	60	0	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	210	50	110	375	40	50	0	65	60	0	225
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	210	0	110	375	40	50	0	65	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	210	0	110	375	40	50	0	65	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	210	0	110	375	40	50	0	65	60	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2485	265	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.04	0.15	0.15	0.04	0.00	0.05	0.04	0.00	0.00
Crit Volume:	55					208			65	60		
Crit Moves:	****					****			****	****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	10	130	10	10	30	65	435	0	30	355	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	435	0	30	355	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	435	0	30	355	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	435	0	30	355	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	435	0	30	355	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	435	0	30	355	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.26	1.74	0.00	0.14	1.72	0.14
Final Sat.:	1500	107	1393	1500	375	1125	390	2610	0	217	2566	217
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.17	0.17	0.00	0.14	0.14	0.14
Crit Volume:			140	10				250		30		
Crit Moves:			****	****				****		****		

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	40	20	5	5	70	135	180	450	45	10	405	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	180	450	45	10	405	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	180	450	45	10	405	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	180	450	45	10	405	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	180	450	45	10	405	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	180	450	45	10	405	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.53	1.34	0.13	0.05	1.90	0.05
Final Sat.:	1500	1269	231	71	1429	1500	800	2000	200	71	2859	71
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.23	0.23	0.23	0.14	0.14	0.14
Crit Volume:	40					135	180				212	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

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

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	150	20	90	5	10	25	15	500	30	35	565	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	20	90	5	10	25	15	500	30	35	565	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	20	90	5	10	25	15	500	30	35	565	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	20	90	5	10	25	15	500	30	35	565	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	20	90	5	10	25	15	500	30	35	565	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	20	90	5	10	25	15	500	30	35	565	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.29	0.71	0.06	1.83	0.11	0.11	1.86	0.03
Final Sat.:	1500	273	1227	1500	429	1071	83	2752	165	172	2779	49
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.00	0.02	0.02	0.18	0.18	0.18	0.20	0.20	0.20
Crit Volume:	150						35	15			305	
Crit Moves:	****						****	****			****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	10	10	620	5	10	680	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	10	10	620	5	10	680	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	10	10	620	5	10	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	10	10	620	5	10	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	10	10	620	5	10	680	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	10	10	620	5	10	680	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.03	1.95	0.02	0.03	1.94	0.03
Final Sat.:	0	1500	1500	1500	0	1500	47	2929	24	43	2914	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.21	0.21	0.21	0.23	0.23	0.23
Crit Volume:			15	10			10					350
Crit Moves:			****	****			****					****

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	15	0	125	75	710	0	0	700	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	125	75	710	0	0	700	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	125	75	710	0	0	700	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	125	75	710	0	0	700	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	125	75	710	0	0	700	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	125	75	710	0	0	700	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	257	943	1200	1200	2400	0	1200	2317	83
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.06	0.30	0.00	0.00	0.30	0.30
Crit Volume:	0					125	75					363
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	28	Level Of Service:	A		

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	320	0	475	55	375	0	0	465	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	475	55	375	0	0	465	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	475	55	375	0	0	465	350
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	0	55	375	0	0	465	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	55	375	0	0	465	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	0	55	375	0	0	465	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.04	0.13	0.00	0.00	0.16	0.23
Crit Volume:		0		320			55					350
Crit Moves:				****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	50	Level Of Service:	A		

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	75	0	70	225	1390	0	0	1200	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	70	225	1390	0	0	1200	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	70	225	1390	0	0	1200	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	70	225	1390	0	0	1200	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	70	225	1390	0	0	1200	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	70	225	1390	0	0	1200	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.64	0.36
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3758	517
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.16	0.49	0.00	0.00	0.32	0.32
Crit Volume:		0		75				695		0		
Crit Moves:				****				****		****		

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	415	0	0	5	0	1320	5	0	1180	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	415	0	0	5	0	1320	5	0	1180	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	415	0	0	5	0	1320	5	0	1180	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1320	5	0	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1320	5	0	1180	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1320	5	0	1180	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3586	14	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.33	0.00
Crit Volume:	0			0			442		0			
Crit Moves:							****		****			

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	360	125	10	305	105	120	1230	10	0	1160	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	125	10	305	105	120	1230	10	0	1160	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	125	10	305	105	120	1230	10	0	1160	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	125	10	305	105	120	1230	10	0	1160	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	125	10	305	105	120	1230	10	0	1160	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	125	10	305	105	120	1230	10	0	1160	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.01	0.10	0.07	0.08	0.38	0.01	0.00	0.36	0.08
Crit Moves:		****		****			****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	310	215	50	50	15	1345	20	95	1350	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	310	215	50	50	15	1345	20	95	1350	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	310	215	50	50	15	1345	20	95	1350	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	310	215	50	50	15	1345	20	95	1350	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	310	215	50	50	15	1345	20	95	1350	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	310	215	50	50	15	1345	20	95	1350	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.67	0.33
Final Sat.:	800	800	1600	1298	302	1600	1600	4730	70	1600	4277	523
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.13	0.17	0.03	0.01	0.28	0.28	0.06	0.32	0.32
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	30	25	30	90	130	200	610	15	60	475	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	30	90	130	200	610	15	60	475	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	30	90	130	200	610	15	60	475	615
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	30	90	130	200	610	15	60	475	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	30	90	130	200	610	15	60	475	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	30	90	130	200	610	15	60	475	615
OvlAdjVol:												485
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.06	0.08	0.13	0.19	0.01	0.04	0.15	0.38
OvlAdjV/S:												0.30
Crit Moves:			****			****	****					****

Port of Los Angeles
SCIG
Year 2016 PM Peak - Reduced Project

Scenario Report

Scenario:	2016 Reduced PM Peak
Command:	2016 Reduced PM Peak
Volume:	2016 Reduced PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Port of Los Angeles
SCIG
Year 2016 PM Peak - Reduced Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 2	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 4	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.484	A xxxxx	0.484	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	190	0	0	180	730	0	0	0	15	270	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	190	0	0	180	730	0	0	0	15	270	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	190	0	0	180	730	0	0	0	15	270	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	190	0	0	180	730	0	0	0	15	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	190	0	0	180	730	0	0	0	15	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	190	0	0	180	730	0	0	0	15	270	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.00	0.00	0.06	0.25	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	195	0	0	200	605	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	0	200	605	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	0	200	605	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	0	200	605	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	0	200	605	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	0	200	605	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.07	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	310	0	0	235	170	0	0	0	0	575	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	0	0	235	170	0	0	0	0	575	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	0	0	235	170	0	0	0	0	575	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	310	0	0	235	170	0	0	0	0	575	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	0	0	235	170	0	0	0	0	575	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	310	0	0	235	170	0	0	0	0	575	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.07	0.11	0.00	0.00	0.00	0.00	0.18	0.09
Crit Moves:	****				****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	235	0	0	310	570	0	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	235	0	0	310	570	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	0	310	570	0	0	0	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	235	0	0	310	570	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	0	310	570	0	0	0	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	235	0	0	310	570	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.08 0.00	0.00		0.19 0.18	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	685	0	820	0	0	0	0	2345	450	0	2290	120
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	685	0	820	0	0	0	0	2345	450	0	2290	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	0	820	0	0	0	0	2345	450	0	2290	120
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	685	0	0	0	0	0	0	2345	0	0	2290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	0	0	0	0	0	0	2345	0	0	2290	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	685	0	0	0	0	0	0	2345	0	0	2290	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00	0.00		0.00 0.00	0.00		0.00 0.52	0.00		0.00 0.51	0.00	
Crit Volume:	343			0			782			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	490	295	0	310	0	0	0	0	240	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	295	0	310	0	0	0	0	240	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	295	0	310	0	0	0	0	240	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	295	0	310	0	0	0	0	240	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	295	0	310	0	0	0	0	240	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	295	0	310	0	0	0	0	240	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		490		0				0		120		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	120	0	170	45	0	10	40	170	210	350	245	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	170	45	0	10	40	170	210	350	245	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	170	45	0	10	40	170	210	350	245	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	170	45	0	10	40	170	0	350	245	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	170	45	0	10	40	170	0	350	245	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	170	45	0	10	40	170	0	350	245	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.38	1.62	1.00	0.90	0.62	0.48
Final Sat.:	2880	1600	1600	1600	1600	1600	610	2590	1600	1427	999	775
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.03	0.00	0.01	0.07	0.07	0.00	0.25	0.25	0.25
Crit Moves:			****	****				****			****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	65	75	135	190	45	145	35	1645	30	45	1290	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	75	135	190	45	145	35	1645	30	45	1290	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	75	135	190	45	145	35	1645	30	45	1290	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	75	135	190	45	145	35	1645	30	45	1290	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	75	135	190	45	145	35	1645	30	45	1290	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	75	135	190	45	145	35	1645	30	45	1290	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.50	0.12	0.38	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	571	1029	800	189	611	1600	4714	86	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.12	0.24	0.24	0.02	0.35	0.35	0.03	0.27	0.12
Crit Moves:	****			****			****			****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	295	80	390	285	130	80	1330	10	30	1125	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	295	80	390	285	130	80	1330	10	30	1125	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	295	80	390	285	130	80	1330	10	30	1125	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	295	80	390	285	130	80	1330	10	30	1125	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	295	80	390	285	130	80	1330	10	30	1125	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	295	80	390	285	130	80	1330	10	30	1125	365
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4764	36	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.05	0.24	0.09	0.08	0.05	0.28	0.28	0.02	0.23	0.23
Crit Moves:		****			****				****		****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	325	145	25	210	150	130	130	1200	355	15	1065	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	145	25	210	150	130	130	1200	355	15	1065	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	145	25	210	150	130	130	1200	355	15	1065	205
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	145	0	210	150	0	130	1200	355	15	1065	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	145	0	210	150	0	130	1200	355	15	1065	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	145	0	210	150	0	130	1200	355	15	1065	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.32	0.68	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3704	1096	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.00	0.13	0.05	0.00	0.08	0.32	0.32	0.01	0.33	0.13
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

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

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	85	0	330	90	1530	0	0	1520	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	330	90	1530	0	0	1520	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	330	90	1530	0	0	1520	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	330	90	1530	0	0	1520	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	330	90	1530	0	0	1520	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	330	90	1530	0	0	1520	55
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.23	0.06	0.36	0.00	0.00	0.36	0.04
Crit Volume:	0					330	0				507	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	300	280	155	180	205	65	100	1305	205	70	1425	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	280	155	180	205	65	100	1305	205	70	1425	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	280	155	180	205	65	100	1305	205	70	1425	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	300	280	155	180	205	65	100	1305	0	70	1425	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	280	155	180	205	65	100	1305	0	70	1425	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	300	280	155	180	205	65	100	1305	0	70	1425	110
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.55	1.45	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2211	2064	1425	1425	3246	1029	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.11	0.13	0.06	0.06	0.07	0.46	0.00	0.05	0.50	0.08
Crit Volume:		193		180			100				713	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	15	295	650	20	260	100	135	945	15	395	1355	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	295	650	20	260	100	135	945	15	395	1355	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	295	650	20	260	100	135	945	15	395	1355	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	295	650	20	260	100	135	945	15	395	1355	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	295	650	20	260	100	135	945	15	395	1355	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	295	650	20	260	100	135	945	15	395	1355	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2749	101
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.23	0.01	0.09	0.07	0.09	0.33	0.01	0.14	0.49	0.49
Crit Volume:		295		20			135				703	
Crit Moves:	****			****			****				****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	300	75	95	320	40	70	0	10	125	0	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	300	75	95	320	40	70	0	10	125	0	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	300	75	95	320	40	70	0	10	125	0	345
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	300	0	95	320	40	70	0	10	125	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	300	0	95	320	40	70	0	10	125	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	300	0	95	320	40	70	0	10	125	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.03	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			70			125		
Crit Moves:	****			****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	0	160	75	0	190	130	520	0	20	445	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	75	0	190	130	520	0	20	445	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	160	75	0	190	130	520	0	20	445	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	160	75	0	190	130	520	0	20	445	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	160	75	0	190	130	520	0	20	445	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	160	75	0	190	130	520	0	20	445	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.40	1.60	0.00	0.07	1.67	0.26
Final Sat.:	1500	0	1500	1500	0	1500	600	2400	0	112	2495	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.05	0.00	0.13	0.22	0.22	0.00	0.18	0.18	0.18
Crit Volume:			160	75			130					268
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	70	5	25	30	265	375	605	5	10	600	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	30	265	375	605	5	10	600	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	30	265	375	605	5	10	600	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	30	265	375	605	5	10	600	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	30	265	375	605	5	10	600	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	30	265	375	605	5	10	600	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.16	0.84	1.00	0.76	1.23	0.01	0.03	1.88	0.09
Final Sat.:	1043	1826	130	234	1266	1500	1142	1843	15	47	2813	141
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.18	0.33	0.33	0.33	0.21	0.21	0.21
Crit Volume:	40					265	375				320	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	165	25	110	10	5	30	15	805	10	25	860	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	25	110	10	5	30	15	805	10	25	860	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	25	110	10	5	30	15	805	10	25	860	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	25	110	10	5	30	15	805	10	25	860	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	25	110	10	5	30	15	805	10	25	860	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	25	110	10	5	30	15	805	10	25	860	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.04	1.94	0.02	0.05	1.88	0.07
Final Sat.:	1500	278	1222	1500	214	1286	54	2910	36	82	2820	98
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.28	0.28	0.28	0.31	0.31	0.30
Crit Volume:	165					35		15			458	
Crit Moves:	****					****		****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	50	0	45	10	5	30	15	770	25	15	1095	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	45	10	5	30	15	770	25	15	1095	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	45	10	5	30	15	770	25	15	1095	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	45	10	5	30	15	770	25	15	1095	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	45	10	5	30	15	770	25	15	1095	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	45	10	5	30	15	770	25	15	1095	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	0.44	0.56	1.00	0.04	1.90	0.06	0.02	1.95	0.03
Final Sat.:	1500	79	1421	667	833	1500	56	2852	93	40	2920	40
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.27	0.27	0.27	0.38	0.38	0.38
Crit Volume:	50					30	15				563	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	120	0	215	115	675	0	0	880	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	215	115	675	0	0	880	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	215	115	675	0	0	880	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	215	115	675	0	0	880	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	215	115	675	0	0	880	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	215	115	675	0	0	880	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.72	0.28	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	860	340	1200	1200	2400	0	1200	1731	669
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.10	0.28	0.00	0.00	0.51	0.51
Crit Volume:	0					215	115				610	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	195	0	155	90	585	0	0	815	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	155	90	585	0	0	815	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	155	90	585	0	0	815	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	0	90	585	0	0	815	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	0	90	585	0	0	815	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	0	90	585	0	0	815	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.06	0.20	0.00	0.00	0.27	0.21
Crit Volume:		0		195			90				408	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	125	0	130	245	1385	0	0	1035	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	130	245	1385	0	0	1035	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	130	245	1385	0	0	1035	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	130	245	1385	0	0	1035	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	130	245	1385	0	0	1035	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	130	245	1385	0	0	1035	235
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.44	0.56
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3484	791
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.17	0.49	0.00	0.00	0.30	0.30
Crit Volume:				0	125			693		0		
Crit Moves:					****			****		****		

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	240	0	0	0	0	1395	0	0	1080	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	240	0	0	0	0	1395	0	0	1080	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	240	0	0	0	0	1395	0	0	1080	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1395	0	0	1080	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1395	0	0	1080	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1395	0	0	1080	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.30	0.00
Crit Volume:	0			0			465			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	555	105	15	325	110	195	1445	5	130	1135	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	555	105	15	325	110	195	1445	5	130	1135	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	105	15	325	110	195	1445	5	130	1135	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	105	15	325	110	195	1445	5	130	1135	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	105	15	325	110	195	1445	5	130	1135	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	105	15	325	110	195	1445	5	130	1135	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.01	0.10	0.07	0.12	0.45	0.00	0.08	0.35	0.10
Crit Moves:		****		****				****		****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	45	70	290	200	90	30	25	1680	30	75	1290	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	70	290	200	90	30	25	1680	30	75	1290	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	70	290	200	90	30	25	1680	30	75	1290	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	70	290	200	90	30	25	1680	30	75	1290	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	70	290	200	90	30	25	1680	30	75	1290	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	70	290	200	90	30	25	1680	30	75	1290	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.69	0.31	1.00	1.00	2.95	0.05	1.00	2.61	0.39
Final Sat.:	626	974	1600	1103	497	1600	1600	4716	84	1600	4184	616
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.18	0.13	0.18	0.02	0.02	0.36	0.36	0.05	0.31	0.31
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	30	35	20	140	170	860	0	5	590	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	30	35	20	140	170	860	0	5	590	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	30	35	20	140	170	860	0	5	590	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	30	35	20	140	170	860	0	5	590	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	30	35	20	140	170	860	0	5	590	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	30	35	20	140	170	860	0	5	590	380
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.93	0.92	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1477	1477	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.11	0.27	0.00	0.00	0.18	0.24
OvlAdjV/S:												0.15
Crit Moves:		****				****	****					****

Cumulative 2023 Baseline

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Scenario Report

Scenario:	2023 No Project W ICTF AM Peak
Command:	2023 No Project W ICTF AM Peak
Volume:	2023 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 2	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 4	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.860	D	xxxxx	0.860	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.720	C xxxxx	0.720	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.561	A xxxxx	0.561	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	15	170	0	0	435	945	0	0	0	10	395	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	170	0	0	435	945	0	0	0	10	395	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	170	0	0	435	945	0	0	0	10	395	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	170	0	0	435	945	0	0	0	10	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	170	0	0	435	945	0	0	0	10	395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	170	0	0	435	945	0	0	0	10	395	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.14	0.33	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	445	0	0	185	595	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	445	0	0	185	595	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	445	0	0	185	595	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	445	0	0	185	595	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	445	0	0	185	595	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	445	0	0	185	595	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.06	0.19	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	465	0		0	335	75		0	0	0		0	1015	255	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	465	0		0	335	75		0	0	0		0	1015	255	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	465	0		0	335	75		0	0	0		0	1015	255	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	465	0		0	335	75		0	0	0		0	1015	255	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	465	0		0	335	75		0	0	0		0	1015	255	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	465	0		0	335	75		0	0	0		0	1015	255	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.00	0.10	0.05		0.00	0.00	0.00		0.00	0.32	0.09	
Crit Moves:		****				****								****		

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	335	0	0	465	445	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	335	0	0	465	445	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	335	0	0	465	445	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	335	0	0	465	445	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	0	0	465	445	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	335	0	0	465	445	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.29	0.14	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	945	0	0	0	0	2450	935	0	2470	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	0	945	0	0	0	0	2450	935	0	2470	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	0	945	0	0	0	0	2450	935	0	2470	60
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	485	0	0	0	0	0	0	2450	0	0	2470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2450	0	0	2470	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	485	0	0	0	0	0	0	2450	0	0	2470	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.55	0.00
Crit Volume:	242			0			0			823		
Crit Moves:	****						****			****		

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

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

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

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	425	325	0	465	0	0	0	0	550	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	425	325	0	465	0	0	0	0	550	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	325	0	465	0	0	0	0	550	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	325	0	465	0	0	0	0	550	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	325	0	465	0	0	0	0	550	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	325	0	465	0	0	0	0	550	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:		425		0				0		275		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	165	5	465	210	5	5	10	335	35	285	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	5	465	210	5	5	10	335	35	285	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	5	465	210	5	5	10	335	35	285	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	165	5	465	210	5	5	10	335	0	285	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	5	465	210	5	5	10	335	0	285	290	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	165	5	465	210	5	5	10	335	0	285	290	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.73	0.75	0.52
Final Sat.:	2880	1600	1600	1600	1600	1600	93	3107	1600	1177	1197	826
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.13	0.00	0.00	0.11	0.11	0.00	0.24	0.24	0.24
Crit Moves:			****	****			****				****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	810	30	55	1720	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	810	30	55	1720	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	810	30	55	1720	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	810	30	55	1720	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	810	30	55	1720	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	810	30	55	1720	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4629	171	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.17	0.18	0.03	0.36	0.18
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	40	325	75	390	340	105	30	985	240	90	1345	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	325	75	390	340	105	30	985	240	90	1345	505
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	325	75	390	340	105	30	985	240	90	1345	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	325	75	390	340	105	30	985	240	90	1345	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	325	75	390	340	105	30	985	240	90	1345	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	325	75	390	340	105	30	985	240	90	1345	505
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3860	940	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.05	0.24	0.11	0.07	0.02	0.26	0.26	0.06	0.28	0.32
Crit Moves:		****			****			****				****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	300	145	15	340	205	90	105	880	215	40	1000	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	145	15	340	205	90	105	880	215	40	1000	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	145	15	340	205	90	105	880	215	40	1000	360
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	145	0	340	205	0	105	880	215	40	1000	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	145	0	340	205	0	105	880	215	40	1000	360
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	145	0	340	205	0	105	880	215	40	1000	360
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3858	942	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.00	0.21	0.06	0.00	0.07	0.23	0.23	0.03	0.31	0.23
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1225	0	0	1365	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1225	0	0	1365	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1225	0	0	1365	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1225	0	0	1365	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1225	0	0	1365	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1225	0	0	1365	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.29	0.00	0.00	0.32	0.03
Crit Volume:		0		20			155				455	
Crit Moves:				****			****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	310	225	45	125	160	70	45	1215	365	25	1380	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	225	45	125	160	70	45	1215	365	25	1380	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	225	45	125	160	70	45	1215	365	25	1380	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	310	225	45	125	160	70	45	1215	0	25	1380	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	225	45	125	160	70	45	1215	0	25	1380	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	310	225	45	125	160	70	45	1215	0	25	1380	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.74	1.26	1.00	1.00	2.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2477	1798	1425	1425	2974	1301	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.09	0.05	0.05	0.03	0.43	0.00	0.02	0.48	0.06
Crit Volume:	178			125			45				690	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	205	780	25	260	135	100	1000	15	385	1180	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	205	780	25	260	135	100	1000	15	385	1180	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	205	780	25	260	135	100	1000	15	385	1180	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	205	780	25	260	135	100	1000	15	385	1180	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	205	780	25	260	135	100	1000	15	385	1180	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	205	780	25	260	135	100	1000	15	385	1180	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2734	116
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.27	0.02	0.09	0.09	0.07	0.35	0.01	0.14	0.43	0.43
Crit Volume:		205		25			100				615	
Crit Moves:		****		****			****				****	

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	145	390	130	155	425	25	95	5	185	180	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	390	130	155	425	25	95	5	185	180	10	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	390	130	155	425	25	95	5	185	180	10	160
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	390	0	155	425	25	95	5	185	180	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	390	0	155	425	25	95	5	185	180	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	390	0	155	425	25	95	5	185	180	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.89	0.11	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2597	153	1375	36	1339	1303	72	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.06	0.16	0.16	0.07	0.14	0.14	0.14	0.14	0.00
Crit Volume:	145			225			190			190		
Crit Moves:	****			****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	60	95	5	100	75	415	5	135	485	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	60	95	5	100	75	415	5	135	485	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	60	95	5	100	75	415	5	135	485	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	60	95	5	100	75	415	5	135	485	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	60	95	5	100	75	415	5	135	485	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	60	95	5	100	75	415	5	135	485	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.05	0.95	0.30	1.68	0.02	0.39	1.42	0.19
Final Sat.:	1500	115	1385	1500	71	1429	455	2515	30	591	2124	285
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.06	0.07	0.07	0.17	0.16	0.17	0.23	0.23	0.23
Crit Volume:			65	95			75					343
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	15	10	30	120	260	305	420	105	20	555	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	10	30	120	260	305	420	105	20	555	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	10	30	120	260	305	420	105	20	555	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	10	30	120	260	305	420	105	20	555	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	10	30	120	260	305	420	105	20	555	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	10	30	120	260	305	420	105	20	555	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.15	0.85	1.00	0.73	1.02	0.25	0.07	1.86	0.07
Final Sat.:	1500	955	545	220	1280	1500	1102	1518	380	101	2798	101
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.09	0.17	0.28	0.28	0.28	0.20	0.20	0.20
Crit Volume:	30					260	305				297	
Crit Moves:	****					****	****				****	

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	145	15	95	20	20	10	10	695	75	80	690	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	15	95	20	20	10	10	695	75	80	690	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	15	95	20	20	10	10	695	75	80	690	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	15	95	20	20	10	10	695	75	80	690	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	15	95	20	20	10	10	695	75	80	690	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	15	95	20	20	10	10	695	75	80	690	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.67	0.33	0.03	1.78	0.19	0.20	1.76	0.04
Final Sat.:	1500	205	1295	1500	1000	500	38	2673	288	306	2637	57
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.01	0.02	0.02	0.26	0.26	0.26	0.26	0.26	0.26
Crit Volume:	145					30			390		80	
Crit Moves:	****					****			****		****	

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	10	5	25	10	815	5	20	765	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	25	10	815	5	20	765	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	25	10	815	5	20	765	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	25	10	815	5	20	765	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	25	10	815	5	20	765	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	25	10	815	5	20	765	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.50	0.50	1.00	0.02	1.97	0.01	0.05	1.92	0.03
Final Sat.:	600	900	1500	750	750	1500	36	2946	18	75	2887	38
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.28	0.28	0.28	0.26	0.27	0.26
Crit Volume:			20	10				415		20		
Crit Moves:			****	****				****		****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	40	0	225	40	865	0	0	850	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	225	40	865	0	0	850	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	225	40	865	0	0	850	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	225	40	865	0	0	850	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	225	40	865	0	0	850	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	225	40	865	0	0	850	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.30	0.70	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	362	838	1200	1200	2400	0	1200	2372	28
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.03	0.36	0.00	0.00	0.36	0.36
Crit Volume:	0					225	40				430	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	255	0	310	230	590	0	10	780	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	255	0	310	230	590	0	10	780	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	255	0	310	230	590	0	10	780	230
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	255	0	0	230	590	0	10	780	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	255	0	0	230	590	0	10	780	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	255	0	0	230	590	0	10	780	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.17	0.00	0.00	0.15	0.20	0.00	0.01	0.26	0.15
Crit Volume:			10	255			230				390	
Crit Moves:			****	****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	200	0	100	225	1330	0	0	1135	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	100	225	1330	0	0	1135	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	100	225	1330	0	0	1135	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	100	225	1330	0	0	1135	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	100	225	1330	0	0	1135	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	100	225	1330	0	0	1135	250
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.46	0.54
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3503	772
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.07	0.16	0.47	0.00	0.00	0.32	0.32
Crit Volume:			0	200			225				462	
Crit Moves:				****			****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	115	0	0	35	0	1205	80	0	1200	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	115	0	0	35	0	1205	80	0	1200	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	115	0	0	35	0	1205	80	0	1200	260
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1205	80	0	1200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1205	80	0	1200	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1205	80	0	1200	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.81	0.19	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3376	224	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.33	0.00
Crit Volume:	0			0			428		0			
Crit Moves:							****		****			

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	155	285	100	20	405	140	100	1455	35	70	1590	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	285	100	20	405	140	100	1455	35	70	1590	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	285	100	20	405	140	100	1455	35	70	1590	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	285	100	20	405	140	100	1455	35	70	1590	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	285	100	20	405	140	100	1455	35	70	1590	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	285	100	20	405	140	100	1455	35	70	1590	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.06	0.01	0.13	0.09	0.06	0.45	0.02	0.04	0.50	0.08
Crit Moves:	****				****		****				****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	55	30	140	225	70	40	10	1525	20	100	1915	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	30	140	225	70	40	10	1525	20	100	1915	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	30	140	225	70	40	10	1525	20	100	1915	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	30	140	225	70	40	10	1525	20	100	1915	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	30	140	225	70	40	10	1525	20	100	1915	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	30	140	225	70	40	10	1525	20	100	1915	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.76	0.24	1.00	1.00	2.96	0.04	1.00	2.86	0.14
Final Sat.:	1035	565	1600	1220	380	1600	1600	4738	62	1600	4573	227
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.18	0.03	0.01	0.32	0.32	0.06	0.42	0.42
Crit Moves:			****	****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	10	170	35	150	125	805	10	40	785	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	10	170	35	150	125	805	10	40	785	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	10	170	35	150	125	805	10	40	785	560
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	10	170	35	150	125	805	10	40	785	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	170	35	150	125	805	10	40	785	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	10	170	35	150	125	805	10	40	785	560
OvlAdjVol:												410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.25	0.50	1.66	0.34	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	2654	546	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.09	0.08	0.25	0.01	0.03	0.25	0.35
OvlAdjV/S:												0.26
Crit Moves:		****				****	****					****

Scenario Report

Scenario:	2023 No Project W ICTF MD Peak
Command:	2023 No Project W ICTF MD Peak
Volume:	2023 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 2	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 4	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.946	E	xxxxx	0.946	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.283	A	xxxxx	0.283	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	215	0	0	280	825	0	0	0	10	260	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	0	0	280	825	0	0	0	10	260	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	215	0	0	280	825	0	0	0	10	260	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	215	0	0	280	825	0	0	0	10	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	0	0	280	825	0	0	0	10	260	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	215	0	0	280	825	0	0	0	10	260	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.09	0.29	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	285	0	0	215	795	0	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	0	0	285	0	0	215	795	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	285	0	0	215	795	0	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	0	0	285	0	0	215	795	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	0	215	795	0	0	0	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	0	0	285	0	0	215	795	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 0.00		0.00	2.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0 3200		1600	3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.07 0.25		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	405	0	0	260	25	0	0	0	0	875	355
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	405	0	0	260	25	0	0	0	0	875	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	405	0	0	260	25	0	0	0	0	875	355
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	405	0	0	260	25	0	0	0	0	875	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	0	0	260	25	0	0	0	0	875	355
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	405	0	0	260	25	0	0	0	0	875	355
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.90
Lanes:	0.00 2.00		0.00	0.00 2.00		1.00	0.00 0.00		0.00	0.00 2.00		2.00
Final Sat.:	0 3200		0	0 3200		1600	0	0	0	0 3200		2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.13		0.00	0.00 0.08		0.02	0.00 0.00		0.00	0.00 0.27		0.12
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	405	750	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	260	0	0	405	750	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	260	0	0	405	750	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	260	0	0	405	750	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	405	750	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	260	0	0	405	750	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.25 0.23		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	720	0	455	0	0	0	0	2035	70	0	1770	70
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	720	0	455	0	0	0	0	2035	70	0	1770	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	455	0	0	0	0	2035	70	0	1770	70
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	720	0	0	0	0	0	0	2035	0	0	1770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	0	0	0	0	0	2035	0	0	1770	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	720	0	0	0	0	0	0	2035	0	0	1770	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00		0.00	0.00 0.00		0.00	0.00 0.45		0.00	0.00 0.39		0.00
Crit Volume:	360			0			678			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	470	0	465	0	0	0	0	520	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	470	0	465	0	0	0	0	520	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	470	0	465	0	0	0	0	520	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	470	0	465	0	0	0	0	520	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	470	0	465	0	0	0	0	520	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	470	0	465	0	0	0	0	520	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.33	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		540		0				0		260		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	120	5	335	225	10	10	10	315	30	350	265	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	5	335	225	10	10	10	315	30	350	265	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	5	335	225	10	10	10	315	30	350	265	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	5	335	225	10	10	10	315	0	350	265	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	5	335	225	10	10	10	315	0	350	265	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	5	335	225	10	10	10	315	0	350	265	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.70	0.53	0.77
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1114	844	1242
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.21	0.14	0.01	0.01	0.10	0.10	0.00	0.31	0.31	0.31
Crit Moves:			****	****				****			****	

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1330	50	50	1280	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1330	50	50	1280	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1330	50	50	1280	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1330	50	50	1280	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1330	50	50	1280	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1330	50	50	1280	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4626	174	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.29	0.29	0.03	0.27	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	290	115	265	230	125	70	1155	30	80	1210	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	290	115	265	230	125	70	1155	30	80	1210	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	290	115	265	230	125	70	1155	30	80	1210	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	290	115	265	230	125	70	1155	30	80	1210	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	290	115	265	230	125	70	1155	30	80	1210	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	290	115	265	230	125	70	1155	30	80	1210	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4678	122	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.17	0.07	0.08	0.04	0.25	0.25	0.05	0.25	0.19
Crit Moves:		****		****				****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	195	135	0	210	130	90	105	955	225	35	965	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	135	0	210	130	90	105	955	225	35	965	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	135	0	210	130	90	105	955	225	35	965	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	135	0	210	130	0	105	955	225	35	965	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	135	0	210	130	0	105	955	225	35	965	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	135	0	210	130	0	105	955	225	35	965	320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.43	0.57	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3885	915	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.13	0.04	0.00	0.07	0.25	0.25	0.02	0.30	0.20
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	135	125	1305	0	0	1025	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	135	125	1305	0	0	1025	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	135	125	1305	0	0	1025	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	135	125	1305	0	0	1025	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	135	125	1305	0	0	1025	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	135	125	1305	0	0	1025	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.09	0.31	0.00	0.00	0.24	0.03
Crit Volume:		0			15			125			342	
Crit Moves:					****			****			****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	275	190	85	205	240	110	130	1080	260	70	1045	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	190	85	205	240	110	130	1080	260	70	1045	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	190	85	205	240	110	130	1080	260	70	1045	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	190	85	205	240	110	130	1080	0	70	1045	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	190	85	205	240	110	130	1080	0	70	1045	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	190	85	205	240	110	130	1080	0	70	1045	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	1.23	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2528	1747	1425	1425	2931	1344	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.06	0.14	0.08	0.08	0.09	0.38	0.00	0.05	0.37	0.12
Crit Volume:		155		205			130			522		
Crit Moves:	****			****			****			****		

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	205	505	25	225	130	75	1020	10	210	1105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	205	505	25	225	130	75	1020	10	210	1105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	205	505	25	225	130	75	1020	10	210	1105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	205	505	25	225	130	75	1020	10	210	1105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	205	505	25	225	130	75	1020	10	210	1105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	205	505	25	225	130	75	1020	10	210	1105	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2775	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.18	0.02	0.08	0.09	0.05	0.36	0.01	0.07	0.40	0.40
Crit Volume:		205		25			75			568		
Crit Moves:	****			****			****			****		

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	
Volume Module:												
Base Vol:	60	215	50	140	400	40	50	0	70	75	0	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	215	50	140	400	40	50	0	70	75	0	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	215	50	140	400	40	50	0	70	75	0	295
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	215	0	140	400	40	50	0	70	75	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	215	0	140	400	40	50	0	70	75	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	215	0	140	400	40	50	0	70	75	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.82	0.18	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2500	250	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.16	0.04	0.00	0.05	0.05	0.00	0.00
Crit Volume:	60			220					70	75		
Crit Moves:	****			****					****	****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	
Volume Module:												
Base Vol:	0	5	130	10	5	30	55	500	0	30	475	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	130	10	5	30	55	500	0	30	475	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	130	10	5	30	55	500	0	30	475	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	130	10	5	30	55	500	0	30	475	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	130	10	5	30	55	500	0	30	475	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	130	10	5	30	55	500	0	30	475	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.14	0.86	0.20	1.80	0.00	0.11	1.76	0.13
Final Sat.:	1500	56	1444	1500	214	1286	297	2703	0	167	2639	194
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.18	0.19	0.00	0.18	0.18	0.18
Crit Volume:			135	10			55					270
Crit Moves:			****	****			****					****

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	185	520	50	10	525	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	185	520	50	10	525	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	185	520	50	10	525	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	185	520	50	10	525	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	185	520	50	10	525	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	185	520	50	10	525	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.49	1.38	0.13	0.04	1.91	0.05
Final Sat.:	1500	1269	231	71	1429	1500	735	2066	199	55	2864	82
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.25	0.25	0.25	0.18	0.18	0.18
Crit Volume:	40					135	185					275
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	20	140	10	10	20	10	530	35	85	645	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	140	10	10	20	10	530	35	85	645	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	140	10	10	20	10	530	35	85	645	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	140	10	10	20	10	530	35	85	645	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	140	10	10	20	10	530	35	85	645	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	140	10	10	20	10	530	35	85	645	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.33	0.67	0.03	1.85	0.12	0.23	1.73	0.04
Final Sat.:	1500	188	1313	1500	500	1000	52	2765	183	342	2597	60
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.01	0.02	0.02	0.19	0.19	0.19	0.25	0.25	0.25
Crit Volume:		160			10			10				373
Crit Moves:		****			****			****				****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	15	15	660	5	10	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	15	15	660	5	10	750	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	15	15	660	5	10	750	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	15	15	660	5	10	750	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	660	5	10	750	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	15	15	660	5	10	750	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.80	0.20	1.00	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	1200	300	1500	66	2912	22	39	2922	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.23	0.23	0.23	0.26	0.26	0.26
Crit Volume:			15	10			15			385		
Crit Moves:			****	****			****			****		

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	10	0	125	50	760	0	0	815	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	125	50	760	0	0	815	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	125	50	760	0	0	815	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	125	50	760	0	0	815	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	125	50	760	0	0	815	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	125	50	760	0	0	815	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	178	1022	1200	1200	2400	0	1200	2371	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.04	0.32	0.00	0.00	0.34	0.34
Crit Volume:	0					125	50				413	
Crit Moves:						****	****				****	

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	300	0	630	60	430	0	10	510	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	300	0	630	60	430	0	10	510	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	300	0	630	60	430	0	10	510	425
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	300	0	0	60	430	0	10	510	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	300	0	0	60	430	0	10	510	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	300	0	0	60	430	0	10	510	425
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.20	0.00	0.00	0.04	0.14	0.00	0.01	0.17	0.28
Crit Volume:			10	300			60					425
Crit Moves:			****	****			****					****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	180	0	75	260	1470	0	0	1345	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	75	260	1470	0	0	1345	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	75	260	1470	0	0	1345	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	75	260	1470	0	0	1345	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	75	260	1470	0	0	1345	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	75	260	1470	0	0	1345	270
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3560	715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.18	0.52	0.00	0.00	0.38	0.38
Crit Volume:			0	180			260					538
Crit Moves:				****			****					****

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

Intersection #22 Pacific Coast Hwy / Site Entrance

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

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	180	0	0	55	0	1470	45	0	1375	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	180	0	0	55	0	1470	45	0	1375	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	180	0	0	55	0	1470	45	0	1375	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1470	45	0	1375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1470	45	0	1375	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1470	45	0	1375	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3493	107	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.38	0.00
Crit Volume:	0			0			505		0			
Crit Moves:							****		****			

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	420	115	5	410	100	165	1485	20	0	1470	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	420	115	5	410	100	165	1485	20	0	1470	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	420	115	5	410	100	165	1485	20	0	1470	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	420	115	5	410	100	165	1485	20	0	1470	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	420	115	5	410	100	165	1485	20	0	1470	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	420	115	5	410	100	165	1485	20	0	1470	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.07	0.00	0.13	0.06	0.10	0.46	0.01	0.00	0.46	0.08
Crit Moves:	****			****			****			****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	35	300	220	55	50	15	1575	20	105	1620	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	35	300	220	55	50	15	1575	20	105	1620	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	35	300	220	55	50	15	1575	20	105	1620	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	35	300	220	55	50	15	1575	20	105	1620	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	35	300	220	55	50	15	1575	20	105	1620	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	35	300	220	55	50	15	1575	20	105	1620	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.80	0.20	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	853	747	1600	1280	320	1600	1600	4740	60	1600	4308	492
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.14	0.17	0.03	0.01	0.33	0.33	0.07	0.38	0.38
Crit Moves:			****	****				****		****		

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	25	30	110	65	145	200	880	15	55	710	805
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	30	110	65	145	200	880	15	55	710	805
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	30	110	65	145	200	880	15	55	710	805
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	30	110	65	145	200	880	15	55	710	805
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	30	110	65	145	200	880	15	55	710	805
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	30	110	65	145	200	880	15	55	710	805
OvlAdjVol:												660
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.26	0.74	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1600	1600	2011	1189	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.05	0.05	0.09	0.13	0.28	0.01	0.03	0.22	0.50
OvlAdjV/S:												0.41
Crit Moves:			****			****	****					****

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Year 2023 PM Peak - No Project W ICTF

Scenario Report

Scenario:	2023 No Project W ICTF PM Peak
Command:	2023 No Project W ICTF PM Peak
Volume:	2023 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 2	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 4	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000
# 11 Anaheim St / Farragut Ave	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.047	F	xxxxx	1.047	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.944	E xxxxx	0.944	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.595	A xxxxx	0.595	+ 0.000 V/C

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Year 2023 PM Peak - No Project W ICTF

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	155	0	0	145	765	0	0	0	15	255	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	155	0	0	145	765	0	0	0	15	255	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	155	0	0	145	765	0	0	0	15	255	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	155	0	0	145	765	0	0	0	15	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	155	0	0	145	765	0	0	0	15	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	155	0	0	145	765	0	0	0	15	255	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	160	0	0	165	635	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	0	165	635	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	0	165	635	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	0	165	635	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	0	165	635	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	0	165	635	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.06	0.20	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	340	0	0	255	150	0	0	0	0	560	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	0	0	255	150	0	0	0	0	560	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	0	0	255	150	0	0	0	0	560	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	340	0	0	255	150	0	0	0	0	560	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	0	0	255	150	0	0	0	0	560	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	340	0	0	255	150	0	0	0	0	560	285
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.00	0.17	0.10
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	340	545	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	255	0	0	340	545	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	255	0	0	340	545	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	255	0	0	340	545	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	340	545	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	255	0	0	340	545	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.09 0.00	0.00		0.21 0.17	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	680	0	915	0	0	0	0	2610	505	0	2440	100
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	680	0	915	0	0	0	0	2610	505	0	2440	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	0	915	0	0	0	0	2610	505	0	2440	100
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	680	0	0	0	0	0	0	2610	0	0	2440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	0	0	0	0	0	2610	0	0	2440	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	680	0	0	0	0	0	0	2610	0	0	2440	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00	0.00		0.00 0.00	0.00		0.00 0.58	0.00		0.00 0.54	0.00	
Crit Volume:	340			0			870			0		
Crit Moves:	****						****			****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	310	0	340	0	0	0	0	230	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	310	0	340	0	0	0	0	230	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	310	0	340	0	0	0	0	230	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	310	0	340	0	0	0	0	230	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	310	0	340	0	0	0	0	230	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	310	0	340	0	0	0	0	230	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.22	0.00	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		540		0				0		115		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	125	5	195	70	0	15	45	245	220	390	345	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	5	195	70	0	15	45	245	220	390	345	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	5	195	70	0	15	45	245	220	390	345	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	5	195	70	0	15	45	245	0	390	345	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	5	195	70	0	15	45	245	0	390	345	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	125	5	195	70	0	15	45	245	0	390	345	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.83	0.73	0.44
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1328	1174	698
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****			****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	80	70	140	185	45	170	35	1615		35	45	1550
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:	80	70	140	185	45	170	35	1615		35	45	1550
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	80	70	140	185	45	170	35	1615		35	45	1550
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:	80	70	140	185	45	170	35	1615		35	45	1550
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	80	70	140	185	45	170	35	1615		35	45	1550
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:	80	70	140	185	45	170	35	1615		35	45	1550
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.47	0.11	0.42	1.00	2.94		0.06	1.00	3.00
Final Sat.:	1600	533	1067	740	180	680	1600	4698		102	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.12	0.25	0.25	0.02	0.34		0.34	0.03	0.32
Crit Moves:	****			****				****			****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	125	465	310	115	75	1420		10	65	1295
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:	25	275	125	465	310	115	75	1420		10	65	1295
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	25	275	125	465	310	115	75	1420		10	65	1295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	25	275	125	465	310	115	75	1420		10	65	1295
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	25	275	125	465	310	115	75	1420		10	65	1295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	25	275	125	465	310	115	75	1420		10	65	1295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98		0.02	1.00	3.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4766		34	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.07	0.05	0.30		0.30	0.04	0.27
Crit Moves:		****		****				****			****	

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	380	255	35	215	225	80	70	1290	470	25	1220	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	255	35	215	225	80	70	1290	470	25	1220	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	255	35	215	225	80	70	1290	470	25	1220	205
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	255	0	215	225	0	70	1290	470	25	1220	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	255	0	215	225	0	70	1290	470	25	1220	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	255	0	215	225	0	70	1290	470	25	1220	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.20	0.80	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3518	1282	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.08	0.00	0.13	0.07	0.00	0.04	0.37	0.37	0.02	0.38	0.13
Crit Moves:	****			****			****				****	

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	180	1660	0	0	1665	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	180	1660	0	0	1665	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	180	1660	0	0	1665	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	180	1660	0	0	1665	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	180	1660	0	0	1665	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	180	1660	0	0	1665	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.39	0.00	0.00	0.39	0.05
Crit Volume:	0					405	0				555	
Crit Moves:						****	****				****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	315	340	200	225	280	100	95	1350	185	80	1525	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	340	200	225	280	100	95	1350	185	80	1525	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	340	200	225	280	100	95	1350	185	80	1525	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	340	200	225	280	100	95	1350	0	80	1525	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	340	200	225	280	100	95	1350	0	80	1525	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	340	200	225	280	100	95	1350	0	80	1525	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.21	0.79	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2056	2219	1425	1425	3150	1125	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.14	0.16	0.09	0.09	0.07	0.47	0.00	0.06	0.54	0.10
Crit Volume:	218			225			95				763	
Crit Moves:	****			****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	625	545	15	445	190	310	1090	30	395	1490	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	625	545	15	445	190	310	1090	30	395	1490	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	625	545	15	445	190	310	1090	30	395	1490	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	625	545	15	445	190	310	1090	30	395	1490	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	625	545	15	445	190	310	1090	30	395	1490	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	625	545	15	445	190	310	1090	30	395	1490	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	1.40	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2284	1991	1425	2850	1425	1425	2850	1425	2850	2731	119
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.16	0.13	0.22	0.38	0.02	0.14	0.55	0.55
Crit Volume:		390		15			310					778
Crit Moves:		****		****			****					****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	320	75	125	330	40	75	0	10	130	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	320	75	125	330	40	75	0	10	130	0	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	320	75	125	330	40	75	0	10	130	0	410
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	320	0	125	330	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	320	0	125	330	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	320	0	125	330	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2453	297	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.05	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			185			75			130		
Crit Moves:	****			****			****			****		

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	10	0	210	75	5	180	125	660	0	45	555	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	210	75	5	180	125	660	0	45	555	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	210	75	5	180	125	660	0	45	555	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	210	75	5	180	125	660	0	45	555	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	75	5	180	125	660	0	45	555	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	75	5	180	125	660	0	45	555	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	0.32	1.68	0.00	0.13	1.66	0.21
Final Sat.:	1500	0	1500	1500	41	1459	478	2522	0	201	2485	313
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.05	0.12	0.12	0.26	0.26	0.00	0.22	0.22	0.22
Crit Volume:			210	75			125			335		
Crit Moves:			****	****			****			****		

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	65	5	25	25	255	400	745	5	10	695	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	65	5	25	25	255	400	745	5	10	695	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	65	5	25	25	255	400	745	5	10	695	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	65	5	25	25	255	400	745	5	10	695	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	65	5	25	25	255	400	745	5	10	695	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	65	5	25	25	255	400	745	5	10	695	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	1.18	0.09	0.16	0.84	1.00	0.69	1.30	0.01	0.03	1.88	0.09
Final Sat.:	1091	1773	136	246	1254	1500	1043	1943	13	41	2818	142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.17	0.38	0.38	0.38	0.25	0.25	0.25
Crit Volume:	40					255	400					370
Crit Moves:	****					****	****					****

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	165	25	110	10	5	30	15	965	45	40	935	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	25	110	10	5	30	15	965	45	40	935	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	25	110	10	5	30	15	965	45	40	935	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	25	110	10	5	30	15	965	45	40	935	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	25	110	10	5	30	15	965	45	40	935	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	25	110	10	5	30	15	965	45	40	935	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.03	1.88	0.09	0.08	1.86	0.06
Final Sat.:	1500	278	1222	1500	214	1286	44	2824	132	119	2791	90
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.34	0.34	0.34	0.33	0.33	0.33
Crit Volume:	165					35			513			40
Crit Moves:	****					****			****			****

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	55	0	45	10	5	30	20	930	25	15	1170	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	45	10	5	30	20	930	25	15	1170	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	45	10	5	30	20	930	25	15	1170	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	45	10	5	30	20	930	25	15	1170	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	45	10	5	30	20	930	25	15	1170	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	45	10	5	30	20	930	25	15	1170	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	150	1350	667	833	1500	62	2862	77	38	2925	38
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.02	0.33	0.33	0.32	0.40	0.40	0.40
Crit Volume:	55					30	20				600	
Crit Moves:	****					****	****				****	

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

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	85	0	205	150	870	0	0	985	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	205	150	870	0	0	985	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	205	150	870	0	0	985	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	205	150	870	0	0	985	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	205	150	870	0	0	985	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	205	150	870	0	0	985	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.59	0.41	1.00	1.00	2.00	0.00	1.00	1.55	0.45
Final Sat.:	0	1200	0	703	497	1200	1200	2400	0	1200	1854	546
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.13	0.36	0.00	0.00	0.53	0.53
Crit Volume:	0					205	150					638
Crit Moves:						****	****					****

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	5	315	0	120	50	665	0	5	880	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	315	0	120	50	665	0	5	880	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	315	0	120	50	665	0	5	880	365
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	315	0	0	50	665	0	5	880	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	315	0	0	50	665	0	5	880	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	315	0	0	50	665	0	5	880	365
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.03	0.22	0.00	0.00	0.29	0.24
Crit Volume:			5	315			50				440	
Crit Moves:			****	****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	195	0	145	260	1645	0	0	1300	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	195	0	145	260	1645	0	0	1300	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	145	260	1645	0	0	1300	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	145	260	1645	0	0	1300	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	145	260	1645	0	0	1300	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	145	260	1645	0	0	1300	275
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3529	746
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.10	0.18	0.58	0.00	0.00	0.37	0.37
Crit Volume:			0	195				823		0		
Crit Moves:				****				****		****		

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1660	60	0	1335	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1660	60	0	1335	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1660	60	0	1335	190
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1660	60	0	1335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1660	60	0	1335	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1660	60	0	1335	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.90	0.10	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3474	126	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.37	0.00
Crit Volume:	0			0			573			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	570	110	5	340	100	220	1780	15	170	1415	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	110	5	340	100	220	1780	15	170	1415	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	110	5	340	100	220	1780	15	170	1415	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	570	110	5	340	100	220	1780	15	170	1415	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	110	5	340	100	220	1780	15	170	1415	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	570	110	5	340	100	220	1780	15	170	1415	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.00	0.11	0.06	0.14	0.56	0.01	0.11	0.44	0.06
Crit Moves:		****			****			****			****	

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	70	330	295	125	30	25	2020	30	95	1495	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	70	330	295	125	30	25	2020	30	95	1495	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	70	330	295	125	30	25	2020	30	95	1495	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	70	330	295	125	30	25	2020	30	95	1495	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	70	330	295	125	30	25	2020	30	95	1495	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	70	330	295	125	30	25	2020	30	95	1495	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.96	0.04	1.00	2.58	0.42
Final Sat.:	533	1067	1600	1124	476	1600	1600	4730	70	1600	4124	676
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.43	0.43	0.06	0.36	0.36
Crit Moves:			****	****				****		****		

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Year 2023 PM Peak - No Project W ICTF

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	35	120	20	130	175	1140	0	5	905	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	35	120	20	130	175	1140	0	5	905	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	35	120	20	130	175	1140	0	5	905	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	35	120	20	130	175	1140	0	5	905	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	35	120	20	130	175	1140	0	5	905	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	35	120	20	130	175	1140	0	5	905	550
OvlAdjVol:												420
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	1.00	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	229	1371	1600	2743	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.08	0.11	0.36	0.00	0.00	0.28	0.34
OvlAdjV/S:												0.26
Crit Moves:		****				****	****					****

Cumulative 2023 Baseline Plus Project

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Year 2023 AM Peak - Proposed Project

Scenario Report

Scenario:	2023 Build AM Peak
Command:	2023 Build AM Peak
Volume:	2023 Build AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000
# 2	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000
# 4	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.944	E	xxxxx	0.944	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.526	A xxxxx	0.526	+ 0.000 V/C

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	15	245	0	0	485	1000	0	0	0	10	390	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	245	0	0	485	1000	0	0	0	10	390	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	245	0	0	485	1000	0	0	0	10	390	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	245	0	0	485	1000	0	0	0	10	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	245	0	0	485	1000	0	0	0	10	390	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	245	0	0	485	1000	0	0	0	10	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.00	0.15	0.35	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	495	0	0	260	595	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	495	0	0	260	595	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	495	0	0	260	595	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	495	0	0	260	595	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	495	0	0	260	595	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	495	0	0	260	595	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.09	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	465	0	0	335	75	0	0	0	0	1095	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	465	0	0	335	75	0	0	0	0	1095	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	465	0	0	335	75	0	0	0	0	1095	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	0	0	335	75	0	0	0	0	1095	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	0	0	335	75	0	0	0	0	1095	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	465	0	0	335	75	0	0	0	0	1095	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.10	0.05	0.00	0.00	0.00	0.00	0.34	0.09
Crit Moves:		****			****						****	

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 0	1	0 2	0 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	335	0	0	465	520	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	335	0	0	465	520	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	335	0	0	465	520	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	335	0	0	465	520	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	0	0	465	520	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	335	0	0	465	520	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.29	0.16	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	935	0	0	0	0	2430	880	0	2455	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	0	935	0	0	0	0	2430	880	0	2455	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	0	935	0	0	0	0	2430	880	0	2455	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	485	0	0	0	0	0	0	2430	0	0	2455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2430	0	0	2455	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	485	0	0	0	0	0	0	2430	0	0	2455	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.55	0.00
Crit Volume:	242					0		0			818	
Crit Moves:	****						****				****	

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

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

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

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	425	310	0	450	0	0	0	0	550	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	425	310	0	450	0	0	0	0	550	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	310	0	450	0	0	0	0	550	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	310	0	450	0	0	0	0	550	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	310	0	450	0	0	0	0	550	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	310	0	450	0	0	0	0	550	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.22	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:		425		0				0		275		
Crit Moves:		****		****						****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	145	0	460	210	0	5	10	335	10	270	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	0	460	210	0	5	10	335	10	270	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	0	460	210	0	5	10	335	10	270	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	145	0	460	210	0	5	10	335	0	270	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	0	460	210	0	5	10	335	0	270	290	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	145	0	460	210	0	5	10	335	0	270	290	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.71	0.76	0.53
Final Sat.:	2880	1600	1600	1600	1600	1600	93	3107	1600	1137	1221	842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.29	0.13	0.00	0.00	0.11	0.11	0.00	0.24	0.24	0.24
Crit Moves:			****	****			****					****

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	905	30	55	1760	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	905	30	55	1760	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	905	30	55	1760	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	905	30	55	1760	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	905	30	55	1760	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	905	30	55	1760	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4646	154	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.37	0.18
Crit Moves:	****			****			****				****	

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	325	70	390	340	105	30	1085	235	85	1400	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	325	70	390	340	105	30	1085	235	85	1400	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	325	70	390	340	105	30	1085	235	85	1400	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	325	70	390	340	105	30	1085	235	85	1400	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	325	70	390	340	105	30	1085	235	85	1400	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	325	70	390	340	105	30	1085	235	85	1400	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.47	0.53	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3945	855	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.24	0.11	0.07	0.02	0.27	0.28	0.05	0.29	0.31
Crit Moves:		****			****				****	****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	300	145	15	435	195	195	210	875	215	40	985	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	145	15	435	195	195	210	875	215	40	985	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	145	15	435	195	195	210	875	215	40	985	415
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	145	0	435	195	0	210	875	215	40	985	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	145	0	435	195	0	210	875	215	40	985	415
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	145	0	435	195	0	210	875	215	40	985	415
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3853	947	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.00	0.27	0.06	0.00	0.13	0.23	0.23	0.03	0.31	0.26
Crit Moves:		****			****			****			****	

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

Intersection #11 Anaheim St / Farragut Ave

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

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1320	0	0	1450	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1320	0	0	1450	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1320	0	0	1450	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1320	0	0	1450	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1320	0	0	1450	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1320	0	0	1450	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.31	0.00	0.00	0.34	0.03
Crit Volume:		0			20			155			483	
Crit Moves:					****			****			****	

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	310	220	30	125	155	70	20	1310	365	5	1475	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	220	30	125	155	70	20	1310	365	5	1475	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	220	30	125	155	70	20	1310	365	5	1475	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	310	220	30	125	155	70	20	1310	0	5	1475	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	220	30	125	155	70	20	1310	0	5	1475	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	310	220	30	125	155	70	20	1310	0	5	1475	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.75	1.25	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2500	1775	1425	1425	2945	1330	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.09	0.05	0.05	0.01	0.46	0.00	0.00	0.52	0.06
Crit Volume:		177		125			20				738	
Crit Moves:		****		****			****				****	

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	145	865	25	210	130	90	990	15	480	1180	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	145	865	25	210	130	90	990	15	480	1180	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	145	865	25	210	130	90	990	15	480	1180	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	145	865	25	210	130	90	990	15	480	1180	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	145	865	25	210	130	90	990	15	480	1180	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	145	865	25	210	130	90	990	15	480	1180	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2734	116
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.30	0.02	0.07	0.09	0.06	0.35	0.01	0.17	0.43	0.43
Crit Volume:			433	25				495		0		
Crit Moves:			****	****				****		****		

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	145	370	130	150	405	25	95	5	185	180	10	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	370	130	150	405	25	95	5	185	180	10	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	370	130	150	405	25	95	5	185	180	10	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	370	0	150	405	25	95	5	185	180	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	370	0	150	405	25	95	5	185	180	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	370	0	150	405	25	95	5	185	180	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2590	160	1375	36	1339	1303	72	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.05	0.16	0.16	0.07	0.14	0.14	0.14	0.14	0.00
Crit Volume:	145			215			190			190		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	5	60	95	5	100	75	425	5	135	515	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	60	95	5	100	75	425	5	135	515	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	60	95	5	100	75	425	5	135	515	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	60	95	5	100	75	425	5	135	515	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	60	95	5	100	75	425	5	135	515	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	60	95	5	100	75	425	5	135	515	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.05	0.95	0.30	1.68	0.02	0.38	1.44	0.18
Final Sat.:	1500	115	1385	1500	71	1429	446	2525	30	566	2161	273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.06	0.07	0.07	0.17	0.17	0.17	0.24	0.24	0.24
Crit Volume:			65	95			75					358
Crit Moves:			****	****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	15	10	30	120	260	305	430	105	20	585	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	10	30	120	260	305	430	105	20	585	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	10	30	120	260	305	430	105	20	585	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	10	30	120	260	305	430	105	20	585	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	10	30	120	260	305	430	105	20	585	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	10	30	120	260	305	430	105	20	585	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.15	0.85	1.00	0.73	1.02	0.25	0.06	1.88	0.06
Final Sat.:	1500	955	545	220	1280	1500	1089	1536	375	96	2808	96
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.09	0.17	0.28	0.28	0.28	0.21	0.21	0.21
Crit Volume:	30					260	305				313	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	115	15	100	20	20	10	10	720	45	90	725	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	15	100	20	20	10	10	720	45	90	725	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	15	100	20	20	10	10	720	45	90	725	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	15	100	20	20	10	10	720	45	90	725	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	15	100	20	20	10	10	720	45	90	725	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	15	100	20	20	10	10	720	45	90	725	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.67	0.33	0.02	1.86	0.12	0.22	1.75	0.03
Final Sat.:	1500	196	1304	1500	1000	500	39	2787	174	325	2620	54
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.02	0.02	0.26	0.26	0.26	0.28	0.28	0.28
Crit Volume:	115					30			388		90	
Crit Moves:	****					****			****		****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	10	5	25	10	825	5	20	790	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	25	10	825	5	20	790	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	25	10	825	5	20	790	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	25	10	825	5	20	790	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	25	10	825	5	20	790	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	25	10	825	5	20	790	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.50	0.50	1.00	0.02	1.97	0.01	0.05	1.93	0.02
Final Sat.:	600	900	1500	750	750	1500	36	2946	18	73	2890	37
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.28	0.28	0.28	0.27	0.27	0.27
Crit Volume:			20	10					420	20		
Crit Moves:			****	****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	40	0	225	40	880	0	0	875	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	225	40	880	0	0	875	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	225	40	880	0	0	875	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	225	40	880	0	0	875	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	225	40	880	0	0	875	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	225	40	880	0	0	875	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.30	0.70	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	362	838	1200	1200	2400	0	1200	2373	27
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.03	0.37	0.00	0.00	0.37	0.37
Crit Volume:	0					225	40					443
Crit Moves:						****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	225	0	310	230	625	0	0	825	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	310	230	625	0	0	825	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	310	230	625	0	0	825	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	230	625	0	0	825	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	230	625	0	0	825	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	230	625	0	0	825	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.15	0.21	0.00	0.00	0.28	0.13
Crit Volume:		0		225			230				413	
Crit Moves:				****			****				****	

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	140	0	100	225	1330	0	0	1140	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	100	225	1330	0	0	1140	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	140	0	100	225	1330	0	0	1140	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	100	225	1330	0	0	1140	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	100	225	1330	0	0	1140	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	100	225	1330	0	0	1140	220
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.16	0.47	0.00	0.00	0.32	0.32
Crit Volume:		0		140			225				453	
Crit Moves:				****			****				****	

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

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0	0	2	1	0
Volume Module:																							
Base Vol:	0	0	450	0	0	0	0	1230	0	0	1205	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	450	0	0	0	0	1230	0	0	1205	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	450	0	0	0	0	1230	0	0	1205	410
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1230	0	0	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1230	0	0	1205	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1230	0	0	1205	0
Saturation Flow Module:																							
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:																							
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.33	0.00
Crit Volume:	0			0			410			0		
Crit Moves:							****			****		

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																							
Base Vol:	155	285	100	20	405	140	100	1365	35	70	1505	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	285	100	20	405	140	100	1365	35	70	1505	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	285	100	20	405	140	100	1365	35	70	1505	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	285	100	20	405	140	100	1365	35	70	1505	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	285	100	20	405	140	100	1365	35	70	1505	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	285	100	20	405	140	100	1365	35	70	1505	120
Saturation Flow Module:																							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																							
Vol/Sat:	0.10	0.09	0.06	0.01	0.13	0.09	0.06	0.43	0.02	0.04	0.47	0.08
Crit Moves:	****			****			****			****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	55	30	140	225	70	40	10	1445	20	100	1830	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	30	140	225	70	40	10	1445	20	100	1830	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	30	140	225	70	40	10	1445	20	100	1830	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	30	140	225	70	40	10	1445	20	100	1830	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	30	140	225	70	40	10	1445	20	100	1830	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	30	140	225	70	40	10	1445	20	100	1830	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.76	0.24	1.00	1.00	2.96	0.04	1.00	2.85	0.15
Final Sat.:	1035	565	1600	1220	380	1600	1600	4734	66	1600	4563	237
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.18	0.03	0.01	0.31	0.31	0.06	0.40	0.40
Crit Moves:			****	****			****				****	

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	10	95	35	150	125	775	10	40	775	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	10	95	35	150	125	775	10	40	775	505
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	10	95	35	150	125	775	10	40	775	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	10	95	35	150	125	775	10	40	775	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	95	35	150	125	775	10	40	775	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	10	95	35	150	125	775	10	40	775	505
OvlAdjVol:												355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.25	0.50	1.46	0.54	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	2338	862	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.09	0.08	0.24	0.01	0.03	0.24	0.32
OvlAdjV/S:												0.22
Crit Moves:		****				****	****					****

Scenario Report

Scenario:	2023 Build MD Peak
Command:	2023 Build MD Peak
Volume:	2023 Build MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 2	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 4	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

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

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	320	0	0	340	890	0	0	0	10	255	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	320	0	0	340	890	0	0	0	10	255	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	320	0	0	340	890	0	0	0	10	255	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	320	0	0	340	890	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	0	0	340	890	0	0	0	10	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	320	0	0	340	890	0	0	0	10	255	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.11	0.31	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	345	0	0	320	795	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	345	0	0	320	795	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	345	0	0	320	795	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	345	0	0	320	795	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	320	795	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	345	0	0	320	795	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 0.00		0.00	2.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0 3200		1600	3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.11 0.00		0.00	0.11 0.25		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	405	0	0	260	25	0	0	0	0	975	350
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	405	0	0	260	25	0	0	0	0	975	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	405	0	0	260	25	0	0	0	0	975	350
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	405	0	0	260	25	0	0	0	0	975	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	0	0	260	25	0	0	0	0	975	350
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	405	0	0	260	25	0	0	0	0	975	350
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.90
Lanes:	0.00 2.00		0.00	0.00 2.00		1.00	0.00 0.00		0.00	0.00 2.00		2.00
Final Sat.:	0 3200		0	0 3200		1600	0	0	0	0 3200		2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.13		0.00	0.00 0.08		0.02	0.00 0.00		0.00	0.00 0.30		0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	260	0	0	405	855	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	260	0	0	405	855	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	260	0	0	405	855	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	260	0	0	405	855	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	405	855	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	260	0	0	405	855	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.25	0.27	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	720	0	430	0	0	0	0	2015	0	0	1825	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	0	430	0	0	0	0	2015	0	0	1825	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	430	0	0	0	0	2015	0	0	1825	115
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	720	0	0	0	0	0	0	2015	0	0	1825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	0	0	0	0	0	2015	0	0	1825	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	720	0	0	0	0	0	0	2015	0	0	1825	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.41	0.00
Crit Volume:	360			0			672			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	445	0	445	0	0	0	0	520	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	445	0	445	0	0	0	0	520	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	445	0	445	0	0	0	0	520	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	445	0	445	0	0	0	0	520	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	445	0	445	0	0	0	0	520	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	445	0	445	0	0	0	0	520	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.31	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		540		0				0		260		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	90	0	315	225	0	10	10	315	0	330	265	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	315	225	0	10	10	315	0	330	265	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	0	315	225	0	10	10	315	0	330	265	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	0	315	225	0	10	10	315	0	330	265	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	315	225	0	10	10	315	0	330	265	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	0	315	225	0	10	10	315	0	330	265	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.67	0.54	0.79
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1072	861	1267
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.20	0.14	0.00	0.01	0.10	0.10	0.00	0.31	0.31	0.31
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1455	50	50	1370	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1455	50	50	1370	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1455	50	50	1370	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1455	50	50	1370	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1455	50	50	1370	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1455	50	50	1370	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4641	159	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.31	0.31	0.03	0.29	0.15
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	290	110	265	230	125	70	1280	25	75	1325	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	290	110	265	230	125	70	1280	25	75	1325	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	290	110	265	230	125	70	1280	25	75	1325	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	290	110	265	230	125	70	1280	25	75	1325	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	290	110	265	230	125	70	1280	25	75	1325	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	290	110	265	230	125	70	1280	25	75	1325	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4708	92	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.17	0.07	0.08	0.04	0.27	0.27	0.05	0.28	0.17
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	195	120	0	330	110	220	240	945	225	35	940	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	120	0	330	110	220	240	945	225	35	940	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	120	0	330	110	220	240	945	225	35	940	430
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	120	0	330	110	0	240	945	225	35	940	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	120	0	330	110	0	240	945	225	35	940	430
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	120	0	330	110	0	240	945	225	35	940	430
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.42	0.58	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3877	923	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.21	0.03	0.00	0.15	0.24	0.24	0.02	0.29	0.27
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	135	125	1425	0	0	1130	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	135	125	1425	0	0	1130	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	135	125	1425	0	0	1130	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	135	125	1425	0	0	1130	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	135	125	1425	0	0	1130	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	135	125	1425	0	0	1130	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.09	0.33	0.00	0.00	0.26	0.03
Crit Volume:		0		15			125				377	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	275	180	65	205	230	110	130	1200	260	50	1165	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	180	65	205	230	110	130	1200	260	50	1165	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	180	65	205	230	110	130	1200	260	50	1165	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	180	65	205	230	110	130	1200	0	50	1165	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	180	65	205	230	110	130	1200	0	50	1165	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	180	65	205	230	110	130	1200	0	50	1165	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	1.19	1.00	1.00	2.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2584	1691	1425	1425	2892	1383	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.05	0.14	0.08	0.08	0.09	0.42	0.00	0.04	0.41	0.12
Crit Volume:		152		205			130				583	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	135	625	25	150	130	70	1025	10	330	1105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	135	625	25	150	130	70	1025	10	330	1105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	135	625	25	150	130	70	1025	10	330	1105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	135	625	25	150	130	70	1025	10	330	1105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	135	625	25	150	130	70	1025	10	330	1105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	135	625	25	150	130	70	1025	10	330	1105	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2775	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.22	0.02	0.05	0.09	0.05	0.36	0.01	0.12	0.40	0.40
Crit Volume:			313	25				513		0		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	60	195	50	135	380	40	50	0	70	75	0	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	195	50	135	380	40	50	0	70	75	0	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	195	50	135	380	40	50	0	70	75	0	285
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	195	0	135	380	40	50	0	70	75	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	195	0	135	380	40	50	0	70	75	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	195	0	135	380	40	50	0	70	75	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2488	262	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.05	0.15	0.15	0.04	0.00	0.05	0.05	0.00	0.00
Crit Volume:	60			210			70		75			
Crit Moves:	****			****			****		****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	130	10	5	30	55	530	0	30	495	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	130	10	5	30	55	530	0	30	495	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	130	10	5	30	55	530	0	30	495	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	130	10	5	30	55	530	0	30	495	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	130	10	5	30	55	530	0	30	495	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	130	10	5	30	55	530	0	30	495	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.14	0.86	0.19	1.81	0.00	0.11	1.77	0.12
Final Sat.:	1500	56	1444	1500	214	1286	282	2718	0	161	2652	188
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.20	0.19	0.00	0.19	0.19	0.19
Crit Volume:			135	10			55			280		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	185	550	50	10	545	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	185	550	50	10	545	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	185	550	50	10	545	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	185	550	50	10	545	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	185	550	50	10	545	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	185	550	50	10	545	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.47	1.40	0.13	0.04	1.91	0.05
Final Sat.:	1500	1269	231	71	1429	1500	707	2102	191	53	2868	79
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.26	0.26	0.26	0.19	0.19	0.19
Crit Volume:	40					135	185				285	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	100	20	155	10	10	20	10	570	0	90	680	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	20	155	10	10	20	10	570	0	90	680	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	20	155	10	10	20	10	570	0	90	680	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	20	155	10	10	20	10	570	0	90	680	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	20	155	10	10	20	10	570	0	90	680	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	20	155	10	10	20	10	570	0	90	680	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.33	0.67	0.03	1.97	0.00	0.23	1.73	0.04
Final Sat.:	1500	171	1329	1500	500	1000	52	2948	0	344	2599	57
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.01	0.02	0.02	0.19	0.19	0.00	0.26	0.26	0.26
Crit Volume:		175			10			10				393
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	15	15	685	5	10	770	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	15	15	685	5	10	770	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	15	15	685	5	10	770	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	15	15	685	5	10	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	685	5	10	770	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	15	15	685	5	10	770	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.80	0.20	1.00	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	1200	300	1500	64	2915	21	38	2924	38
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.23	0.23	0.23	0.26	0.26	0.26
Crit Volume:			15	10			15					395
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	10	0	125	50	785	0	0	835	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	125	50	785	0	0	835	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	125	50	785	0	0	835	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	125	50	785	0	0	835	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	125	50	785	0	0	835	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	125	50	785	0	0	835	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	178	1022	1200	1200	2400	0	1200	2372	28
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.04	0.33	0.00	0.00	0.35	0.35
Crit Volume:	0					125	50				423	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.473									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	27			Level Of Service:			A									
Street Name:	Figueroa St						Harry Bridges Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Ignore			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1				
Volume Module:																
Base Vol:	0	0	0	265	0	630	60	480	0	0	555	385				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	265	0	630	60	480	0	0	555	385				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	265	0	630	60	480	0	0	555	385				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	265	0	0	60	480	0	0	555	385				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	265	0	0	60	480	0	0	555	385				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	265	0	0	60	480	0	0	555	385				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.04	0.16	0.00	0.00	0.19	0.26				
Crit Volume:		0		265			60					385				
Crit Moves:				****			****					****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100			Critical Vol./Cap.(X):			0.655									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	66			Level Of Service:			B									
Street Name:	Alameda St Ramp						PCH									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0				
Volume Module:																
Base Vol:	0	0	0	145	0	75	260	1480	0	0	1355	230				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	145	0	75	260	1480	0	0	1355	230				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	145	0	75	260	1480	0	0	1355	230				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	145	0	75	260	1480	0	0	1355	230				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	145	0	75	260	1480	0	0	1355	230				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	145	0	75	260	1480	0	0	1355	230				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44				
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3655	620				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.18	0.52	0.00	0.00	0.37	0.37				
Crit Volume:		0		145			260					528				
Crit Moves:				****			****					****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	585	0	0	10	0	1475	10	0	1385	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	585	0	0	10	0	1475	10	0	1385	605
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	585	0	0	10	0	1475	10	0	1385	605
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1475	10	0	1385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1475	10	0	1385	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1475	10	0	1385	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3576	24	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.38	0.00
Crit Volume:	0			0					495	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	5	420	115	5	410	100	165	1370	20	0	1455	130								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	5	420	115	5	410	100	165	1370	20	0	1455	130								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	5	420	115	5	410	100	165	1370	20	0	1455	130								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	5	420	115	5	410	100	165	1370	20	0	1455	130								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	5	420	115	5	410	100	165	1370	20	0	1455	130								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	5	420	115	5	410	100	165	1370	20	0	1455	130								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.13	0.07	0.00	0.13	0.06	0.10	0.43	0.01	0.00	0.45	0.08								
Crit Moves:	****			****			****			****										

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	35	300	220	55	50	15	1475	20	105	1605	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	35	300	220	55	50	15	1475	20	105	1605	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	35	300	220	55	50	15	1475	20	105	1605	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	35	300	220	55	50	15	1475	20	105	1605	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	35	300	220	55	50	15	1475	20	105	1605	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	35	300	220	55	50	15	1475	20	105	1605	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.80	0.20	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	853	747	1600	1280	320	1600	1600	4736	64	1600	4304	496
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.14	0.17	0.03	0.01	0.31	0.31	0.07	0.37	0.37
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	25	30	30	65	145	200	865	15	55	695	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	30	30	65	145	200	865	15	55	695	720
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	30	30	65	145	200	865	15	55	695	720
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	30	30	65	145	200	865	15	55	695	720
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	30	30	65	145	200	865	15	55	695	720
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	30	30	65	145	200	865	15	55	695	720
OvlAdjVol:												575
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.04	0.09	0.13	0.27	0.01	0.03	0.22	0.45
OvlAdjV/S:												0.36
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2023 Build PM Peak
Command:	2023 Build PM Peak
Volume:	2023 Build PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 2	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 4	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.902	E	xxxxx	0.902	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000
# 11 Anaheim St / Farragut Ave	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.049	F	xxxxx	1.049	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.912	E xxxxx	0.912	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.601	B xxxxx	0.601	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	220	0	0	175	795	0	0	0	15	250	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	220	0	0	175	795	0	0	0	15	250	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	220	0	0	175	795	0	0	0	15	250	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	220	0	0	175	795	0	0	0	15	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	220	0	0	175	795	0	0	0	15	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	220	0	0	175	795	0	0	0	15	250	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.05	0.28	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	190	0	0	230	635	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	0	230	635	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	0	0	230	635	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	0	230	635	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	0	230	635	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	0	230	635	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.08	0.20	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	340	0	0	255	150	0	0	0	0	615	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	0	0	255	150	0	0	0	0	615	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	0	0	255	150	0	0	0	0	615	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	340	0	0	255	150	0	0	0	0	615	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	0	0	255	150	0	0	0	0	615	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	340	0	0	255	150	0	0	0	0	615	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.00	0.19	0.10
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 0	1	0 2	0 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	340	610	0	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Initial Bse:	0	0	0	255	0	0	340	610	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	255	0	0	340	610	0	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
PHF Volume:	0	0	0	255	0	0	340	610	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	340	610	0	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
FinalVolume:	0	0	0	255	0	0	340	610	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	
Adjustment:	1.00 1.00	1.00	0.90	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00	2.00	0.00 0.00	0.00	1.00	2.00 0.00	0.00	0.00	0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00	0.09	0.00 0.00	0.00	0.21	0.19 0.00	0.00	0.00	0.00 0.00	0.00	
Crit Moves:			****			****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	680	0	895	0	0	0	0 2605	470		0 2420	125	
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Initial Bse:	680	0	895	0	0	0	0 2605	470		0 2420	125	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	0	895	0	0	0	0 2605	470		0 2420	125	
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00			
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00			
PHF Volume:	680	0	0	0	0	0	0 2605	0		0 2420	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	0	0	0	0	0 2605	0		0 2420	0	
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00			
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 0.00			
FinalVolume:	680	0	0	0	0	0	0 2605	0		0 2420	0	
Saturation Flow Module:												
Sat/Lane:	1500 1500	1500	1500 1500	1500	1500	1500 1500	1500	1500	1500 1500	1500		
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Lanes:	2.00 0.00	1.00	0.00 0.00	0.00	0.00	0.00 3.00	1.00	0.00	3.00 1.00			
Final Sat.:	3000	0	1500	0	0	0	0 4500	1500		0 4500	1500	
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00	0.00	0.00 0.00	0.00	0.00	0.58	0.00	0.00	0.54	0.00		
Crit Volume:	340			0			868			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	295	0	330	0	0	0	0	230	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	295	0	330	0	0	0	0	230	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	295	0	330	0	0	0	0	230	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	295	0	330	0	0	0	0	230	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	295	0	330	0	0	0	0	230	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	295	0	330	0	0	0	0	230	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.21	0.00	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		540		0				0		115		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	110	0	170	70	0	15	45	245	205	370	345	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	170	70	0	15	45	245	205	370	345	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	170	70	0	15	45	245	205	370	345	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	110	0	170	70	0	15	45	245	0	370	345	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	170	70	0	15	45	245	0	370	345	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	110	0	170	70	0	15	45	245	0	370	345	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.80	0.75	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1287	1200	713
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	80	70	140	185	45	170	35	1655	35	45	1600	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	70	140	185	45	170	35	1655	35	45	1600	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	70	140	185	45	170	35	1655	35	45	1600	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	70	140	185	45	170	35	1655	35	45	1600	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	70	140	185	45	170	35	1655	35	45	1600	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	70	140	185	45	170	35	1655	35	45	1600	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.47	0.11	0.42	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	533	1067	740	180	680	1600	4701	99	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.12	0.25	0.25	0.02	0.35	0.35	0.03	0.33	0.12
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	20	275	120	465	310	115	75	1470	10	60	1360	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	275	120	465	310	115	75	1470	10	60	1360	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	275	120	465	310	115	75	1470	10	60	1360	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	275	120	465	310	115	75	1470	10	60	1360	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	275	120	465	310	115	75	1470	10	60	1360	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	275	120	465	310	115	75	1470	10	60	1360	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4768	32	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.08	0.29	0.10	0.07	0.05	0.31	0.31	0.04	0.28	0.28
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	380	235	35	260	205	155	160	1280	470	25	1205	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	235	35	260	205	155	160	1280	470	25	1205	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	235	35	260	205	155	160	1280	470	25	1205	265
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	235	0	260	205	0	160	1280	470	25	1205	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	235	0	260	205	0	160	1280	470	25	1205	265
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	235	0	260	205	0	160	1280	470	25	1205	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.19	0.81	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3511	1289	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.00	0.16	0.06	0.00	0.10	0.36	0.36	0.02	0.38	0.17
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	180	1740	0	0	1725	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	180	1740	0	0	1725	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	180	1740	0	0	1725	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	180	1740	0	0	1725	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	180	1740	0	0	1725	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	180	1740	0	0	1725	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.41	0.00	0.00	0.40	0.05
Crit Volume:	0					405	0				575	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	335	185	225	275	100	80	1435	185	70	1590	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	335	185	225	275	100	80	1435	185	70	1590	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	335	185	225	275	100	80	1435	185	70	1590	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	335	185	225	275	100	80	1435	0	70	1590	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	335	185	225	275	100	80	1435	0	70	1590	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	335	185	225	275	100	80	1435	0	70	1590	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2072	2203	1425	1425	3135	1140	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.16	0.09	0.09	0.06	0.50	0.00	0.05	0.56	0.10
Crit Volume:		217		225			80				795	
Crit Moves:	****			****			****				****	

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Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	25	565	625	15	400	160	305	1085	30	455	1490	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	565	625	15	400	160	305	1085	30	455	1490	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	565	625	15	400	160	305	1085	30	455	1490	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	565	625	15	400	160	305	1085	30	455	1490	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	565	625	15	400	160	305	1085	30	455	1490	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	565	625	15	400	160	305	1085	30	455	1490	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	1.58	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2030	2245	1425	2850	1425	1425	2850	1425	2850	2731	119
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.14	0.11	0.21	0.38	0.02	0.16	0.55	0.55
Crit Volume:		397		15			305					778
Crit Moves:	****			****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	80	305	75	120	320	40	75	0	10	130	0	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	305	75	120	320	40	75	0	10	130	0	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	305	75	120	320	40	75	0	10	130	0	405
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	305	0	120	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	305	0	120	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	305	0	120	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	0	210	75	5	180	125	670	0	45	565	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	210	75	5	180	125	670	0	45	565	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	210	75	5	180	125	670	0	45	565	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	210	75	5	180	125	670	0	45	565	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	75	5	180	125	670	0	45	565	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	75	5	180	125	670	0	45	565	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	0.31	1.69	0.00	0.13	1.66	0.21
Final Sat.:	1500	0	1500	1500	41	1459	472	2528	0	199	2493	309
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.05	0.12	0.12	0.27	0.26	0.00	0.23	0.23	0.23
Crit Volume:			210	75			125			340		
Crit Moves:			****	****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	65	5	25	25	255	400	755	5	10	705	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	65	5	25	25	255	400	755	5	10	705	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	65	5	25	25	255	400	755	5	10	705	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	65	5	25	25	255	400	755	5	10	705	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	65	5	25	25	255	400	755	5	10	705	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	65	5	25	25	255	400	755	5	10	705	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	1.18	0.09	0.16	0.84	1.00	0.69	1.30	0.01	0.03	1.88	0.09
Final Sat.:	1091	1773	136	246	1254	1500	1034	1953	13	40	2820	140
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.17	0.39	0.39	0.39	0.25	0.25	0.25
Crit Volume:	40					255	400				375	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	25	110	10	5	30	15	985	25	45	955	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	25	110	10	5	30	15	985	25	45	955	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	25	110	10	5	30	15	985	25	45	955	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	25	110	10	5	30	15	985	25	45	955	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	25	110	10	5	30	15	985	25	45	955	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	25	110	10	5	30	15	985	25	45	955	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.03	1.92	0.05	0.09	1.85	0.06
Final Sat.:	1500	278	1222	1500	214	1286	44	2883	73	131	2782	87
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.02	0.02	0.34	0.34	0.34	0.34	0.34	0.34
Crit Volume:	140					35			513	45		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	55	0	45	10	5	30	20	940	25	15	1180	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	45	10	5	30	20	940	25	15	1180	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	45	10	5	30	20	940	25	15	1180	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	45	10	5	30	20	940	25	15	1180	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	45	10	5	30	20	940	25	15	1180	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	45	10	5	30	20	940	25	15	1180	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	150	1350	667	833	1500	61	2863	76	37	2926	37
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.02	0.33	0.33	0.33	0.40	0.40	0.40
Crit Volume:	55					30	20					605
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	85	0	205	150	880	0	0	995	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	205	150	880	0	0	995	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	205	150	880	0	0	995	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	205	150	880	0	0	995	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	205	150	880	0	0	995	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	205	150	880	0	0	995	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.59	0.41	1.00	1.00	2.00	0.00	1.00	1.55	0.45
Final Sat.:	0	1200	0	703	497	1200	1200	2400	0	1200	1858	542
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.13	0.37	0.00	0.00	0.54	0.54
Crit Volume:	0					205	150					643
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	295	0	120	50	685	0	0	910	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	295	0	120	50	685	0	0	910	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	0	120	50	685	0	0	910	340
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	295	0	0	50	685	0	0	910	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	295	0	0	50	685	0	0	910	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	295	0	0	50	685	0	0	910	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.03	0.23	0.00	0.00	0.30	0.23
Crit Volume:		0		295			50				455	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	145	260	1650	0	0	1295	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	145	260	1650	0	0	1295	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	145	260	1650	0	0	1295	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	145	260	1650	0	0	1295	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	145	260	1650	0	0	1295	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	145	260	1650	0	0	1295	250
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3583	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.10	0.18	0.58	0.00	0.00	0.36	0.36
Crit Volume:		0		150				825		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	295	0	0	0	0	1675	0	0	1360	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	295	0	0	0	0	1675	0	0	1360	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	295	0	0	0	0	1675	0	0	1360	365
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1675	0	0	1360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1675	0	0	1360	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1675	0	0	1360	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.38	0.00
Crit Volume:	0			0			558			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	570	110	5	340	100	220	1620	15	170	1365	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	110	5	340	100	220	1620	15	170	1365	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	110	5	340	100	220	1620	15	170	1365	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	570	110	5	340	100	220	1620	15	170	1365	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	110	5	340	100	220	1620	15	170	1365	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	570	110	5	340	100	220	1620	15	170	1365	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.00	0.11	0.06	0.14	0.51	0.01	0.11	0.43	0.06
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	70	330	295	125	30	25	1870	30	95	1445	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	70	330	295	125	30	25	1870	30	95	1445	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	70	330	295	125	30	25	1870	30	95	1445	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	70	330	295	125	30	25	1870	30	95	1445	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	70	330	295	125	30	25	1870	30	95	1445	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	70	330	295	125	30	25	1870	30	95	1445	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.95	0.05	1.00	2.57	0.43
Final Sat.:	533	1067	1600	1124	476	1600	1600	4724	76	1600	4104	696
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.40	0.40	0.06	0.35	0.35
Crit Moves:			****	****				****		****		

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	35	35	20	130	175	1115	0	5	860	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	35	35	20	130	175	1115	0	5	860	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	35	35	20	130	175	1115	0	5	860	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	35	35	20	130	175	1115	0	5	860	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	35	35	20	130	175	1115	0	5	860	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	35	35	20	130	175	1115	0	5	860	415
OvlAdjVol:												285
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	1.00	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	229	1371	1600	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.08	0.11	0.35	0.00	0.00	0.27	0.26
OvlAdjV/S:												0.18
Crit Moves:		****				****	****				****	

Cumulative 2023 Baseline Plus No Project

Port of Los Angeles
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Year 2023 AM Peak - No Project W ICTF

Scenario Report

Scenario:	2023 No Project W ICTF AM Peak
Command:	2023 No Project W ICTF AM Peak
Volume:	2023 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Year 2023 AM Peak - No Project W ICTF

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
# 2	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 4	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.860	D	xxxxx	0.860	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.722	C xxxxx	0.722	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	15	172	0	0	438	950	0	0	0	10	395	221
Growth Adj:	1.00	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	172	0	0	438	950	0	0	0	10	395	221
Added Vol:	0	0	0	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	172	0	0	438	950	0	0	0	10	395	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	172	0	0	438	950	0	0	0	10	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	172	0	0	438	950	0	0	0	10	395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	172	0	0	438	950	0	0	0	10	395	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.14	0.33	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	448	0	0	187	595	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	448	0	0	187	595	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	448	0	0	187	595	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	448	0	0	187	595	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	448	0	0	187	595	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	448	0	0	187	595	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.06	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	465	0	0	335	75	0	0	0	0	1019	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	465	0	0	335	75	0	0	0	0	1019	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	465	0	0	335	75	0	0	0	0	1019	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	0	0	335	75	0	0	0	0	1019	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	0	0	335	75	0	0	0	0	1019	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	465	0	0	335	75	0	0	0	0	1019	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.10	0.05	0.00	0.00	0.00	0.00	0.32	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	335	0	0	465	447	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	335	0	0	465	447	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	335	0	0	465	447	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	335	0	0	465	447	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	0	0	465	447	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	335	0	0	465	447	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.12 0.00	0.00		0.29 0.14	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	948	0	0	0	0	2453	938	0	2472	63
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	485	0	948	0	0	0	0	2453	938	0	2472	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	0	948	0	0	0	0	2453	938	0	2472	63
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	485	0	0	0	0	0	0	2453	0	0	2472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2453	0	0	2472	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	485	0	0	0	0	0	0	2453	0	0	2472	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00		0.00 0.00	0.00		0.00 0.55	0.00		0.00 0.55	0.00	
Crit Volume:	242			0			0			824		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	425	327	0	468	0	0	0	0	550	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	425	327	0	468	0	0	0	0	550	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	327	0	468	0	0	0	0	550	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	327	0	468	0	0	0	0	550	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	327	0	468	0	0	0	0	550	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	327	0	468	0	0	0	0	550	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:		425		0				0		275		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	165	6	468	210	6	5	10	335	36	288	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	6	468	210	6	5	10	335	36	288	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	6	468	210	6	5	10	335	36	288	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	165	6	468	210	6	5	10	335	0	288	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	6	468	210	6	5	10	335	0	288	290	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	165	6	468	210	6	5	10	335	0	288	290	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.09	0.91	0.06	1.94	1.00	0.74	0.75	0.51
Final Sat.:	2880	1600	1600	1600	1745	1455	93	3107	1600	1185	1193	823
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.13	0.00	0.00	0.11	0.11	0.00	0.24	0.24	0.24
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 2	1	0	1 0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	812	30	55	1725	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	812	30	55	1725	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	812	30	55	1725	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	812	30	55	1725	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	812	30	55	1725	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	812	30	55	1725	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4629	171	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.18	0.18	0.03	0.36	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	325	75	390	340	105	30	987	240	91	1349	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	325	75	390	340	105	30	987	240	91	1349	505
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	325	75	390	340	105	30	987	240	91	1349	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	325	75	390	340	105	30	987	240	91	1349	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	325	75	390	340	105	30	987	240	91	1349	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	325	75	390	340	105	30	987	240	91	1349	505
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3861	939	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.05	0.24	0.11	0.07	0.02	0.26	0.26	0.06	0.28	0.32
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	300	148	15	342	209	90	105	880	215	40	1000	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	148	15	342	209	90	105	880	215	40	1000	364
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	148	15	342	209	90	105	880	215	40	1000	364
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	148	0	342	209	0	105	880	215	40	1000	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	148	0	342	209	0	105	880	215	40	1000	364
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	148	0	342	209	0	105	880	215	40	1000	364
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3858	942	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.00	0.21	0.07	0.00	0.07	0.23	0.23	0.03	0.31	0.23
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1225	0	0	1365	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1225	0	0	1365	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1225	0	0	1365	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1225	0	0	1365	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1225	0	0	1365	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1225	0	0	1365	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.29	0.00	0.00	0.32	0.03
Crit Volume:		0		20			155				455	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	310	229	45	125	167	70	48	1215	365	25	1380	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	229	45	125	167	70	48	1215	365	25	1380	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	229	45	125	167	70	48	1215	365	25	1380	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	310	229	45	125	167	70	48	1215	0	25	1380	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	229	45	125	167	70	48	1215	0	25	1380	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	310	229	45	125	167	70	48	1215	0	25	1380	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.73	1.27	1.00	1.00	2.11	0.89	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2459	1816	1425	1425	3012	1263	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.09	0.06	0.06	0.03	0.43	0.00	0.02	0.48	0.06
Crit Volume:	180			125			48				690	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	211	781	25	267	135	102	1002	15	385	1180	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	211	781	25	267	135	102	1002	15	385	1180	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	211	781	25	267	135	102	1002	15	385	1180	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	211	781	25	267	135	102	1002	15	385	1180	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	211	781	25	267	135	102	1002	15	385	1180	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	211	781	25	267	135	102	1002	15	385	1180	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2734	116
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.27	0.02	0.09	0.09	0.07	0.35	0.01	0.14	0.43	0.43
Crit Volume:		211		25			102				615	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	145	392	130	158	429	25	95	5	185	180	10	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	392	130	158	429	25	95	5	185	180	10	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	392	130	158	429	25	95	5	185	180	10	162
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	392	0	158	429	25	95	5	185	180	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	392	0	158	429	25	95	5	185	180	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	392	0	158	429	25	95	5	185	180	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.89	0.11	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2599	151	1375	36	1339	1303	72	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.06	0.17	0.17	0.07	0.14	0.14	0.14	0.14	0.00
Crit Volume:	145			227			190			190		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	60	95	5	100	75	422	5	135	492	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	60	95	5	100	75	422	5	135	492	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	60	95	5	100	75	422	5	135	492	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	60	95	5	100	75	422	5	135	492	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	60	95	5	100	75	422	5	135	492	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	60	95	5	100	75	422	5	135	492	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.05	0.95	0.30	1.68	0.02	0.39	1.42	0.19
Final Sat.:	1500	115	1385	1500	71	1429	448	2522	30	585	2133	282
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.06	0.07	0.07	0.17	0.17	0.17	0.23	0.23	0.23
Crit Volume:			65	95			75			346		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	15	10	30	120	260	305	427	105	20	562	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	10	30	120	260	305	427	105	20	562	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	10	30	120	260	305	427	105	20	562	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	10	30	120	260	305	427	105	20	562	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	10	30	120	260	305	427	105	20	562	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	10	30	120	260	305	427	105	20	562	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.15	0.85	1.00	0.73	1.02	0.25	0.06	1.87	0.07
Final Sat.:	1500	955	545	220	1280	1500	1093	1530	376	100	2801	100
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.09	0.17	0.28	0.28	0.28	0.20	0.20	0.20
Crit Volume:	30					260	305					301
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	145	15	96	20	20	10	10	700	76	82	695	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	15	96	20	20	10	10	700	76	82	695	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	15	96	20	20	10	10	700	76	82	695	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	15	96	20	20	10	10	700	76	82	695	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	15	96	20	20	10	10	700	76	82	695	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	15	96	20	20	10	10	700	76	82	695	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.67	0.33	0.03	1.78	0.19	0.21	1.75	0.04
Final Sat.:	1500	203	1297	1500	1000	500	38	2672	290	311	2633	57
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.07	0.01	0.02	0.02	0.26	0.26	0.26	0.26	0.26	0.26
Crit Volume:	145					30			393		82	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	20	10	5	25	10	820	5	20	770	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	25	10	820	5	20	770	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	25	10	820	5	20	770	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	25	10	820	5	20	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	25	10	820	5	20	770	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	25	10	820	5	20	770	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.50	0.50	1.00	0.02	1.97	0.01	0.05	1.93	0.02
Final Sat.:	600	900	1500	750	750	1500	36	2946	18	75	2888	38
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.28	0.28	0.28	0.27	0.27	0.27
Crit Volume:			20	10					418	20		
Crit Moves:			****	****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	40	0	225	40	870	0	0	855	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	225	40	870	0	0	855	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	225	40	870	0	0	855	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	225	40	870	0	0	855	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	225	40	870	0	0	855	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	225	40	870	0	0	855	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.30	0.70	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	362	838	1200	1200	2400	0	1200	2372	28
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.03	0.36	0.00	0.00	0.36	0.36
Crit Volume:	0					225	40					433
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	256	0	310	230	594	0	10	785	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	256	0	310	230	594	0	10	785	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	256	0	310	230	594	0	10	785	230
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	256	0	0	230	594	0	10	785	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	256	0	0	230	594	0	10	785	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	256	0	0	230	594	0	10	785	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.17	0.00	0.00	0.15	0.20	0.00	0.01	0.26	0.15
Crit Volume:			10	256			230				393	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	210	0	100	225	1331	0	0	1135	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	100	225	1331	0	0	1135	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	100	225	1331	0	0	1135	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	100	225	1331	0	0	1135	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	100	225	1331	0	0	1135	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	100	225	1331	0	0	1135	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3491	784
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.16	0.47	0.00	0.00	0.33	0.33
Crit Volume:			0	210			225				463	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	126	0	0	39	0	1207	89	0	1201	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	126	0	0	39	0	1207	89	0	1201	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	126	0	0	39	0	1207	89	0	1201	285
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1207	89	0	1201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1207	89	0	1201	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1207	89	0	1201	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.79	0.21	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3353	247	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.33	0.00
Crit Volume:	0			0			432		0			
Crit Moves:							****		****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	155	285	100	20	405	140	100	1461	35	70	1602	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	285	100	20	405	140	100	1461	35	70	1602	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	285	100	20	405	140	100	1461	35	70	1602	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	285	100	20	405	140	100	1461	35	70	1602	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	285	100	20	405	140	100	1461	35	70	1602	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	285	100	20	405	140	100	1461	35	70	1602	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.06	0.01	0.13	0.09	0.06	0.46	0.02	0.04	0.50	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	55	30	140	225	70	40	10	1530	20	100	1927	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	30	140	225	70	40	10	1530	20	100	1927	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	30	140	225	70	40	10	1530	20	100	1927	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	30	140	225	70	40	10	1530	20	100	1927	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	30	140	225	70	40	10	1530	20	100	1927	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	30	140	225	70	40	10	1530	20	100	1927	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.76	0.24	1.00	1.00	2.96	0.04	1.00	2.86	0.14
Final Sat.:	1035	565	1600	1220	380	1600	1600	4738	62	1600	4574	226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.18	0.03	0.01	0.32	0.32	0.06	0.42	0.42
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	10	186	35	150	125	810	10	40	787	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	10	186	35	150	125	810	10	40	787	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	10	186	35	150	125	810	10	40	787	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	10	186	35	150	125	810	10	40	787	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	186	35	150	125	810	10	40	787	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	10	186	35	150	125	810	10	40	787	575
OvlAdjVol:												425
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.25	0.50	1.68	0.32	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	2693	507	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.09	0.08	0.25	0.01	0.03	0.25	0.36
OvlAdjV/S:												0.27
Crit Moves:		****				****	****					****

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Scenario Report

Scenario:	2023 No Project W ICTF MD Peak
Command:	2023 No Project W ICTF MD Peak
Volume:	2023 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 2	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 4	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	C xxxxx	0.774	C xxxxx	0.774	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	216	0	0	281	828	0	0	0	10	260	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	216	0	0	281	828	0	0	0	10	260	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	0	0	281	828	0	0	0	10	260	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	216	0	0	281	828	0	0	0	10	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	0	0	281	828	0	0	0	10	260	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	216	0	0	281	828	0	0	0	10	260	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.09	0.29	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		286	0	0		216	795	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		286	0	0		216	795	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		286	0	0		216	795	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		286	0	0		216	795	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		286	0	0		216	795	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		286	0	0		216	795	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.00		0.08	0.25	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	405	0		0	260	25		0	0	0		0	876	355	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	405	0		0	260	25		0	0	0		0	876	355	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	405	0		0	260	25		0	0	0		0	876	355	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	405	0		0	260	25		0	0	0		0	876	355	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	405	0		0	260	25		0	0	0		0	876	355	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	405	0		0	260	25		0	0	0		0	876	355	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.00	0.08	0.02		0.00	0.00	0.00		0.00	0.27	0.12	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	405	751	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	260	0	0	405	751	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	260	0	0	405	751	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	260	0	0	405	751	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	405	751	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	260	0	0	405	751	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.09 0.00	0.00		0.25 0.23	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	720	0	462	0	0	0	0	2039	77	0	1770	71
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	720	0	462	0	0	0	0	2039	77	0	1770	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	462	0	0	0	0	2039	77	0	1770	71
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	720	0	0	0	0	0	0	2039	0	0	1770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	0	0	0	0	0	2039	0	0	1770	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	720	0	0	0	0	0	0	2039	0	0	1770	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00	0.00		0.00 0.00	0.00		0.00 0.45	0.00		0.00 0.39	0.00	
Crit Volume:	360			0			680			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	474	0	469	0	0	0	0	520	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	474	0	469	0	0	0	0	520	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	474	0	469	0	0	0	0	520	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	474	0	469	0	0	0	0	520	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	474	0	469	0	0	0	0	520	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	474	0	469	0	0	0	0	520	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.33	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		540		0				0		260		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	122	5	339	225	10	10	10	315	32	354	265	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	5	339	225	10	10	10	315	32	354	265	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	5	339	225	10	10	10	315	32	354	265	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	122	5	339	225	10	10	10	315	0	354	265	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	5	339	225	10	10	10	315	0	354	265	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	122	5	339	225	10	10	10	315	0	354	265	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.70	0.53	0.77
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1123	840	1237
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.21	0.14	0.01	0.01	0.10	0.10	0.00	0.32	0.32	0.32
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1333	50	50	1284	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1333	50	50	1284	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1333	50	50	1284	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1333	50	50	1284	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1333	50	50	1284	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1333	50	50	1284	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4626	174	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.29	0.29	0.03	0.27	0.15
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	40	290	117	265	230	125	70	1157	30	82	1212	301
Growth Adj:	1.00	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	290	117	265	230	125	70	1157	30	82	1212	301
Added Vol:	0	0	0	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	290	117	265	230	125	70	1157	30	82	1212	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	290	117	265	230	125	70	1157	30	82	1212	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	290	117	265	230	125	70	1157	30	82	1212	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	290	117	265	230	125	70	1157	30	82	1212	301
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4679	121	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.17	0.07	0.08	0.04	0.25	0.25	0.05	0.25	0.19
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	195	139	0	212	134	90	105	955	225	35	965	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	139	0	212	134	90	105	955	225	35	965	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	139	0	212	134	90	105	955	225	35	965	322
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	139	0	212	134	0	105	955	225	35	965	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	139	0	212	134	0	105	955	225	35	965	322
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	139	0	212	134	0	105	955	225	35	965	322
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.43	0.57	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3885	915	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.13	0.04	0.00	0.07	0.25	0.25	0.02	0.30	0.20
Crit Moves:		****			****			****			****	

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Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	135	125	1305	0	0	1026	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	135	125	1305	0	0	1026	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	135	125	1305	0	0	1026	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	135	125	1305	0	0	1026	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	135	125	1305	0	0	1026	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	135	125	1305	0	0	1026	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.09	0.31	0.00	0.00	0.24	0.03
Crit Volume:		0			15			125			342	
Crit Moves:					****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	275	192	85	205	242	110	131	1080	260	70	1045	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	192	85	205	242	110	131	1080	260	70	1045	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	192	85	205	242	110	131	1080	260	70	1045	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	192	85	205	242	110	131	1080	0	70	1045	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	192	85	205	242	110	131	1080	0	70	1045	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	192	85	205	242	110	131	1080	0	70	1045	165
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	1.23	1.00	1.00	2.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2517	1758	1425	1425	2939	1336	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.06	0.14	0.08	0.08	0.09	0.38	0.00	0.05	0.37	0.12
Crit Volume:		156		205			131				522	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	5	208	506	25	228	131	75	1020	10	210	1105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	208	506	25	228	131	75	1020	10	210	1105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	208	506	25	228	131	75	1020	10	210	1105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	208	506	25	228	131	75	1020	10	210	1105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	208	506	25	228	131	75	1020	10	210	1105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	208	506	25	228	131	75	1020	10	210	1105	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2775	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.18	0.02	0.08	0.09	0.05	0.36	0.01	0.07	0.40	0.40
Crit Volume:		208		25			75				568	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	60	215	50	142	400	40	50	0	70	75	0	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	215	50	142	400	40	50	0	70	75	0	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	215	50	142	400	40	50	0	70	75	0	297
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	215	0	142	400	40	50	0	70	75	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	215	0	142	400	40	50	0	70	75	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	215	0	142	400	40	50	0	70	75	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.82	0.18	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2500	250	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.16	0.04	0.00	0.05	0.05	0.00	0.00
Crit Volume:	60			220					70	75		
Crit Moves:	****			****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	130	10	5	30	55	504	0	30	479	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	130	10	5	30	55	504	0	30	479	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	130	10	5	30	55	504	0	30	479	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	130	10	5	30	55	504	0	30	479	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	130	10	5	30	55	504	0	30	479	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	130	10	5	30	55	504	0	30	479	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.14	0.86	0.20	1.80	0.00	0.11	1.76	0.13
Final Sat.:	1500	56	1444	1500	214	1286	295	2705	0	165	2642	193
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.19	0.19	0.00	0.18	0.18	0.18
Crit Volume:			135	10			55			272		
Crit Moves:			****	****			****			****		

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Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	185	524	50	10	529	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	185	524	50	10	529	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	185	524	50	10	529	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	185	524	50	10	529	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	185	524	50	10	529	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	185	524	50	10	529	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.49	1.38	0.13	0.04	1.91	0.05
Final Sat.:	1500	1269	231	71	1429	1500	731	2071	198	54	2865	81
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.25	0.25	0.25	0.18	0.18	0.18
Crit Volume:	40					135	185				277	
Crit Moves:	****					****	****				****	

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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	141	20	141	10	10	20	10	532	36	86	647	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	20	141	10	10	20	10	532	36	86	647	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	20	141	10	10	20	10	532	36	86	647	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	20	141	10	10	20	10	532	36	86	647	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	20	141	10	10	20	10	532	36	86	647	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	20	141	10	10	20	10	532	36	86	647	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.33	0.67	0.03	1.85	0.12	0.23	1.73	0.04
Final Sat.:	1500	186	1314	1500	500	1000	52	2761	187	345	2595	60
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.01	0.02	0.02	0.19	0.19	0.19	0.25	0.25	0.25
Crit Volume:		161			10			10			374	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	15	15	662	5	10	753	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	15	15	662	5	10	753	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	15	15	662	5	10	753	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	15	15	662	5	10	753	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	662	5	10	753	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	15	15	662	5	10	753	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.80	0.20	1.00	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	1200	300	1500	66	2912	22	39	2922	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.23	0.23	0.23	0.26	0.26	0.26
Crit Volume:			15	10			15					387
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	10	0	125	50	762	0	0	818	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	125	50	762	0	0	818	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	125	50	762	0	0	818	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	125	50	762	0	0	818	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	125	50	762	0	0	818	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	125	50	762	0	0	818	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	178	1022	1200	1200	2400	0	1200	2371	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.04	0.32	0.00	0.00	0.35	0.34
Crit Volume:	0					125	50				414	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	301	0	630	60	431	0	11	511	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	301	0	630	60	431	0	11	511	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	301	0	630	60	431	0	11	511	426
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	301	0	0	60	431	0	11	511	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	301	0	0	60	431	0	11	511	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	301	0	0	60	431	0	11	511	426
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.20	0.00	0.00	0.04	0.14	0.00	0.01	0.17	0.28
Crit Volume:			11	301			60					426
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	181	0	75	260	1470	0	0	1345	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	181	0	75	260	1470	0	0	1345	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	181	0	75	260	1470	0	0	1345	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	181	0	75	260	1470	0	0	1345	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	181	0	75	260	1470	0	0	1345	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	181	0	75	260	1470	0	0	1345	271
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3558	717
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.18	0.52	0.00	0.00	0.38	0.38
Crit Volume:			0	181			260					539
Crit Moves:				****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	183	0	0	56	0	1470	46	0	1375	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	183	0	0	56	0	1470	46	0	1375	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	183	0	0	56	0	1470	46	0	1375	152
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1470	46	0	1375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1470	46	0	1375	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1470	46	0	1375	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3491	109	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.38	0.00
Crit Volume:	0			0			505			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	420	115	5	410	100	165	1493	20	0	1472	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	420	115	5	410	100	165	1493	20	0	1472	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	420	115	5	410	100	165	1493	20	0	1472	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	420	115	5	410	100	165	1493	20	0	1472	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	420	115	5	410	100	165	1493	20	0	1472	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	420	115	5	410	100	165	1493	20	0	1472	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.07	0.00	0.13	0.06	0.10	0.47	0.01	0.00	0.46	0.08
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	40	35	300	220	55	50	15	1581	20	105	1622	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	35	300	220	55	50	15	1581	20	105	1622	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	35	300	220	55	50	15	1581	20	105	1622	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	35	300	220	55	50	15	1581	20	105	1622	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	35	300	220	55	50	15	1581	20	105	1622	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	35	300	220	55	50	15	1581	20	105	1622	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.80	0.20	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	853	747	1600	1280	320	1600	1600	4740	60	1600	4309	491
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.14	0.17	0.03	0.01	0.33	0.33	0.07	0.38	0.38
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	25	30	121	65	145	200	883	15	55	713	817
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	30	121	65	145	200	883	15	55	713	817
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	30	121	65	145	200	883	15	55	713	817
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	30	121	65	145	200	883	15	55	713	817
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	30	121	65	145	200	883	15	55	713	817
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	30	121	65	145	200	883	15	55	713	817
OvlAdjVol:												672
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.30	0.70	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1600	1600	2082	1118	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.13	0.28	0.01	0.03	0.22	0.51
OvlAdjV/S:												0.42
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2023 No Project W ICTF PM Peak
Command:	2023 No Project W ICTF PM Peak
Volume:	2023 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 2	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000 V/C
# 4	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
# 13 Anaheim St / Alameda St	F	xxxxx	1.051	F	xxxxx	1.051	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.989	E	xxxxx	0.989	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.947	E xxxxx	0.947	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.613	B xxxxx	0.613	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	161	0	0	149	772	0	0	0	15	255	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	161	0	0	149	772	0	0	0	15	255	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	161	0	0	149	772	0	0	0	15	255	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	161	0	0	149	772	0	0	0	15	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	161	0	0	149	772	0	0	0	15	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	161	0	0	149	772	0	0	0	15	255	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		164	0	0		171	635	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		164	0	0		171	635	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		164	0	0		171	635	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		164	0	0		171	635	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		164	0	0		171	635	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		164	0	0		171	635	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.00		0.06	0.20	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	340	0		0	255	150		0	0	0		0	566	285	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	340	0		0	255	150		0	0	0		0	566	285	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	340	0		0	255	150		0	0	0		0	566	285	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	340	0		0	255	150		0	0	0		0	566	285	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	340	0		0	255	150		0	0	0		0	566	285	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	340	0		0	255	150		0	0	0		0	566	285	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.00		0.00	0.08	0.09		0.00	0.00	0.00		0.00	0.18	0.10	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	340	551	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	255	0	0	340	551	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	255	0	0	340	551	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	255	0	0	340	551	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	340	551	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	255	0	0	340	551	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	680	0	924	0	0	0	0	2615	509	0	2445	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	0	924	0	0	0	0	2615	509	0	2445	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	0	924	0	0	0	0	2615	509	0	2445	103
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	680	0	0	0	0	0	0	2615	0	0	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	0	0	0	0	0	2615	0	0	2445	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	680	0	0	0	0	0	0	2615	0	0	2445	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.54	0.00
Crit Volume:	340			0			872			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	315	0	345	0	0	0	0	230	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	315	0	345	0	0	0	0	230	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	315	0	345	0	0	0	0	230	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	315	0	345	0	0	0	0	230	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	315	0	345	0	0	0	0	230	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	315	0	345	0	0	0	0	230	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.22	0.00	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		540		0				0		115		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	127	6	200	70	1	15	45	245	221	393	345	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	6	200	70	1	15	45	245	221	393	345	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	6	200	70	1	15	45	245	221	393	345	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	127	6	200	70	1	15	45	245	0	393	345	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	6	200	70	1	15	45	245	0	393	345	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	127	6	200	70	1	15	45	245	0	393	345	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.84	0.73	0.43
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1334	1171	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.13	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	80	70	140	185	45	170	35	1619		35	45	1555
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:	80	70	140	185	45	170	35	1619		35	45	1555
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	80	70	140	185	45	170	35	1619		35	45	1555
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:	80	70	140	185	45	170	35	1619		35	45	1555
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	80	70	140	185	45	170	35	1619		35	45	1555
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:	80	70	140	185	45	170	35	1619		35	45	1555
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.47	0.11	0.42	1.00	2.94		0.06	1.00	3.00
Final Sat.:	1600	533	1067	740	180	680	1600	4698		102	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.12	0.25	0.25	0.02	0.34		0.34	0.03	0.32
Crit Moves:	****			****				****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	126	465	310	115	75	1423		10	66	1298
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:	25	275	126	465	310	115	75	1423		10	66	1298
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	25	275	126	465	310	115	75	1423		10	66	1298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:	25	275	126	465	310	115	75	1423		10	66	1298
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	25	275	126	465	310	115	75	1423		10	66	1298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
FinalVolume:	25	275	126	465	310	115	75	1423		10	66	1298
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98		0.02	1.00	3.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4767		33	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.07	0.05	0.30		0.30	0.04	0.27
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	380	261	35	218	229	80	70	1290	470	25	1220	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	261	35	218	229	80	70	1290	470	25	1220	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	261	35	218	229	80	70	1290	470	25	1220	209
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	261	0	218	229	0	70	1290	470	25	1220	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	261	0	218	229	0	70	1290	470	25	1220	209
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	261	0	218	229	0	70	1290	470	25	1220	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.20	0.80	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3518	1282	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.08	0.00	0.14	0.07	0.00	0.04	0.37	0.37	0.02	0.38	0.13
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	180	1660	0	0	1665	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	180	1660	0	0	1665	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	180	1660	0	0	1665	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	180	1660	0	0	1665	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	180	1660	0	0	1665	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	180	1660	0	0	1665	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.39	0.00	0.00	0.39	0.05
Crit Volume:	0					405	0				555	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	351	200	225	289	100	96	1350	185	80	1525	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	351	200	225	289	100	96	1350	185	80	1525	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	351	200	225	289	100	96	1350	185	80	1525	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	351	200	225	289	100	96	1350	0	80	1525	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	351	200	225	289	100	96	1350	0	80	1525	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	351	200	225	289	100	96	1350	0	80	1525	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2022	2253	1425	1425	3176	1099	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.14	0.16	0.09	0.09	0.07	0.47	0.00	0.06	0.54	0.10
Crit Volume:		222		225			96				763	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	635	546	15	454	193	311	1091	30	395	1490	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	635	546	15	454	193	311	1091	30	395	1490	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	635	546	15	454	193	311	1091	30	395	1490	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	635	546	15	454	193	311	1091	30	395	1490	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	635	546	15	454	193	311	1091	30	395	1490	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	635	546	15	454	193	311	1091	30	395	1490	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	1.39	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2299	1976	1425	2850	1425	1425	2850	1425	2850	2731	119
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.16	0.14	0.22	0.38	0.02	0.14	0.55	0.55
Crit Volume:		394		15			311					778
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	327	75	128	336	40	75	0	10	130	0	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	327	75	128	336	40	75	0	10	130	0	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	327	75	128	336	40	75	0	10	130	0	414
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	327	0	128	336	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	327	0	128	336	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	327	0	128	336	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2457	293	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.05	0.14	0.14	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80					188	75			130		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	10	0	210	75	5	180	125	670	0	45	564	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	210	75	5	180	125	670	0	45	564	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	210	75	5	180	125	670	0	45	564	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	210	75	5	180	125	670	0	45	564	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	75	5	180	125	670	0	45	564	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	75	5	180	125	670	0	45	564	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	0.31	1.69	0.00	0.13	1.66	0.21
Final Sat.:	1500	0	1500	1500	41	1459	472	2528	0	199	2492	309
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.05	0.12	0.12	0.27	0.26	0.00	0.23	0.23	0.23
Crit Volume:			210	75			125					340
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	65	5	25	25	255	400	755	5	10	703	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	65	5	25	25	255	400	755	5	10	703	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	65	5	25	25	255	400	755	5	10	703	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	65	5	25	25	255	400	755	5	10	703	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	65	5	25	25	255	400	755	5	10	703	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	65	5	25	25	255	400	755	5	10	703	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	1.18	0.09	0.16	0.84	1.00	0.69	1.30	0.01	0.03	1.88	0.09
Final Sat.:	1091	1773	136	246	1254	1500	1034	1953	13	40	2820	140
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.17	0.39	0.39	0.39	0.25	0.25	0.25
Crit Volume:	40					255	400					374
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	166	25	112	10	5	30	15	973	46	42	941	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	25	112	10	5	30	15	973	46	42	941	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	25	112	10	5	30	15	973	46	42	941	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	25	112	10	5	30	15	973	46	42	941	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	25	112	10	5	30	15	973	46	42	941	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	25	112	10	5	30	15	973	46	42	941	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.14	0.86	0.03	1.88	0.09	0.08	1.86	0.06
Final Sat.:	1500	274	1226	1500	214	1286	44	2823	133	124	2787	89
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.01	0.02	0.02	0.34	0.34	0.34	0.34	0.34	0.34
Crit Volume:	166					35			517	42		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	55	0	45	10	5	30	20	938	25	15	1176	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	45	10	5	30	20	938	25	15	1176	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	45	10	5	30	20	938	25	15	1176	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	45	10	5	30	20	938	25	15	1176	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	45	10	5	30	20	938	25	15	1176	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	45	10	5	30	20	938	25	15	1176	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	150	1350	667	833	1500	61	2863	76	37	2925	37
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.02	0.33	0.33	0.33	0.40	0.40	0.40
Crit Volume:	55					30	20					603
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	85	0	205	150	878	0	0	991	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	205	150	878	0	0	991	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	205	150	878	0	0	991	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	205	150	878	0	0	991	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	205	150	878	0	0	991	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	205	150	878	0	0	991	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.59	0.41	1.00	1.00	2.00	0.00	1.00	1.55	0.45
Final Sat.:	0	1200	0	703	497	1200	1200	2400	0	1200	1857	543
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.13	0.37	0.00	0.00	0.53	0.53
Crit Volume:	0					205	150				641	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	6	316	0	120	50	672	0	5	885	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	6	316	0	120	50	672	0	5	885	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	316	0	120	50	672	0	5	885	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	6	316	0	0	50	672	0	5	885	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	6	316	0	0	50	672	0	5	885	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	6	316	0	0	50	672	0	5	885	366
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.00	0.03	0.22	0.00	0.00	0.30	0.24
Crit Volume:			6	316			50				443	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	203	0	145	260	1645	0	0	1301	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	203	0	145	260	1645	0	0	1301	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	203	0	145	260	1645	0	0	1301	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	203	0	145	260	1645	0	0	1301	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	203	0	145	260	1645	0	0	1301	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	203	0	145	260	1645	0	0	1301	282
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3513	762
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.10	0.18	0.58	0.00	0.00	0.37	0.37
Crit Volume:			0	203				823		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	192	0	0	66	0	1662	66	0	1337	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	192	0	0	66	0	1662	66	0	1337	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	192	0	0	66	0	1662	66	0	1337	208
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1662	66	0	1337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1662	66	0	1337	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1662	66	0	1337	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3463	138	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.37	0.00
Crit Volume:	0			0			576			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	570	110	5	340	100	220	1797	15	170	1424	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	110	5	340	100	220	1797	15	170	1424	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	110	5	340	100	220	1797	15	170	1424	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	570	110	5	340	100	220	1797	15	170	1424	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	110	5	340	100	220	1797	15	170	1424	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	570	110	5	340	100	220	1797	15	170	1424	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.00	0.11	0.06	0.14	0.56	0.01	0.11	0.45	0.06
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	70	330	295	125	30	25	2036	30	95	1504	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	70	330	295	125	30	25	2036	30	95	1504	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	70	330	295	125	30	25	2036	30	95	1504	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	70	330	295	125	30	25	2036	30	95	1504	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	70	330	295	125	30	25	2036	30	95	1504	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	70	330	295	125	30	25	2036	30	95	1504	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.96	0.04	1.00	2.58	0.42
Final Sat.:	533	1067	1600	1124	476	1600	1600	4730	70	1600	4128	672
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.43	0.43	0.06	0.36	0.36
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	35	148	20	130	175	1144	0	5	912	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	35	148	20	130	175	1144	0	5	912	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	35	148	20	130	175	1144	0	5	912	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	35	148	20	130	175	1144	0	5	912	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	35	148	20	130	175	1144	0	5	912	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	35	148	20	130	175	1144	0	5	912	579
OvlAdjVol:												449
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	1.00	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	229	1371	1600	2819	381	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.08	0.11	0.36	0.00	0.00	0.28	0.36
OvlAdjV/S:												0.28
Crit Moves:		****				****	****					****

Cumulative 2023 Baseline Plus Reduced Capacity Project

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Year 2023 AM Peak - Reduced Project

Scenario Report

Scenario:	2023 Reduced AM Peak
Command:	2023 Reduced AM Peak
Volume:	2023 Reduced AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 2	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000
# 4	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.944	E	xxxxx	0.944	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.456	A	xxxxx	0.456	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.343	A	xxxxx	0.343	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.548	A xxxxx	0.548	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	15	225	0	0	475	985	0	0	0	10	390	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	225	0	0	475	985	0	0	0	10	390	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	225	0	0	475	985	0	0	0	10	390	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	225	0	0	475	985	0	0	0	10	390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	225	0	0	475	985	0	0	0	10	390	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	225	0	0	475	985	0	0	0	10	390	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.15	0.34	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	485	0	0	240	595	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	485	0	0	240	595	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	485	0	0	240	595	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	485	0	0	240	595	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	0	240	595	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	485	0	0	240	595	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.08	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	465	0	0	335	75	0	0	0	0	1075	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	465	0	0	335	75	0	0	0	0	1075	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	465	0	0	335	75	0	0	0	0	1075	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	465	0	0	335	75	0	0	0	0	1075	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	0	0	335	75	0	0	0	0	1075	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	465	0	0	335	75	0	0	0	0	1075	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.10	0.05	0.00	0.00	0.00	0.00	0.34	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	335	0	0	465	500	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	335	0	0	465	500	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	335	0	0	465	500	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	335	0	0	465	500	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	0	0	465	500	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	335	0	0	465	500	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.29	0.16	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	485	0	935	0	0	0	0	2435	895	0	2460	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	0	935	0	0	0	0	2435	895	0	2460	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	0	935	0	0	0	0	2435	895	0	2460	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	485	0	0	0	0	0	0	2435	0	0	2460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	0	0	0	0	0	2435	0	0	2460	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	485	0	0	0	0	0	0	2435	0	0	2460	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.55	0.00
Crit Volume:	242			0			0			820		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	425	315	0	455	0	0	0	0	550	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	425	315	0	455	0	0	0	0	550	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	425	315	0	455	0	0	0	0	550	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	315	0	455	0	0	0	0	550	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	315	0	455	0	0	0	0	550	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	315	0	455	0	0	0	0	550	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.22	0.00	0.16	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:		425		0				0		275		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	150	0	460	210	0	5	10	335	20	270	290	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	0	460	210	0	5	10	335	20	270	290	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	0	460	210	0	5	10	335	20	270	290	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	0	460	210	0	5	10	335	0	270	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	460	210	0	5	10	335	0	270	290	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	0	460	210	0	5	10	335	0	270	290	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.71	0.76	0.53
Final Sat.:	2880	1600	1600	1600	1600	1600	93	3107	1600	1137	1221	842
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.29	0.13	0.00	0.00	0.11	0.11	0.00	0.24	0.24	0.24
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	875	30	55	1735	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	875	30	55	1735	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	875	30	55	1735	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	875	30	55	1735	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	875	30	55	1735	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	875	30	55	1735	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4641	159	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.36	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	325	70	390	340	105	30	1050	235	85	1375	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	325	70	390	340	105	30	1050	235	85	1375	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	325	70	390	340	105	30	1050	235	85	1375	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	325	70	390	340	105	30	1050	235	85	1375	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	325	70	390	340	105	30	1050	235	85	1375	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	325	70	390	340	105	30	1050	235	85	1375	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3922	878	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.24	0.11	0.07	0.02	0.27	0.27	0.05	0.29	0.31
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	300	145	15	400	195	160	180	875	215	40	990	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	145	15	400	195	160	180	875	215	40	990	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	145	15	400	195	160	180	875	215	40	990	385
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	145	0	400	195	0	180	875	215	40	990	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	145	0	400	195	0	180	875	215	40	990	385
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	145	0	400	195	0	180	875	215	40	990	385
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3853	947	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.05	0.00	0.25	0.06	0.00	0.11	0.23	0.23	0.03	0.31	0.24
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	155	155	1295	0	0	1425	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	155	155	1295	0	0	1425	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	155	155	1295	0	0	1425	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	155	155	1295	0	0	1425	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	155	155	1295	0	0	1425	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	155	155	1295	0	0	1425	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.30	0.00	0.00	0.33	0.03
Crit Volume:		0		20			155				475	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	310	220	30	130	155	70	20	1280	365	10	1445	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	220	30	130	155	70	20	1280	365	10	1445	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	220	30	130	155	70	20	1280	365	10	1445	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	310	220	30	130	155	70	20	1280	0	10	1445	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	220	30	130	155	70	20	1280	0	10	1445	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	310	220	30	130	155	70	20	1280	0	10	1445	90
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.75	1.25	1.00	1.00	2.07	0.93	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2500	1775	1425	1425	2945	1330	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.09	0.05	0.05	0.01	0.45	0.00	0.01	0.51	0.06
Crit Volume:		177		130			20				723	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	20	155	835	25	220	130	90	990	15	450	1180	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	155	835	25	220	130	90	990	15	450	1180	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	155	835	25	220	130	90	990	15	450	1180	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	155	835	25	220	130	90	990	15	450	1180	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	155	835	25	220	130	90	990	15	450	1180	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	155	835	25	220	130	90	990	15	450	1180	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2734	116
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.29	0.02	0.08	0.09	0.06	0.35	0.01	0.16	0.43	0.43
Crit Volume:			418	25				495		0		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	145	375	130	150	410	25	95	5	185	180	10	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	375	130	150	410	25	95	5	185	180	10	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	375	130	150	410	25	95	5	185	180	10	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	145	375	0	150	410	25	95	5	185	180	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	375	0	150	410	25	95	5	185	180	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	145	375	0	150	410	25	95	5	185	180	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.89	0.11	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2592	158	1375	36	1339	1303	72	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.05	0.16	0.16	0.07	0.14	0.14	0.14	0.14	0.00
Crit Volume:	145			218			190			190		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	60	95	5	100	75	410	5	135	500	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	60	95	5	100	75	410	5	135	500	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	60	95	5	100	75	410	5	135	500	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	60	95	5	100	75	410	5	135	500	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	60	95	5	100	75	410	5	135	500	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	60	95	5	100	75	410	5	135	500	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.05	0.95	0.31	1.67	0.02	0.39	1.43	0.18
Final Sat.:	1500	115	1385	1500	71	1429	459	2510	31	579	2143	279
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.04	0.06	0.07	0.07	0.16	0.16	0.16	0.23	0.23	0.23
Crit Volume:			65	95			75			350		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	30	15	10	30	120	260	305	415	105	20	570	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	10	30	120	260	305	415	105	20	570	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	10	30	120	260	305	415	105	20	570	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	10	30	120	260	305	415	105	20	570	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	10	30	120	260	305	415	105	20	570	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	10	30	120	260	305	415	105	20	570	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.64	0.36	0.15	0.85	1.00	0.74	1.01	0.25	0.06	1.87	0.07
Final Sat.:	1500	955	545	220	1280	1500	1109	1509	382	98	2803	98
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.09	0.17	0.27	0.27	0.28	0.20	0.20	0.20
Crit Volume:	30					260	305				305	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	15	95	20	20	10	10	705	50	85	710	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	15	95	20	20	10	10	705	50	85	710	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	15	95	20	20	10	10	705	50	85	710	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	15	95	20	20	10	10	705	50	85	710	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	15	95	20	20	10	10	705	50	85	710	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	15	95	20	20	10	10	705	50	85	710	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.67	0.33	0.03	1.84	0.13	0.21	1.75	0.04
Final Sat.:	1500	205	1295	1500	1000	500	39	2765	196	315	2630	56
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.01	0.02	0.02	0.25	0.26	0.26	0.27	0.27	0.27
Crit Volume:	125					30			383	85		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	10	5	25	10	815	5	20	780	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	25	10	815	5	20	780	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	25	10	815	5	20	780	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	25	10	815	5	20	780	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	25	10	815	5	20	780	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	25	10	815	5	20	780	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.50	0.50	1.00	0.02	1.97	0.01	0.05	1.93	0.02
Final Sat.:	600	900	1500	750	750	1500	36	2946	18	74	2889	37
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.28	0.28	0.28	0.27	0.27	0.27
Crit Volume:			20	10				415		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	40	0	225	40	865	0	0	865	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	225	40	865	0	0	865	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	225	40	865	0	0	865	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	225	40	865	0	0	865	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	225	40	865	0	0	865	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	225	40	865	0	0	865	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.30	0.70	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	362	838	1200	1200	2400	0	1200	2373	27
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.03	0.36	0.00	0.00	0.36	0.36
Crit Volume:	0					225	40					438
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	230	0	310	230	605	0	0	805	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	310	230	605	0	0	805	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	310	230	605	0	0	805	210
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	0	230	605	0	0	805	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	0	230	605	0	0	805	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	230	0	0	230	605	0	0	805	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.15	0.20	0.00	0.00	0.27	0.14
Crit Volume:		0		230			230				402	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	100	225	1330	0	0	1140	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	100	225	1330	0	0	1140	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	100	225	1330	0	0	1140	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	100	225	1330	0	0	1140	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	100	225	1330	0	0	1140	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	100	225	1330	0	0	1140	225
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3570	705
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.16	0.47	0.00	0.00	0.32	0.32
Crit Volume:		0		150			225				455	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	1235	0	0	1210	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	1235	0	0	1210	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	300	0	0	0	0	1235	0	0	1210	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1235	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1235	0	0	1210	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1235	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.34	0.00
Crit Volume:	0			0			412			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	155	285	100	20	405	140	100	1390	35	70	1515	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	285	100	20	405	140	100	1390	35	70	1515	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	285	100	20	405	140	100	1390	35	70	1515	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	285	100	20	405	140	100	1390	35	70	1515	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	285	100	20	405	140	100	1390	35	70	1515	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	285	100	20	405	140	100	1390	35	70	1515	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.06	0.01	0.13	0.09	0.06	0.43	0.02	0.04	0.47	0.08
Crit Moves:	****			****			****			****		

Port of Los Angeles
SCIG
Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	55	30	140	225	70	40	10	1470	20	100	1840	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	30	140	225	70	40	10	1470	20	100	1840	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	30	140	225	70	40	10	1470	20	100	1840	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	30	140	225	70	40	10	1470	20	100	1840	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	30	140	225	70	40	10	1470	20	100	1840	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	30	140	225	70	40	10	1470	20	100	1840	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.76	0.24	1.00	1.00	2.96	0.04	1.00	2.85	0.15
Final Sat.:	1035	565	1600	1220	380	1600	1600	4736	64	1600	4564	236
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.18	0.03	0.01	0.31	0.31	0.06	0.40	0.40
Crit Moves:			****	****			****				****	

Port of Los Angeles
SCIG
Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	25	10	95	35	150	125	775	10	40	775	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	10	95	35	150	125	775	10	40	775	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	10	95	35	150	125	775	10	40	775	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	10	95	35	150	125	775	10	40	775	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	95	35	150	125	775	10	40	775	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	10	95	35	150	125	775	10	40	775	540
OvlAdjVol:												390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.25	0.50	1.46	0.54	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	2338	862	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.09	0.08	0.24	0.01	0.03	0.24	0.34
OvlAdjV/S:												0.24
Crit Moves:		****				****	****					****

Scenario Report

Scenario:	2023 Reduced MD Peak
Command:	2023 Reduced MD Peak
Volume:	2023 Reduced MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 2	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 4	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000
# 5 Seaside Ave / Navy Way	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000
# 13 Anaheim St / Alameda St	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.304	A	xxxxx	0.304	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.285	A	xxxxx	0.285	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	290	0	0	320	870	0	0	0	10	255	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	0	0	320	870	0	0	0	10	255	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	290	0	0	320	870	0	0	0	10	255	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	290	0	0	320	870	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	0	0	320	870	0	0	0	10	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	290	0	0	320	870	0	0	0	10	255	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.10	0.30	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	325	0	0	290	795	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	325	0	0	290	795	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	325	0	0	290	795	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	325	0	0	290	795	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	0	290	795	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	325	0	0	290	795	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	1.00		2.00 0.00	0.00		2.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0 3200	1600		3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.10 0.00	0.00		0.10 0.25	0.00		0.00 0.00	0.00	
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	405	0	0	260	25	0	0	0	0	950	350
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	405	0	0	260	25	0	0	0	0	950	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	405	0	0	260	25	0	0	0	0	950	350
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	405	0	0	260	25	0	0	0	0	950	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	0	0	260	25	0	0	0	0	950	350
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	405	0	0	260	25	0	0	0	0	950	350
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	
Lanes:	0.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.00 2.00	2.00	
Final Sat.:	0 3200	0		0 3200	1600		0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.13	0.00		0.00 0.08	0.02		0.00 0.00	0.00		0.00 0.30	0.12	
Crit Moves:	****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	260	0	0	405	825	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	260	0	0	405	825	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	260	0	0	405	825	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	260	0	0	405	825	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	405	825	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	260	0	0	405	825	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.25 0.26		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	720	0	435	0	0	0	0	2020	20	0	1810	100
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	720	0	435	0	0	0	0	2020	20	0	1810	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	435	0	0	0	0	2020	20	0	1810	100
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	720	0	0	0	0	0	0	2020	0	0	1810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	0	0	0	0	0	2020	0	0	1810	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	720	0	0	0	0	0	0	2020	0	0	1810	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00		0.00	0.00 0.00		0.00	0.00 0.45		0.00	0.00 0.40		0.00
Crit Volume:	360			0			673			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	450	0	450	0	0	0	0	520	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	450	0	450	0	0	0	0	520	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	450	0	450	0	0	0	0	520	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	450	0	450	0	0	0	0	520	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	450	0	450	0	0	0	0	520	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	450	0	450	0	0	0	0	520	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.32	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		540		0				0		260		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	100	0	315	225	0	10	10	315	10	330	265	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	315	225	0	10	10	315	10	330	265	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	315	225	0	10	10	315	10	330	265	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	0	315	225	0	10	10	315	0	330	265	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	315	225	0	10	10	315	0	330	265	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	0	315	225	0	10	10	315	0	330	265	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.67	0.54	0.79
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1072	861	1267
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.20	0.14	0.00	0.01	0.10	0.10	0.00	0.31	0.31	0.31
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	0	1	0 2	1	0	3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1410	50	50	1335	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1410	50	50	1335	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1410	50	50	1335	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1410	50	50	1335	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1410	50	50	1335	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1410	50	50	1335	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4636	164	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.30	0.30	0.03	0.28	0.15
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	290	110	265	230	125	70	1235	25	75	1280	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	290	110	265	230	125	70	1235	25	75	1280	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	290	110	265	230	125	70	1235	25	75	1280	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	290	110	265	230	125	70	1235	25	75	1280	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	290	110	265	230	125	70	1235	25	75	1280	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	290	110	265	230	125	70	1235	25	75	1280	285
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4705	95	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.17	0.07	0.08	0.04	0.26	0.26	0.05	0.27	0.18
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	195	120	0	285	110	180	195	945	225	35	950	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	120	0	285	110	180	195	945	225	35	950	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	120	0	285	110	180	195	945	225	35	950	390
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	120	0	285	110	0	195	945	225	35	950	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	120	0	285	110	0	195	945	225	35	950	390
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	120	0	285	110	0	195	945	225	35	950	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.42	0.58	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3877	923	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.18	0.03	0.00	0.12	0.24	0.24	0.02	0.30	0.24
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	15	0	135	130	1390	0	0	1100	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	135	130	1390	0	0	1100	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	135	130	1390	0	0	1100	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	135	130	1390	0	0	1100	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	135	130	1390	0	0	1100	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	135	130	1390	0	0	1100	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.09	0.33	0.00	0.00	0.26	0.03
Crit Volume:		0		15			130				367	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	275	185	70	210	235	110	130	1165	260	55	1125	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	185	70	210	235	110	130	1165	260	55	1125	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	185	70	210	235	110	130	1165	260	55	1125	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	185	70	210	235	110	130	1165	0	55	1125	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	185	70	210	235	110	130	1165	0	55	1125	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	185	70	210	235	110	130	1165	0	55	1125	170
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.79	1.21	1.00	1.00	2.04	0.96	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2556	1719	1425	1425	2912	1363	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.05	0.15	0.08	0.08	0.09	0.41	0.00	0.04	0.39	0.12
Crit Volume:	153			210			130			563		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	5	150	585	25	160	125	70	1020	10	290	1105	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	150	585	25	160	125	70	1020	10	290	1105	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	150	585	25	160	125	70	1020	10	290	1105	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	150	585	25	160	125	70	1020	10	290	1105	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	585	25	160	125	70	1020	10	290	1105	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	150	585	25	160	125	70	1020	10	290	1105	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2775	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.21	0.02	0.06	0.09	0.05	0.36	0.01	0.10	0.40	0.40
Crit Volume:		150		25				510		145		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	60	200	50	135	385	40	50	0	70	75	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	200	50	135	385	40	50	0	70	75	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	200	50	135	385	40	50	0	70	75	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	200	0	135	385	40	50	0	70	75	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	200	0	135	385	40	50	0	70	75	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	200	0	135	385	40	50	0	70	75	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2491	259	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.05	0.15	0.15	0.04	0.00	0.05	0.05	0.00	0.00
Crit Volume:	60			213					70	75		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	5	130	10	5	30	55	510	0	30	480	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	130	10	5	30	55	510	0	30	480	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	130	10	5	30	55	510	0	30	480	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	130	10	5	30	55	510	0	30	480	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	130	10	5	30	55	510	0	30	480	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	130	10	5	30	55	510	0	30	480	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.14	0.86	0.19	1.81	0.00	0.11	1.76	0.13
Final Sat.:	1500	56	1444	1500	214	1286	292	2708	0	165	2642	193
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.19	0.19	0.00	0.18	0.18	0.18
Crit Volume:			135	10			55					273
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	20	5	5	70	135	185	530	50	10	530	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	20	5	5	70	135	185	530	50	10	530	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	20	5	5	70	135	185	530	50	10	530	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	20	5	5	70	135	185	530	50	10	530	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	20	5	5	70	135	185	530	50	10	530	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	20	5	5	70	135	185	530	50	10	530	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.85	0.15	0.05	0.95	1.00	0.48	1.39	0.13	0.04	1.91	0.05
Final Sat.:	1500	1269	231	71	1429	1500	725	2078	196	54	2865	81
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.05	0.09	0.25	0.26	0.26	0.19	0.19	0.19
Crit Volume:	40					135	185					278
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	110	20	145	10	10	20	10	550	10	85	660	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	20	145	10	10	20	10	550	10	85	660	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	20	145	10	10	20	10	550	10	85	660	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	20	145	10	10	20	10	550	10	85	660	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	20	145	10	10	20	10	550	10	85	660	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	20	145	10	10	20	10	550	10	85	660	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.33	0.67	0.03	1.93	0.04	0.22	1.74	0.04
Final Sat.:	1500	182	1318	1500	500	1000	53	2895	53	336	2605	59
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.01	0.02	0.02	0.19	0.19	0.19	0.25	0.25	0.25
Crit Volume:		165			10			10			380	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	15	10	0	15	15	670	5	10	755	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	15	15	670	5	10	755	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	15	15	670	5	10	755	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	15	15	670	5	10	755	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	670	5	10	755	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	15	15	670	5	10	755	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.80	0.20	1.00	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	1200	300	1500	65	2913	22	39	2923	39
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.23	0.23	0.23	0.26	0.26	0.26
Crit Volume:			15	10			15				387	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	10	0	125	50	770	0	0	825	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	125	50	770	0	0	825	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	125	50	770	0	0	825	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	125	50	770	0	0	825	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	125	50	770	0	0	825	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	125	50	770	0	0	825	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	178	1022	1200	1200	2400	0	1200	2371	29
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.04	0.32	0.00	0.00	0.35	0.35
Crit Volume:	0					125	50					418
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	28	Level Of Service:	A		

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	5	275	0	630	60	460	0	5	535	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	275	0	630	60	460	0	5	535	395
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	275	0	630	60	460	0	5	535	395
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	275	0	0	60	460	0	5	535	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	275	0	0	60	460	0	5	535	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	275	0	0	60	460	0	5	535	395
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.04	0.15	0.00	0.00	0.18	0.26
Crit Volume:			5	275			60					395
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	67	Level Of Service:	B		

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	150	0	75	260	1475	0	0	1350	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	75	260	1475	0	0	1350	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	0	75	260	1475	0	0	1350	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	150	0	75	260	1475	0	0	1350	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	75	260	1475	0	0	1350	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	75	260	1475	0	0	1350	230
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3653	622
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.05	0.18	0.52	0.00	0.00	0.37	0.37
Crit Volume:			0	150			260				527	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	385	0	0	5	0	1485	5	0	1390	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	385	0	0	5	0	1485	5	0	1390	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	385	0	0	5	0	1485	5	0	1390	400
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1485	5	0	1390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1485	5	0	1390	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1485	5	0	1390	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3588	12	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.39	0.00
Crit Volume:	0			0			497		0			
Crit Moves:							****		****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	420	115	5	410	100	165	1395	20	0	1455	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	420	115	5	410	100	165	1395	20	0	1455	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	420	115	5	410	100	165	1395	20	0	1455	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	420	115	5	410	100	165	1395	20	0	1455	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	420	115	5	410	100	165	1395	20	0	1455	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	420	115	5	410	100	165	1395	20	0	1455	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.07	0.00	0.13	0.06	0.10	0.44	0.01	0.00	0.45	0.08
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	35	300	220	55	50	15	1495	20	105	1605	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	35	300	220	55	50	15	1495	20	105	1605	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	35	300	220	55	50	15	1495	20	105	1605	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	35	300	220	55	50	15	1495	20	105	1605	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	35	300	220	55	50	15	1495	20	105	1605	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	35	300	220	55	50	15	1495	20	105	1605	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.80	0.20	1.00	1.00	2.96	0.04	1.00	2.69	0.31
Final Sat.:	853	747	1600	1280	320	1600	1600	4737	63	1600	4304	496
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.14	0.17	0.03	0.01	0.32	0.32	0.07	0.37	0.37
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	25	30	30	65	145	200	865	15	55	690	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	30	30	65	145	200	865	15	55	690	760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	30	30	65	145	200	865	15	55	690	760
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	30	30	65	145	200	865	15	55	690	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	30	30	65	145	200	865	15	55	690	760
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	30	30	65	145	200	865	15	55	690	760
OvlAdjVol:												615
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.02	0.04	0.09	0.13	0.27	0.01	0.03	0.22	0.48
OvlAdjV/S:												0.38
Crit Moves:			****			****	****					****

Port of Los Angeles
SCIG
Year 2023 PM Peak - Reduced Project

Scenario Report

Scenario:	2023 Reduced PM Peak
Command:	2023 Reduced PM Peak
Volume:	2023 Reduced PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Port of Los Angeles
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Year 2023 PM Peak - Reduced Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 2	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000
# 4	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.897	D	xxxxx	0.897	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000
# 11 Anaheim St / Farragut Ave	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.044	F	xxxxx	1.044	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.940	E	xxxxx	0.940	+ 0.000

Port of Los Angeles
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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.917	E xxxxx	0.917	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.601	B xxxxx	0.601	+ 0.000 V/C

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Year 2023 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	200	0	0	165	785	0	0	0	15	250	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	200	0	0	165	785	0	0	0	15	250	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	200	0	0	165	785	0	0	0	15	250	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	200	0	0	165	785	0	0	0	15	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	200	0	0	165	785	0	0	0	15	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	200	0	0	165	785	0	0	0	15	250	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.00	0.00	0.05	0.27	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0	1 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	180	0	0	210	635	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	0	210	635	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	0	210	635	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	0	210	635	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	0	210	635	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	0	210	635	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.07	0.20	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	340	0	0	255	150	0	0	0	0	600	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	0	0	255	150	0	0	0	0	600	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	0	0	255	150	0	0	0	0	600	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	340	0	0	255	150	0	0	0	0	600	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	0	0	255	150	0	0	0	0	600	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	340	0	0	255	150	0	0	0	0	600	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.00	0.19	0.10
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	340	590	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	255	0	0	340	590	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	255	0	0	340	590	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	255	0	0	340	590	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	340	590	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	255	0	0	340	590	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.21 0.18		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	680	0	900	0	0	0	0	2605	480	0	2425	115
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	680	0	900	0	0	0	0	2605	480	0	2425	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	0	900	0	0	0	0	2605	480	0	2425	115
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	680	0	0	0	0	0	0	2605	0	0	2425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	0	0	0	0	0	0	2605	0	0	2425	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	680	0	0	0	0	0	0	2605	0	0	2425	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00		0.00	0.00 0.00		0.00	0.00 0.58		0.00	0.00 0.54		0.00
Crit Volume:	340			0			868			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	540	300	0	330	0	0	0	0	230	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	540	300	0	330	0	0	0	0	230	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	300	0	330	0	0	0	0	230	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	300	0	330	0	0	0	0	230	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	300	0	330	0	0	0	0	230	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	300	0	330	0	0	0	0	230	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.21	0.00	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		540		0				0		115		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	115	0	170	70	0	15	45	245	205	370	345	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	0	170	70	0	15	45	245	205	370	345	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	0	170	70	0	15	45	245	205	370	345	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	0	170	70	0	15	45	245	0	370	345	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	170	70	0	15	45	245	0	370	345	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	0	170	70	0	15	45	245	0	370	345	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.80	0.75	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1287	1200	713
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	80	70	140	185	45	170	35	1635	35	45	1580	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	70	140	185	45	170	35	1635	35	45	1580	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	70	140	185	45	170	35	1635	35	45	1580	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	70	140	185	45	170	35	1635	35	45	1580	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	70	140	185	45	170	35	1635	35	45	1580	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	70	140	185	45	170	35	1635	35	45	1580	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.47	0.11	0.42	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	533	1067	740	180	680	1600	4699	101	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.12	0.25	0.25	0.02	0.35	0.35	0.03	0.33	0.12
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	20	275	120	465	310	115	75	1445	10	60	1335	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	275	120	465	310	115	75	1445	10	60	1335	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	275	120	465	310	115	75	1445	10	60	1335	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	275	120	465	310	115	75	1445	10	60	1335	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	275	120	465	310	115	75	1445	10	60	1335	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	275	120	465	310	115	75	1445	10	60	1335	450
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4767	33	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.08	0.29	0.10	0.07	0.05	0.30	0.30	0.04	0.28	0.28
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	380	235	35	240	205	130	135	1285	470	25	1210	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	235	35	240	205	130	135	1285	470	25	1210	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	235	35	240	205	130	135	1285	470	25	1210	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	380	235	0	240	205	0	135	1285	470	25	1210	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	235	0	240	205	0	135	1285	470	25	1210	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	235	0	240	205	0	135	1285	470	25	1210	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.20	0.80	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3515	1285	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.07	0.00	0.15	0.06	0.00	0.08	0.37	0.37	0.02	0.38	0.15
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	180	1715	0	0	1705	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	180	1715	0	0	1705	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	180	1715	0	0	1705	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	180	1715	0	0	1705	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	180	1715	0	0	1705	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	180	1715	0	0	1705	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.40	0.00	0.00	0.40	0.05
Crit Volume:	0					405	0				568	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	335	190	225	275	100	80	1410	185	70	1570	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	335	190	225	275	100	80	1410	185	70	1570	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	335	190	225	275	100	80	1410	185	70	1570	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	335	190	225	275	100	80	1410	0	70	1570	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	335	190	225	275	100	80	1410	0	70	1570	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	335	190	225	275	100	80	1410	0	70	1570	145
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.20	0.80	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2072	2203	1425	1425	3135	1140	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.16	0.09	0.09	0.06	0.49	0.00	0.05	0.55	0.10
Crit Volume:		217		225			80				785	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	570	600	15	405	160	305	1085	30	435	1490	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	570	600	15	405	160	305	1085	30	435	1490	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	570	600	15	405	160	305	1085	30	435	1490	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	570	600	15	405	160	305	1085	30	435	1490	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	570	600	15	405	160	305	1085	30	435	1490	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	570	600	15	405	160	305	1085	30	435	1490	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	1.54	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	2083	2192	1425	2850	1425	1425	2850	1425	2850	2731	119
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.14	0.11	0.21	0.38	0.02	0.15	0.55	0.55
Crit Volume:		390		15			305					778
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	310	75	120	320	40	75	0	10	130	0	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	310	75	120	320	40	75	0	10	130	0	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	310	75	120	320	40	75	0	10	130	0	405
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	310	0	120	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	310	0	120	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	310	0	120	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	0	210	75	5	180	125	660	0	45	555	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	210	75	5	180	125	660	0	45	555	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	210	75	5	180	125	660	0	45	555	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	210	75	5	180	125	660	0	45	555	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	75	5	180	125	660	0	45	555	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	75	5	180	125	660	0	45	555	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	0.32	1.68	0.00	0.13	1.66	0.21
Final Sat.:	1500	0	1500	1500	41	1459	478	2522	0	201	2485	313
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.05	0.12	0.12	0.26	0.26	0.00	0.22	0.22	0.22
Crit Volume:			210	75			125			335		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	65	5	25	25	255	400	745	5	10	700	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	65	5	25	25	255	400	745	5	10	700	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	65	5	25	25	255	400	745	5	10	700	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	65	5	25	25	255	400	745	5	10	700	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	65	5	25	25	255	400	745	5	10	700	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	65	5	25	25	255	400	745	5	10	700	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	1.18	0.09	0.16	0.84	1.00	0.69	1.30	0.01	0.03	1.88	0.09
Final Sat.:	1091	1773	136	246	1254	1500	1043	1943	13	40	2819	141
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.17	0.38	0.38	0.38	0.25	0.25	0.25
Crit Volume:	40					255	400				372	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	145	25	105	10	5	30	15	970	35	40	945	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	25	105	10	5	30	15	970	35	40	945	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	25	105	10	5	30	15	970	35	40	945	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	25	105	10	5	30	15	970	35	40	945	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	25	105	10	5	30	15	970	35	40	945	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	25	105	10	5	30	15	970	35	40	945	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.14	0.86	0.03	1.90	0.07	0.08	1.86	0.06
Final Sat.:	1500	288	1212	1500	214	1286	44	2853	103	118	2793	89
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.01	0.02	0.02	0.34	0.34	0.34	0.34	0.34	0.34
Crit Volume:	145					35			510		40	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	55	0	45	10	5	30	20	930	25	15	1170	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	45	10	5	30	20	930	25	15	1170	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	0	45	10	5	30	20	930	25	15	1170	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	45	10	5	30	20	930	25	15	1170	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	45	10	5	30	20	930	25	15	1170	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	45	10	5	30	20	930	25	15	1170	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	150	1350	667	833	1500	62	2862	77	38	2925	38
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.02	0.33	0.33	0.32	0.40	0.40	0.40
Crit Volume:	55					30	20				600	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	85	0	205	150	870	0	0	990	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	205	150	870	0	0	990	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	205	150	870	0	0	990	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	205	150	870	0	0	990	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	205	150	870	0	0	990	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	205	150	870	0	0	990	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.59	0.41	1.00	1.00	2.00	0.00	1.00	1.55	0.45
Final Sat.:	0	1200	0	703	497	1200	1200	2400	0	1200	1856	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.17	0.13	0.36	0.00	0.00	0.53	0.53
Crit Volume:	0					205	150				640	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	305	0	120	50	675	0	0	900	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	305	0	120	50	675	0	0	900	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	120	50	675	0	0	900	345
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	305	0	0	50	675	0	0	900	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	305	0	0	50	675	0	0	900	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	305	0	0	50	675	0	0	900	345
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.03	0.23	0.00	0.00	0.30	0.23
Crit Volume:		0		305			50				450	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	155	0	145	260	1650	0	0	1295	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	145	260	1650	0	0	1295	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	145	260	1650	0	0	1295	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	145	260	1650	0	0	1295	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	145	260	1650	0	0	1295	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	145	260	1650	0	0	1295	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3572	703
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.10	0.18	0.58	0.00	0.00	0.36	0.36
Crit Volume:		0		155				825		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	195	0	0	0	0	1680	0	0	1365	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	195	0	0	0	0	1680	0	0	1365	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	195	0	0	0	0	1680	0	0	1365	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1680	0	0	1365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1680	0	0	1365	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1680	0	0	1365	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.38	0.00
Crit Volume:	0			0			560			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	570	110	5	340	100	220	1640	15	170	1370	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	110	5	340	100	220	1640	15	170	1370	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	110	5	340	100	220	1640	15	170	1370	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	570	110	5	340	100	220	1640	15	170	1370	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	110	5	340	100	220	1640	15	170	1370	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	570	110	5	340	100	220	1640	15	170	1370	95
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.07	0.00	0.11	0.06	0.14	0.51	0.01	0.11	0.43	0.06
Crit Moves:		****			****			****			****	

Port of Los Angeles
SCIG
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	70	330	295	125	30	25	1890	30	95	1450	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	70	330	295	125	30	25	1890	30	95	1450	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	70	330	295	125	30	25	1890	30	95	1450	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	70	330	295	125	30	25	1890	30	95	1450	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	70	330	295	125	30	25	1890	30	95	1450	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	70	330	295	125	30	25	1890	30	95	1450	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.95	0.05	1.00	2.57	0.43
Final Sat.:	533	1067	1600	1124	476	1600	1600	4725	75	1600	4106	694
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.40	0.40	0.06	0.35	0.35
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	35	35	20	130	175	1115	0	5	860	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	35	35	20	130	175	1115	0	5	860	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	35	35	20	130	175	1115	0	5	860	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	35	35	20	130	175	1115	0	5	860	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	35	35	20	130	175	1115	0	5	860	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	35	35	20	130	175	1115	0	5	860	435
OvlAdjVol:												305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	1.00	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	229	1371	1600	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.08	0.11	0.35	0.00	0.00	0.27	0.27
OvlAdjV/S:												0.19
Crit Moves:		****				****	****				****	

Cumulative 2035 Baseline

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Scenario Report

Scenario:	2035 No Project W ICTF AM Peak
Command:	2035 No Project W ICTF AM Peak
Volume:	2035 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000
# 2	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 4	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.741	C	xxxxx 0.741	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.623	B	xxxxx 0.623	+ 0.000

Port of Los Angeles
SCIG
Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	110	0	0	420	830	0	0	0	10	365	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	110	0	0	420	830	0	0	0	10	365	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	110	0	0	420	830	0	0	0	10	365	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	110	0	0	420	830	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	110	0	0	420	830	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	110	0	0	420	830	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	430	0	0	115	550	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	430	0	0	115	550	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	430	0	0	115	550	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	430	0	0	115	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	0	115	550	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	430	0	0	115	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.04	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	520	0	0	345	80	0	0	0	0	900	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	0	0	345	80	0	0	0	0	900	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	0	0	345	80	0	0	0	0	900	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	0	0	345	80	0	0	0	0	900	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	0	0	345	80	0	0	0	0	900	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	0	0	345	80	0	0	0	0	900	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.28	0.08
Crit Moves:		****			****						****	

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			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	345	0	0	520	320	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	345	0	0	520	320	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	345	0	0	520	320	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	345	0	0	520	320	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	520	320	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	345	0	0	520	320	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.33	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	875	0	0	0	0	2505	935	0	2350	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	0	875	0	0	0	0	2505	935	0	2350	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	875	0	0	0	0	2505	935	0	2350	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	570	0	0	0	0	0	0	2505	0	0	2350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2505	0	0	2350	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	570	0	0	0	0	0	0	2505	0	0	2350	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.52	0.00
Crit Volume:	285			0				835		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	365	250	0	465	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	250	0	465	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	250	0	465	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	250	0	465	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	250	0	465	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	250	0	465	0	0	0	0	505	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.18	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		365		0					0	253		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	175	5	455	185	5	5	10	370	50	260	295	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	5	455	185	5	5	10	370	50	260	295	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	5	455	185	5	5	10	370	50	260	295	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	175	5	455	185	5	5	10	370	0	260	295	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	5	455	185	5	5	10	370	0	260	295	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	175	5	455	185	5	5	10	370	0	260	295	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.71	0.81	0.48
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1140	1293	767
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.23	0.23	0.23
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	885	30	55	1780	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	885	30	55	1780	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	885	30	55	1780	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	885	30	55	1780	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	885	30	55	1780	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	885	30	55	1780	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.37	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	325	80	405	340	105	25	1040	235	110	1335	540
Growth Adj:	1.00	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	325	80	405	340	105	25	1040	235	110	1335	540
Added Vol:	0	0	0	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	325	80	405	340	105	25	1040	235	110	1335	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	325	80	405	340	105	25	1040	235	110	1335	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	325	80	405	340	105	25	1040	235	110	1335	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	325	80	405	340	105	25	1040	235	110	1335	540
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3915	885	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.05	0.25	0.11	0.07	0.02	0.27	0.27	0.07	0.28	0.34
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	140	15	345	200	90	110	935	210	40	1085	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	140	15	345	200	90	110	935	210	40	1085	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	140	15	345	200	90	110	935	210	40	1085	375
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	140	0	345	200	0	110	935	210	40	1085	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	140	0	345	200	0	110	935	210	40	1085	375
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	140	0	345	200	0	110	935	210	40	1085	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3920	880	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.22	0.06	0.00	0.07	0.24	0.24	0.03	0.34	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	150	1280	0	0	1485	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	150	1280	0	0	1485	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	150	1280	0	0	1485	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	150	1280	0	0	1485	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	150	1280	0	0	1485	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	150	1280	0	0	1485	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.30	0.00	0.00	0.35	0.04
Crit Volume:		0		20			150				495	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	285	70	130	185	60	45	1280	405	45	1485	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	285	70	130	185	60	45	1280	405	45	1485	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	285	70	130	185	60	45	1280	405	45	1485	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	285	70	130	185	60	45	1280	0	45	1485	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	285	70	130	185	60	45	1280	0	45	1485	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	285	70	130	185	60	45	1280	0	45	1485	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	1.42	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2244	2031	1425	1425	3228	1047	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.06	0.06	0.03	0.45	0.00	0.03	0.52	0.07
Crit Volume:		200		130			45				742	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	25	230	790	20	210	135	135	1045	20	480	1265	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	230	790	20	210	135	135	1045	20	480	1265	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	230	790	20	210	135	135	1045	20	480	1265	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	230	790	20	210	135	135	1045	20	480	1265	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	790	20	210	135	135	1045	20	480	1265	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	230	790	20	210	135	135	1045	20	480	1265	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.28	0.01	0.07	0.09	0.09	0.37	0.01	0.17	0.46	0.46
Crit Volume:		230		20			135					663
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	150	465	145	145	465	20	90	5	195	200	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	465	145	145	465	20	90	5	195	200	10	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	465	145	145	465	20	90	5	195	200	10	160
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	465	0	145	465	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	465	0	145	465	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	465	0	145	465	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2637	113	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.18	0.18	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					243		200			210	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	65	95	5	105	80	435	5	135	505	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	80	435	5	135	505	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	80	435	5	135	505	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	80	435	5	135	505	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	80	435	5	135	505	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	80	435	5	135	505	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.31	1.67	0.02	0.38	1.44	0.18
Final Sat.:	1500	107	1393	1500	68	1432	462	2510	29	574	2149	277
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.17	0.17	0.17	0.23	0.24	0.24
Crit Volume:			70		95			80				353
Crit Moves:			****	****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	340	435	130	25	565	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	340	435	130	25	565	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	340	435	130	25	565	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	340	435	130	25	565	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	340	435	130	25	565	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	340	435	130	25	565	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.75	0.96	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1127	1442	431	122	2756	122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.20	0.21	0.20
Crit Volume:	40					270	340				308	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	10	50	20	15	15	15	810	100	50	780	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	50	20	15	15	15	810	100	50	780	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	50	20	15	15	15	810	100	50	780	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	50	20	15	15	15	810	100	50	780	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	50	20	15	15	15	810	100	50	780	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	50	20	15	15	15	810	100	50	780	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.17	0.83	1.00	0.50	0.50	0.03	1.75	0.22	0.12	1.86	0.02
Final Sat.:	1500	250	1250	1500	750	750	49	2627	324	179	2786	36
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.28	0.28	0.28
Crit Volume:	150					30			463	50		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	940	5	20	850	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	940	5	20	850	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	940	5	20	850	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	940	5	20	850	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	940	5	20	850	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	940	5	20	850	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.05	1.93	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2953	16	68	2898	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.29	0.29	0.29
Crit Volume:			20	15				478		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 1	0	1	0 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	55	0	300	105	975	0	0	920	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	300	105	975	0	0	920	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	300	105	975	0	0	920	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	300	105	975	0	0	920	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	300	105	975	0	0	920	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	300	105	975	0	0	920	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	1200	0	372	828	1200	1200	2400	0	1200	2337	63
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.09	0.41	0.00	0.00	0.39	0.39
Crit Volume:	0					300	105					473
Crit Moves:						****	****					****

Port of Los Angeles
SCIG
Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	300	0	210	190	720	0	10	775	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	300	0	210	190	720	0	10	775	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	300	0	210	190	720	0	10	775	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	300	0	0	190	720	0	10	775	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	300	0	0	190	720	0	10	775	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	300	0	0	190	720	0	10	775	315
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.20	0.00	0.00	0.13	0.24	0.00	0.01	0.26	0.21
Crit Volume:			10	300			190				388	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	205	0	110	190	1390	0	0	1215	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	0	110	190	1390	0	0	1215	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	110	190	1390	0	0	1215	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	110	190	1390	0	0	1215	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	110	190	1390	0	0	1215	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	205	0	110	190	1390	0	0	1215	260
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3521	754
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.13	0.49	0.00	0.00	0.35	0.35
Crit Volume:			0	205				695		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	115	0	0	35	0	1245	85	0	1260	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	115	0	0	35	0	1245	85	0	1260	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	115	0	0	35	0	1245	85	0	1260	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1245	85	0	1260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1245	85	0	1260	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1245	85	0	1260	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.81	0.19	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3370	230	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.35	0.00
Crit Volume:	0			0			443			0		
Crit Moves:							****			****		

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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	160	285	105	20	400	140	80	1520	30	70	1660	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	285	105	20	400	140	80	1520	30	70	1660	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	285	105	20	400	140	80	1520	30	70	1660	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	285	105	20	400	140	80	1520	30	70	1660	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	285	105	20	400	140	80	1520	30	70	1660	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	285	105	20	400	140	80	1520	30	70	1660	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.01	0.13	0.09	0.05	0.48	0.02	0.04	0.52	0.08
Crit Moves:	****				****		****				****	

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	30	140	230	80	45	15	1590	20	100	1980	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	30	140	230	80	45	15	1590	20	100	1980	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	30	140	230	80	45	15	1590	20	100	1980	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	140	230	80	45	15	1590	20	100	1980	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	140	230	80	45	15	1590	20	100	1980	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	140	230	80	45	15	1590	20	100	1980	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.74	0.26	1.00	1.00	2.96	0.04	1.00	2.86	0.14
Final Sat.:	1000	600	1600	1187	413	1600	1600	4740	60	1600	4569	231
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.19	0.03	0.01	0.34	0.34	0.06	0.43	0.43
Crit Moves:			****	****			****				****	

Port of Los Angeles
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Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	175	35	170	185	835	10	40	860	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	175	35	170	185	835	10	40	860	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	175	35	170	185	835	10	40	860	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	175	35	170	185	835	10	40	860	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	175	35	170	185	835	10	40	860	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	175	35	170	185	835	10	40	860	410
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.67	0.33	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2667	533	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.11	0.12	0.26	0.01	0.03	0.27	0.26
OvlAdjV/S:												0.15
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2035 No Project W ICTF MD Peak
Command:	2035 No Project W ICTF MD Peak
Volume:	2035 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 2	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 4	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	170	0	0	240	780	0	0	0	10	285	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	170	0	0	240	780	0	0	0	10	285	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	170	0	0	240	780	0	0	0	10	285	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	170	0	0	240	780	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	170	0	0	240	780	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	170	0	0	240	780	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.08	0.27	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	170	780	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	255	0	0	170	780	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	255	0	0	170	780	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	255	0	0	170	780	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	170	780	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	255	0	0	170	780	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	470	0	0	260	50	0	0	0	0	815	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	260	50	0	0	0	0	815	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	0	0	260	50	0	0	0	0	815	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	0	0	260	50	0	0	0	0	815	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	470	0	0	260	50	0	0	0	0	815	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	470	0	0	260	50	0	0	0	0	815	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.00	0.25	0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	470	690	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	260	0	0	470	690	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	260	0	0	470	690	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	260	0	0	470	690	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	470	690	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	260	0	0	470	690	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.29 0.22		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	700	0	450	0	0	0	0	2130	40	0	1815	30
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	700	0	450	0	0	0	0	2130	40	0	1815	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	0	450	0	0	0	0	2130	40	0	1815	30
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	700	0	0	0	0	0	0	2130	0	0	1815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	0	0	0	0	0	0	2130	0	0	1815	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	700	0	0	0	0	0	0	2130	0	0	1815	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00		0.00	0.00 0.00		0.00	0.00 0.47		0.00	0.00 0.40		0.00
Crit Volume:	350			0			710			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	460	0	450	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	460	0	450	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	460	0	450	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	460	0	450	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	460	0	450	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	460	0	450	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.32	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		525		0				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	5	325	220	10	15	10	330	40	355	320	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	5	325	220	10	15	10	330	40	355	320	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	5	325	220	10	15	10	330	40	355	320	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	5	325	220	10	15	10	330	0	355	320	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	5	325	220	10	15	10	330	0	355	320	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	5	325	220	10	15	10	330	0	355	320	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.68	0.61	0.71
Final Sat.:	2880	1600	1600	1600	1600	1600	94	3106	1600	1082	975	1143
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.20	0.14	0.01	0.01	0.11	0.11	0.00	0.33	0.33	0.33
Crit Moves:			****	****				****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	3	0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1390	50	55	1395	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1390	50	55	1395	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1390	50	55	1395	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1390	50	55	1395	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1390	50	55	1395	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1390	50	55	1395	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4633	167	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.30	0.30	0.03	0.29	0.15
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	295	120	290	245	130	75	1215	35	85	1320	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	295	120	290	245	130	75	1215	35	85	1320	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	295	120	290	245	130	75	1215	35	85	1320	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	295	120	290	245	130	75	1215	35	85	1320	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	295	120	290	245	130	75	1215	35	85	1320	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	295	120	290	245	130	75	1215	35	85	1320	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4666	134	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.18	0.08	0.08	0.05	0.26	0.26	0.05	0.28	0.21
Crit Moves:	****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	235	145	5	230	140	90	105	1005	265	40	1050	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	145	5	230	140	90	105	1005	265	40	1050	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	145	5	230	140	90	105	1005	265	40	1050	355
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	145	0	230	140	0	105	1005	265	40	1050	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	145	0	230	140	0	105	1005	265	40	1050	355
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	145	0	230	140	0	105	1005	265	40	1050	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.37	0.63	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3798	1002	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.14	0.04	0.00	0.07	0.26	0.26	0.03	0.33	0.22
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	130	145	1385	0	0	1130	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	130	145	1385	0	0	1130	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	130	145	1385	0	0	1130	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	130	145	1385	0	0	1130	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	145	1385	0	0	1130	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	145	1385	0	0	1130	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.32	0.00	0.00	0.26	0.04
Crit Volume:		0			20		145				377	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0 1	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	280	240	100	205	260	115	145	1155	260	90	1140	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	240	100	205	260	115	145	1155	260	90	1140	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	240	100	205	260	115	145	1155	260	90	1140	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	240	100	205	260	115	145	1155	0	90	1140	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	240	100	205	260	115	145	1155	0	90	1140	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	240	100	205	260	115	145	1155	0	90	1140	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	1.38	1.00	1.00	2.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	2964	1311	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.14	0.09	0.09	0.10	0.41	0.00	0.06	0.40	0.13
Crit Volume:		173		205			145				570	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	10	195	530	30	170	170	100	1100	15	230	1205	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	195	530	30	170	170	100	1100	15	230	1205	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	195	530	30	170	170	100	1100	15	230	1205	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	195	530	30	170	170	100	1100	15	230	1205	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	195	530	30	170	170	100	1100	15	230	1205	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	195	530	30	170	170	100	1100	15	230	1205	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2770	80
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.02	0.06	0.12	0.07	0.39	0.01	0.08	0.44	0.44
Crit Volume:		195		30			100				620	
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	285	60	130	435	35	45	0	80	90	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	285	60	130	435	35	45	0	80	90	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	285	60	130	435	35	45	0	80	90	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	285	0	130	435	35	45	0	80	90	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	285	0	130	435	35	45	0	80	90	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	285	0	130	435	35	45	0	80	90	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2545	205	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.05	0.17	0.17	0.03	0.00	0.06	0.07	0.00	0.00
Crit Volume:	65					235			80	90		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	140	25	5	45	70	480	0	60	460	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	140	25	5	45	70	480	0	60	460	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	140	25	5	45	70	480	0	60	460	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	140	25	5	45	70	480	0	60	460	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	140	25	5	45	70	480	0	60	460	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	140	25	5	45	70	480	0	60	460	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.25	1.75	0.00	0.21	1.58	0.21
Final Sat.:	1500	100	1400	1500	150	1350	382	2618	0	310	2379	310
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.18	0.18	0.00	0.19	0.19	0.19
Crit Volume:		150			25			70			290	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	85	30	5	5	155	140	220	550	85	45	535	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:	85	30	5	5	155	140	220	550	85	45	535	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:	85	30	5	5	155	140	220	550	85	45	535	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:	85	30	5	5	155	140	220	550	85	45	535	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	30	5	5	155	140	220	550	85	45	535	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:	85	30	5	5	155	140	220	550	85	45	535	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	0.03	1.04	0.93	0.51	1.29	0.20	0.15	1.83	0.02
Final Sat.:	1500	1375	125	50	1550	1400	772	1930	298	231	2744	26
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.10	0.10	0.10	0.29	0.29	0.29	0.20	0.20	0.19
Crit Volume:	85			150			220			293		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	20	115	10	10	20	15	605	55	55	730	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	20	115	10	10	20	15	605	55	55	730	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	20	115	10	10	20	15	605	55	55	730	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	20	115	10	10	20	15	605	55	55	730	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	20	115	10	10	20	15	605	55	55	730	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	20	115	10	10	20	15	605	55	55	730	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.33	0.67	0.04	1.80	0.16	0.14	1.84	0.02
Final Sat.:	1500	222	1278	1500	500	1000	67	2689	244	208	2755	38
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.01	0.02	0.02	0.22	0.22	0.23	0.26	0.27	0.26
Crit Volume:	150			30			15			398		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	750	5	10	840	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	750	5	10	840	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	750	5	10	840	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	750	5	10	840	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	750	5	10	840	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	750	5	10	840	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	58	2922	19	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:			10	15			15					430
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	835	0	0	880	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	835	0	0	880	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	835	0	0	880	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	835	0	0	880	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	835	0	0	880	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	835	0	0	880	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2296	104
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.35	0.00	0.00	0.38	0.38
Crit Volume:	0					160	100				460	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	390	0	700	115	485	0	10	580	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	390	0	700	115	485	0	10	580	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	390	0	700	115	485	0	10	580	460
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	390	0	0	115	485	0	10	580	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	390	0	0	115	485	0	10	580	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	390	0	0	115	485	0	10	580	460
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.08	0.16	0.00	0.01	0.19	0.31
Crit Volume:			10	390			115					460
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	155	0	110	275	1550	0	0	1475	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	110	275	1550	0	0	1475	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	110	275	1550	0	0	1475	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	110	275	1550	0	0	1475	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	110	275	1550	0	0	1475	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	110	275	1550	0	0	1475	235
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3688	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.19	0.54	0.00	0.00	0.40	0.40
Crit Volume:			0	155			275				570	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	180	0	0	55	0	1555	50	0	1515	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	180	0	0	55	0	1555	50	0	1515	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	180	0	0	55	0	1555	50	0	1515	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1555	50	0	1515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1555	50	0	1515	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1555	50	0	1515	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3488	112	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.42	0.00
Crit Volume:	0			0					535	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	460	130	5	460	100	165	1615	25	30	1565	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	460	130	5	460	100	165	1615	25	30	1565	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	460	130	5	460	100	165	1615	25	30	1565	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	460	130	5	460	100	165	1615	25	30	1565	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	460	130	5	460	100	165	1615	25	30	1565	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	460	130	5	460	100	165	1615	25	30	1565	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.00	0.14	0.06	0.10	0.50	0.02	0.02	0.49	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	305	250	60	55	20	1690	15	110	1710	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	305	250	60	55	20	1690	15	110	1710	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	305	250	60	55	20	1690	15	110	1710	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	305	250	60	55	20	1690	15	110	1710	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	305	250	60	55	20	1690	15	110	1710	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	305	250	60	55	20	1690	15	110	1710	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.66	0.34
Final Sat.:	800	800	1600	1290	310	1600	1600	4758	42	1600	4253	547
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.16	0.19	0.03	0.01	0.36	0.36	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	110	70	160	225	970	15	60	780	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	110	70	160	225	970	15	60	780	570
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	110	70	160	225	970	15	60	780	570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	110	70	160	225	970	15	60	780	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	110	70	160	225	970	15	60	780	570
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	110	70	160	225	970	15	60	780	570
OvlAdjVol:												410
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.22	0.78	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1956	1244	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.30	0.01	0.04	0.24	0.36
OvlAdjV/S:												0.26
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2035 No Project W ICTF PM Peak
Command:	2035 No Project W ICTF PM Peak
Volume:	2035 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
# 2	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 4	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.910	E	xxxxx	0.910	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.992	E	xxxxx	0.992	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.087	F	xxxxx	1.087	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.947	E xxxxx	0.947	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.662	B xxxxx	0.662	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	95	0	0	180	660	0	0	0	20	275	485
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	10	95	0	0	180	660	0	0	0	20	275	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	95	0	0	180	660	0	0	0	20	275	485
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	10	95	0	0	180	660	0	0	0	20	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	95	0	0	180	660	0	0	0	20	275	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	10	95	0	0	180	660	0	0	0	20	275	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 2.00	0.00		0.00 2.00	2.00		0.00 0.00	0.00		1.00 2.00	1.00	
Final Sat.:	1600 3200	0		0 3200	2880		0	0	0	1600 3200	1600	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.03	0.00		0.00 0.06	0.23		0.00 0.00	0.00		0.01 0.09	0.00	
Crit Moves:	****				****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	200	0	0	105	585	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	200	0	0	105	585	0	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	200	0	0	105	585	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	200	0	0	105	585	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	200	0	0	105	585	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	200	0	0	105	585	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.04	0.18	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	385	0		0	245	175		0	0	0		0	480	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	385	0		0	245	175		0	0	0		0	480	270	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	385	0		0	245	175		0	0	0		0	480	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	385	0		0	245	175		0	0	0		0	480	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	385	0		0	245	175		0	0	0		0	480	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	385	0		0	245	175		0	0	0		0	480	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.00		0.00	0.08	0.11		0.00	0.00	0.00		0.00	0.15	0.09	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	245	0	0	385	445	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	245	0	0	385	445	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	245	0	0	385	445	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	245	0	0	385	445	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	385	445	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	245	0	0	385	445	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.24	0.14	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	630	0	790	0	0	0	0	2730	455	0	2530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	0	790	0	0	0	0	2730	455	0	2530	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	0	790	0	0	0	0	2730	455	0	2530	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	630	0	0	0	0	0	0	2730	0	0	2530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	0	0	0	0	0	0	2730	0	0	2530	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	630	0	0	0	0	0	0	2730	0	0	2530	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.56	0.00
Crit Volume:	315			0				910		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	515	210	0	240	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	210	0	240	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	210	0	240	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	210	0	240	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	210	0	240	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	210	0	240	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		515		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	150	5	175	65	5	15	45	245	225	355	375	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	5	175	65	5	15	45	245	225	355	375	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	5	175	65	5	15	45	245	225	355	375	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	5	175	65	5	15	45	245	0	355	375	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	5	175	65	5	15	45	245	0	355	375	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	5	175	65	5	15	45	245	0	355	375	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.75	0.80	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1209	1277	715
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	0	0	1! 0 0	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	85	70	140	180	40	175	35	1720	35	50	1685	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	70	140	180	40	175	35	1720	35	50	1685	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	70	140	180	40	175	35	1720	35	50	1685	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	70	140	180	40	175	35	1720	35	50	1685	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	70	140	180	40	175	35	1720	35	50	1685	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	70	140	180	40	175	35	1720	35	50	1685	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	533	1067	729	162	709	1600	4704	96	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.25	0.25	0.02	0.37	0.37	0.03	0.35	0.12
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	275	125	465	305	120	85	1535	10	50	1410	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	275	125	465	305	120	85	1535	10	50	1410	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	275	125	465	305	120	85	1535	10	50	1410	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	275	125	465	305	120	85	1535	10	50	1410	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	275	125	465	305	120	85	1535	10	50	1410	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	275	125	465	305	120	85	1535	10	50	1410	440
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4769	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.08	0.05	0.32	0.32	0.03	0.29	0.28
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	400	225	35	230	220	80	70	1405	475	25	1335	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:	400	225	35	230	220	80	70	1405	475	25	1335	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	225	35	230	220	80	70	1405	475	25	1335	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	225	0	230	220	0	70	1405	475	25	1335	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	225	0	230	220	0	70	1405	475	25	1335	215
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	225	0	230	220	0	70	1405	475	25	1335	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.24	0.76	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3587	1213	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.07	0.00	0.14	0.07	0.00	0.04	0.39	0.39	0.02	0.42	0.13
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1775	0	0	1795	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1775	0	0	1795	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1775	0	0	1795	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1775	0	0	1795	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1775	0	0	1795	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1775	0	0	1795	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.42	0.00	0.00	0.42	0.05
Crit Volume:	0					400	0				598	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	320	345	215	265	295	100	125	1430	175	95	1605	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	345	215	265	295	100	125	1430	175	95	1605	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	345	215	265	295	100	125	1430	175	95	1605	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	345	215	265	295	100	125	1430	0	95	1605	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	345	215	265	295	100	125	1430	0	95	1605	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	345	215	265	295	100	125	1430	0	95	1605	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2057	2218	1425	1425	3193	1082	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.19	0.09	0.09	0.09	0.50	0.00	0.07	0.56	0.11
Crit Volume:		222		265			125				803	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	25	635	570	20	430	195	315	1165	30	385	1550	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	635	570	20	430	195	315	1165	30	385	1550	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	635	570	20	430	195	315	1165	30	385	1550	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	635	570	20	430	195	315	1165	30	385	1550	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	635	570	20	430	195	315	1165	30	385	1550	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	635	570	20	430	195	315	1165	30	385	1550	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	1.42	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2253	2022	1425	2850	1425	1425	2850	1425	2850	2718	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.15	0.14	0.22	0.41	0.02	0.14	0.57	0.57
Crit Volume:		402		20			315					813
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	320	75	115	325	40	75	0	10	130	0	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	320	75	115	325	40	75	0	10	130	0	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	320	75	115	325	40	75	0	10	130	0	420
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	320	0	115	325	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	320	0	115	325	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	320	0	115	325	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80					183	75			130		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	5	225	90	5	180	145	650	0	50	595	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	180	145	650	0	50	595	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	180	145	650	0	50	595	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	180	145	650	0	50	595	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	180	145	650	0	50	595	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	180	145	650	0	50	595	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.36	1.64	0.00	0.13	1.60	0.27
Final Sat.:	1500	33	1467	1500	41	1459	547	2453	0	201	2396	403
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.12	0.12	0.27	0.26	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145					373
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	240	450	735	35	50	740	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	240	450	735	35	50	740	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	240	450	735	35	50	740	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	240	450	735	35	50	740	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	240	450	735	35	50	740	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	240	450	735	35	50	740	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	0.74	1.20	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	125	1375	1500	1107	1807	86	185	2741	74
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.16	0.41	0.41	0.41	0.27	0.27	0.27
Crit Volume:	90					240	450					405
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	160	20	80	10	5	30	20	1060	35	25	1020	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	80	10	5	30	20	1060	35	25	1020	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	80	10	5	30	20	1060	35	25	1020	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	80	10	5	30	20	1060	35	25	1020	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	80	10	5	30	20	1060	35	25	1020	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	80	10	5	30	20	1060	35	25	1020	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	54	2852	94	69	2833	97
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.36	0.36	0.36
Crit Volume:	160					35			558	25		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1025	25	15	1245	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1025	25	15	1245	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1025	25	15	1245	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1025	25	15	1245	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1025	25	15	1245	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1025	25	15	1245	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	56	2874	70	35	2929	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.42	0.43	0.42
Crit Volume:	45					30	20				638	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	195	205	970	0	0	1070	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	195	205	970	0	0	1070	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	195	205	970	0	0	1070	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	195	205	970	0	0	1070	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	195	205	970	0	0	1070	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	195	205	970	0	0	1070	285
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.44	0.56	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	0	1200	0	528	672	1200	1200	2400	0	1200	1895	505
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.17	0.40	0.00	0.00	0.56	0.56
Crit Volume:	0					195	205				678	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	385	0	210	80	795	0	5	965	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	385	0	210	80	795	0	5	965	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	385	0	210	80	795	0	5	965	380
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	385	0	0	80	795	0	5	965	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	385	0	0	80	795	0	5	965	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	385	0	0	80	795	0	5	965	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.05	0.27	0.00	0.00	0.32	0.25
Crit Volume:			10	385			80				483	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	185	0	175	290	1680	0	0	1385	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	185	0	175	290	1680	0	0	1385	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	175	290	1680	0	0	1385	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	175	290	1680	0	0	1385	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	175	290	1680	0	0	1385	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	175	290	1680	0	0	1385	250
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3621	654
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.12	0.20	0.59	0.00	0.00	0.38	0.38
Crit Volume:			0	185				840		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	175	0	0	60	0	1680	60	0	1400	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1680	60	0	1400	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1680	60	0	1400	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1680	60	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1680	60	0	1400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1680	60	0	1400	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.90	0.10	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3476	124	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.39	0.00
Crit Volume:	0			0			580		0			
Crit Moves:							****		****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	560	120	5	350	90	220	1820	20	175	1455	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	560	120	5	350	90	220	1820	20	175	1455	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	560	120	5	350	90	220	1820	20	175	1455	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	560	120	5	350	90	220	1820	20	175	1455	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	120	5	350	90	220	1820	20	175	1455	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	560	120	5	350	90	220	1820	20	175	1455	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.11	0.06	0.14	0.57	0.01	0.11	0.45	0.05
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	75	330	295	120	35	30	2055	25	90	1570	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	330	295	120	35	30	2055	25	90	1570	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	330	295	120	35	30	2055	25	90	1570	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	75	330	295	120	35	30	2055	25	90	1570	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	330	295	120	35	30	2055	25	90	1570	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	75	330	295	120	35	30	2055	25	90	1570	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.71	0.29	1.00	1.00	2.96	0.04	1.00	2.59	0.41
Final Sat.:	509	1091	1600	1137	463	1600	1600	4742	58	1600	4141	659
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.43	0.43	0.06	0.38	0.38
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	120	20	155	185	1210	0	5	990	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	120	20	155	185	1210	0	5	990	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	120	20	155	185	1210	0	5	990	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	120	20	155	185	1210	0	5	990	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	120	20	155	185	1210	0	5	990	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	120	20	155	185	1210	0	5	990	460
OvlAdjVol:												305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2743	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.10	0.12	0.38	0.00	0.00	0.31	0.29
OvlAdjV/S:												0.19
Crit Moves:	****					****	****				****	

Cumulative 2035 Baseline Plus Project

Port of Los Angeles
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Scenario Report

Scenario:	2035 Build AM Peak
Command:	2035 Build AM Peak
Volume:	2035 Build AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 2	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 4	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.724	C xxxxx	0.724	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.620	B xxxxx	0.620	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	170	0	0	475	860	0	0	0	10	365	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	170	0	0	475	860	0	0	0	10	365	395
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	170	0	0	475	860	0	0	0	10	365	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	170	0	0	475	860	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	170	0	0	475	860	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	170	0	0	475	860	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.15	0.30	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	485	0	0	175	550	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	485	0	0	175	550	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	485	0	0	175	550	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	485	0	0	175	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	0	175	550	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	485	0	0	175	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	520	0	0	345	80	0	0	0	0	960	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	0	0	345	80	0	0	0	0	960	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	0	0	345	80	0	0	0	0	960	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	0	0	345	80	0	0	0	0	960	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	0	0	345	80	0	0	0	0	960	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	0	0	345	80	0	0	0	0	960	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.30	0.08
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	520	380	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	345	0	0	520	380	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	345	0	0	520	380	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	345	0	0	520	380	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	520	380	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	345	0	0	520	380	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.33	0.12	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	870	0	0	0	0	2485	900	0	2340	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	0	870	0	0	0	0	2485	900	0	2340	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	870	0	0	0	0	2485	900	0	2340	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	570	0	0	0	0	0	0	2485	0	0	2340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2485	0	0	2340	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	570	0	0	0	0	0	0	2485	0	0	2340	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.52	0.00
Crit Volume:	285			0				828		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	365	235	0	450	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	235	0	450	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	235	0	450	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	235	0	450	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	235	0	450	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	235	0	450	0	0	0	0	505	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		365		0					0	253		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	445	185	0	5	10	370	15	245	295	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	445	185	0	5	10	370	15	245	295	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	445	185	0	5	10	370	15	245	295	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	445	185	0	5	10	370	0	245	295	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	445	185	0	5	10	370	0	245	295	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	445	185	0	5	10	370	0	245	295	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.69	0.82	0.49
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1097	1320	783
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.22	0.22	0.22
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	985	30	55	1830	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	985	30	55	1830	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	985	30	55	1830	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	985	30	55	1830	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	985	30	55	1830	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	985	30	55	1830	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4658	142	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.21	0.21	0.03	0.38	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	325	75	405	340	105	25	1150	235	105	1405	525
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	325	75	405	340	105	25	1150	235	105	1405	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	325	75	405	340	105	25	1150	235	105	1405	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	325	75	405	340	105	25	1150	235	105	1405	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	325	75	405	340	105	25	1150	235	105	1405	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	325	75	405	340	105	25	1150	235	105	1405	525
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3986	814	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.25	0.11	0.07	0.02	0.29	0.29	0.07	0.29	0.33
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	140	15	450	190	195	215	930	210	40	1075	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	140	15	450	190	195	215	930	210	40	1075	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	140	15	450	190	195	215	930	210	40	1075	445
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	140	0	450	190	0	215	930	210	40	1075	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	140	0	450	190	0	215	930	210	40	1075	445
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	140	0	450	190	0	215	930	210	40	1075	445
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3916	884	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.28	0.06	0.00	0.13	0.24	0.24	0.03	0.34	0.28
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	150	1375	0	0	1580	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	150	1375	0	0	1580	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	150	1375	0	0	1580	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	150	1375	0	0	1580	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	150	1375	0	0	1580	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	150	1375	0	0	1580	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.32	0.00	0.00	0.37	0.04
Crit Volume:		0			20		150				527	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	275	65	135	175	60	20	1375	405	35	1580	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	275	65	135	175	60	20	1375	405	35	1580	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	275	65	135	175	60	20	1375	405	35	1580	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	275	65	135	175	60	20	1375	0	35	1580	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	275	65	135	175	60	20	1375	0	35	1580	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	275	65	135	175	60	20	1375	0	35	1580	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	1.40	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2282	1993	1425	1425	3184	1091	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.05	0.05	0.01	0.48	0.00	0.02	0.55	0.07
Crit Volume:	197			135			20				790	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	170	875	20	160	130	125	1035	20	575	1265	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	170	875	20	160	130	125	1035	20	575	1265	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	170	875	20	160	130	125	1035	20	575	1265	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	170	875	20	160	130	125	1035	20	575	1265	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	170	875	20	160	130	125	1035	20	575	1265	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	170	875	20	160	130	125	1035	20	575	1265	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.31	0.01	0.06	0.09	0.09	0.36	0.01	0.20	0.46	0.46
Crit Volume:		170			20			518		288		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	455	145	135	455	20	90	5	195	200	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	455	145	135	455	20	90	5	195	200	10	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	455	145	135	455	20	90	5	195	200	10	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	455	0	135	455	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	455	0	135	455	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	455	0	135	455	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2634	116	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.17	0.17	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					238		200			210	
Crit Moves:	****					****		****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	65	95	5	105	80	445	5	135	540	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	80	445	5	135	540	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	80	445	5	135	540	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	80	445	5	135	540	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	80	445	5	135	540	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	80	445	5	135	540	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.36	1.46	0.18
Final Sat.:	1500	107	1393	1500	68	1432	453	2519	28	547	2189	264
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.25	0.25	0.25
Crit Volume:			70		95			80				370
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	340	445	130	25	600	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	340	445	130	25	600	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	340	445	130	25	600	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	340	445	130	25	600	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	340	445	130	25	600	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	340	445	130	25	600	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.74	0.98	0.28	0.08	1.84	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1115	1459	426	115	2769	115
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.31	0.30	0.22	0.22	0.22
Crit Volume:	40					270	340				325	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	50	20	15	15	15	835	75	60	820	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	50	20	15	15	15	835	75	60	820	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	50	20	15	15	15	835	75	60	820	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	50	20	15	15	15	835	75	60	820	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	50	20	15	15	15	835	75	60	820	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	50	20	15	15	15	835	75	60	820	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.17	0.83	1.00	0.50	0.50	0.03	1.81	0.16	0.13	1.85	0.02
Final Sat.:	1500	250	1250	1500	750	750	49	2708	243	202	2764	34
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.30	0.30	0.30
Crit Volume:	125					30			463	60		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	955	5	20	875	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	955	5	20	875	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	955	5	20	875	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	955	5	20	875	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	955	5	20	875	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	955	5	20	875	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2954	15	66	2901	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.30	0.30	0.30
Crit Volume:			20	15				485		20		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	300	105	990	0	0	945	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	300	105	990	0	0	945	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	300	105	990	0	0	945	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	300	105	990	0	0	945	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	300	105	990	0	0	945	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	300	105	990	0	0	945	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	1200	0	372	828	1200	1200	2400	0	1200	2338	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.09	0.41	0.00	0.00	0.40	0.40
Crit Volume:	0					300	105					485
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	275	0	210	190	755	0	0	820	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	210	190	755	0	0	820	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	0	210	190	755	0	0	820	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	275	0	0	190	755	0	0	820	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	0	190	755	0	0	820	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	275	0	0	190	755	0	0	820	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.13	0.25	0.00	0.00	0.27	0.19
Crit Volume:		0		275			190				410	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	145	0	110	190	1390	0	0	1220	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	110	190	1390	0	0	1220	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	110	190	1390	0	0	1220	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	110	190	1390	0	0	1220	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	110	190	1390	0	0	1220	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	110	190	1390	0	0	1220	230
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3597	678
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.13	0.49	0.00	0.00	0.34	0.34
Crit Volume:		0		145				695		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	450	0	0	0	0	1270	0	0	1270	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	450	0	0	0	0	1270	0	0	1270	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	450	0	0	0	0	1270	0	0	1270	415
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1270	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1270	0	0	1270	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1270	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.35	0.00
Crit Volume:	0			0			0			423		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	160	285	105	20	400	140	80	1440	30	70	1580	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	285	105	20	400	140	80	1440	30	70	1580	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	285	105	20	400	140	80	1440	30	70	1580	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	285	105	20	400	140	80	1440	30	70	1580	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	285	105	20	400	140	80	1440	30	70	1580	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	285	105	20	400	140	80	1440	30	70	1580	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.01	0.13	0.09	0.05	0.45	0.02	0.04	0.49	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	50	30	140	230	80	45	15	1520	20	100	1900	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	30	140	230	80	45	15	1520	20	100	1900	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	30	140	230	80	45	15	1520	20	100	1900	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	140	230	80	45	15	1520	20	100	1900	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	140	230	80	45	15	1520	20	100	1900	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	140	230	80	45	15	1520	20	100	1900	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.74	0.26	1.00	1.00	2.96	0.04	1.00	2.85	0.15
Final Sat.:	1000	600	1600	1187	413	1600	1600	4738	62	1600	4560	240
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.19	0.03	0.01	0.32	0.32	0.06	0.42	0.42
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	30	5	100	35	170	185	805	10	40	850	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	100	35	170	185	805	10	40	850	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	100	35	170	185	805	10	40	850	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	100	35	170	185	805	10	40	850	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	100	35	170	185	805	10	40	850	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	100	35	170	185	805	10	40	850	360
OvlAdjVol:												190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2370	830	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.11	0.12	0.25	0.01	0.03	0.27	0.23
OvlAdjV/S:												0.12
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2035 Build MD Peak
Command:	2035 Build MD Peak
Volume:	2035 Build MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000
# 2	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000
# 4	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.936	E	xxxxx	0.936	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.861	D	xxxxx	0.861	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.322	A	xxxxx	0.322	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	245	0	0	305	820	0	0	0	10	285	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	245	0	0	305	820	0	0	0	10	285	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	245	0	0	305	820	0	0	0	10	285	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	245	0	0	305	820	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	0	0	305	820	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	245	0	0	305	820	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.10	0.28	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	245	780	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	0	245	780	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	0	245	780	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	0	245	780	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	245	780	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	0	245	780	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.09	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 0	0	0 2	0 1	0	0 0	0 0	0	0 2	0 2
Volume Module:												
Base Vol:	0	470	0	0	260	50	0	0	0	0	890	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	260	50	0	0	0	0	890	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	0	0	260	50	0	0	0	0	890	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	0	0	260	50	0	0	0	0	890	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	470	0	0	260	50	0	0	0	0	890	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	470	0	0	260	50	0	0	0	0	890	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.00	0.28	0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	470	765	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	260	0	0	470	765	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	260	0	0	470	765	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	260	0	0	470	765	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	470	765	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	260	0	0	470	765	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.29	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	700	0	435	0	0	0	0	2110	0	0	1865	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	0	435	0	0	0	0	2110	0	0	1865	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	0	435	0	0	0	0	2110	0	0	1865	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	700	0	0	0	0	0	0	2110	0	0	1865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	0	0	0	0	0	0	2110	0	0	1865	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	700	0	0	0	0	0	0	2110	0	0	1865	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.41	0.00
Crit Volume:	350			0			703			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	440	0	430	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	440	0	430	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	440	0	430	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	440	0	430	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	440	0	430	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	440	0	430	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.31	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		525		0				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	95	0	305	220	0	15	10	330	0	335	320	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	305	220	0	15	10	330	0	335	320	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	305	220	0	15	10	330	0	335	320	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	0	305	220	0	15	10	330	0	335	320	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	305	220	0	15	10	330	0	335	320	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	0	305	220	0	15	10	330	0	335	320	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.65	0.62	0.73
Final Sat.:	2880	1600	1600	1600	1600	1600	94	3106	1600	1041	994	1165
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.19	0.14	0.00	0.01	0.11	0.11	0.00	0.32	0.32	0.32
Crit Moves:			****	****				****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1520	50	55	1505	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1520	50	55	1505	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1520	50	55	1505	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1520	50	55	1505	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1520	50	55	1505	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1520	50	55	1505	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4647	153	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.33	0.33	0.03	0.31	0.15
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	295	110	290	245	130	75	1350	30	80	1455	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	295	110	290	245	130	75	1350	30	80	1455	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	295	110	290	245	130	75	1350	30	80	1455	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	295	110	290	245	130	75	1350	30	80	1455	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	295	110	290	245	130	75	1350	30	80	1455	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	295	110	290	245	130	75	1350	30	80	1455	325
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4696	104	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.18	0.08	0.08	0.05	0.29	0.29	0.05	0.30	0.20
Crit Moves:	****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	235	130	5	360	125	220	240	1000	265	40	1040	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	130	5	360	125	220	240	1000	265	40	1040	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	130	5	360	125	220	240	1000	265	40	1040	485
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	130	0	360	125	0	240	1000	265	40	1040	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	130	0	360	125	0	240	1000	265	40	1040	485
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	130	0	360	125	0	240	1000	265	40	1040	485
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.37	0.63	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3794	1006	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.00	0.23	0.04	0.00	0.15	0.26	0.26	0.03	0.33	0.30
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	130	145	1510	0	0	1250	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	130	145	1510	0	0	1250	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	130	145	1510	0	0	1250	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	130	145	1510	0	0	1250	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	145	1510	0	0	1250	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	145	1510	0	0	1250	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.35	0.00	0.00	0.29	0.04
Crit Volume:		0			20		145				417	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	280	225	90	205	250	115	145	1275	260	80	1260	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	225	90	205	250	115	145	1275	260	80	1260	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	225	90	205	250	115	145	1275	260	80	1260	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	225	90	205	250	115	145	1275	0	80	1260	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	225	90	205	250	115	145	1275	0	80	1260	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	225	90	205	250	115	145	1275	0	80	1260	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.66	1.34	1.00	1.00	2.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2370	1905	1425	1425	2928	1347	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.14	0.09	0.09	0.10	0.45	0.00	0.06	0.44	0.13
Crit Volume:		168		205			145			630		
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	10	130	650	30	95	170	95	1105	15	350	1205	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	130	650	30	95	170	95	1105	15	350	1205	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	130	650	30	95	170	95	1105	15	350	1205	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	130	650	30	95	170	95	1105	15	350	1205	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	130	650	30	95	170	95	1105	15	350	1205	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	130	650	30	95	170	95	1105	15	350	1205	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2770	80
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.23	0.02	0.03	0.12	0.07	0.39	0.01	0.12	0.44	0.44
Crit Volume:			325	30				553		0		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	275	60	120	425	35	45	0	80	90	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	275	60	120	425	35	45	0	80	90	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	275	60	120	425	35	45	0	80	90	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	275	0	120	425	35	45	0	80	90	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	275	0	120	425	35	45	0	80	90	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	275	0	120	425	35	45	0	80	90	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2541	209	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.04	0.17	0.17	0.03	0.00	0.06	0.07	0.00	0.00
Crit Volume:	65					230			80	90		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	140	25	5	45	70	515	0	60	485	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	140	25	5	45	70	515	0	60	485	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	140	25	5	45	70	515	0	60	485	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	140	25	5	45	70	515	0	60	485	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	140	25	5	45	70	515	0	60	485	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	140	25	5	45	70	515	0	60	485	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.24	1.76	0.00	0.20	1.60	0.20
Final Sat.:	1500	100	1400	1500	150	1350	359	2641	0	298	2405	298
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.19	0.20	0.00	0.20	0.20	0.20
Crit Volume:		150			25			70				303
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	85	30	5	5	155	140	220	590	85	45	560	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:	85	30	5	5	155	140	220	590	85	45	560	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:	85	30	5	5	155	140	220	590	85	45	560	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:	85	30	5	5	155	140	220	590	85	45	560	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	30	5	5	155	140	220	590	85	45	560	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:	85	30	5	5	155	140	220	590	85	45	560	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	0.03	1.04	0.93	0.49	1.32	0.19	0.15	1.83	0.02
Final Sat.:	1500	1375	125	50	1550	1400	737	1978	285	221	2754	25
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.10	0.10	0.10	0.30	0.30	0.30	0.20	0.20	0.20
Crit Volume:	85			150			220			305		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	115	20	125	10	10	20	15	650	20	60	770	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	20	125	10	10	20	15	650	20	60	770	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	20	125	10	10	20	15	650	20	60	770	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	20	125	10	10	20	15	650	20	60	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	20	125	10	10	20	15	650	20	60	770	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	20	125	10	10	20	15	650	20	60	770	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.33	0.67	0.04	1.90	0.06	0.14	1.84	0.02
Final Sat.:	1500	207	1293	1500	500	1000	66	2847	88	214	2750	36
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.02	0.02	0.23	0.23	0.23	0.28	0.28	0.28
Crit Volume:	145			10			15			420		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	780	5	10	865	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	780	5	10	865	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	780	5	10	865	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	780	5	10	865	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	780	5	10	865	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	780	5	10	865	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	56	2925	19	34	2932	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.27	0.27	0.27	0.29	0.29	0.29
Crit Volume:			10	15			15				442	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	865	0	0	905	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	865	0	0	905	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	865	0	0	905	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	865	0	0	905	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	865	0	0	905	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	865	0	0	905	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2298	102
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.36	0.00	0.00	0.39	0.39
Crit Volume:	0					160	100					473
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	355	0	700	115	545	0	0	630	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	355	0	700	115	545	0	0	630	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	355	0	700	115	545	0	0	630	425
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	355	0	0	115	545	0	0	630	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	355	0	0	115	545	0	0	630	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	355	0	0	115	545	0	0	630	425
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.08	0.18	0.00	0.00	0.21	0.28
Crit Volume:		0		355			115					425
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	120	0	110	275	1560	0	0	1485	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	110	275	1560	0	0	1485	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	110	275	1560	0	0	1485	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	110	275	1560	0	0	1485	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	110	275	1560	0	0	1485	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	110	275	1560	0	0	1485	190
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.66	0.34
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3790	485
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.19	0.55	0.00	0.00	0.39	0.39
Crit Volume:		0		120			275					558
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	585	0	0	10	0	1565	10	0	1525	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	585	0	0	10	0	1565	10	0	1525	605
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	585	0	0	10	0	1565	10	0	1525	605
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1565	10	0	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1565	10	0	1525	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1565	10	0	1525	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3577	23	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.42	0.00
Crit Volume:	0			0					525	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	20	460	130	5	460	100	165	1515	25	30	1555	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	460	130	5	460	100	165	1515	25	30	1555	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	460	130	5	460	100	165	1515	25	30	1555	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	460	130	5	460	100	165	1515	25	30	1555	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	460	130	5	460	100	165	1515	25	30	1555	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	460	130	5	460	100	165	1515	25	30	1555	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.00	0.14	0.06	0.10	0.47	0.02	0.02	0.49	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	305	250	60	55	20	1600	15	110	1700	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	305	250	60	55	20	1600	15	110	1700	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	305	250	60	55	20	1600	15	110	1700	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	305	250	60	55	20	1600	15	110	1700	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	305	250	60	55	20	1600	15	110	1700	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	305	250	60	55	20	1600	15	110	1700	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.66	0.34
Final Sat.:	800	800	1600	1290	310	1600	1600	4755	45	1600	4250	550
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.16	0.19	0.03	0.01	0.34	0.34	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	30	70	160	225	955	15	60	765	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	30	70	160	225	955	15	60	765	485
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	30	70	160	225	955	15	60	765	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	30	70	160	225	955	15	60	765	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	30	70	160	225	955	15	60	765	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	30	70	160	225	955	15	60	765	485
OvlAdjVol:												325
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.04	0.10	0.14	0.30	0.01	0.04	0.24	0.30
OvlAdjV/S:												0.20
Crit Moves:			****			****	****					****

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Year 2035 PM Peak - Proposed Project

Scenario Report

Scenario:	2035 Build PM Peak
Command:	2035 Build PM Peak
Volume:	2035 Build PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 2	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000
# 4	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.950	E	xxxxx	0.950	+ 0.000
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.999	E	xxxxx	0.999	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.087	F	xxxxx	1.087	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.918	E xxxxx	0.918	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	145	0	0	210	680	0	0	0	20	275	525
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	145	0	0	210	680	0	0	0	20	275	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	145	0	0	210	680	0	0	0	20	275	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	145	0	0	210	680	0	0	0	20	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	145	0	0	210	680	0	0	0	20	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	145	0	0	210	680	0	0	0	20	275	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.07	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	230	0	0	155	585	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	230	0	0	155	585	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	230	0	0	155	585	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	230	0	0	155	585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	0	155	585	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	230	0	0	155	585	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	385	0	0	245	175	0	0	0	0	520	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	0	0	245	175	0	0	0	0	520	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	0	0	245	175	0	0	0	0	520	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	0	0	245	175	0	0	0	0	520	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	0	0	245	175	0	0	0	0	520	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	0	0	245	175	0	0	0	0	520	270
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.16	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.426
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 0	1	0 2	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	245	0	0	385	495	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	245	0	0	385	495	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	245	0	0	385	495	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	245	0	0	385	495	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	385	495	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	245	0	0	385	495	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.24	0.15	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	630	0	775	0	0	0	0	2725	435	0	2510	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	0	775	0	0	0	0	2725	435	0	2510	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	0	775	0	0	0	0	2725	435	0	2510	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	630	0	0	0	0	0	0	2725	0	0	2510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	0	0	0	0	0	0	2725	0	0	2510	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	630	0	0	0	0	0	0	2725	0	0	2510	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.56	0.00
Crit Volume:	315			0			908			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	515	195	0	230	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	195	0	230	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	195	0	230	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	195	0	230	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	195	0	230	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	195	0	230	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		515		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	120	0	150	65	0	15	45	245	200	335	375	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	150	65	0	15	45	245	200	335	375	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	150	65	0	15	45	245	200	335	375	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	150	65	0	15	45	245	0	335	375	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	150	65	0	15	45	245	0	335	375	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	150	65	0	15	45	245	0	335	375	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.73	0.81	0.46
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1165	1304	730
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.09	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	85	70	140	180	40	175	35	1765	35	50	1745	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	70	140	180	40	175	35	1765	35	50	1745	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	70	140	180	40	175	35	1765	35	50	1745	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	70	140	180	40	175	35	1765	35	50	1745	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	70	140	180	40	175	35	1765	35	50	1745	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	70	140	180	40	175	35	1765	35	50	1745	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	533	1067	729	162	709	1600	4707	93	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.25	0.25	0.02	0.37	0.38	0.03	0.36	0.12
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	120	465	305	120	85	1590	10	45	1485	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	275	120	465	305	120	85	1590	10	45	1485	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	275	120	465	305	120	85	1590	10	45	1485	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	275	120	465	305	120	85	1590	10	45	1485	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	275	120	465	305	120	85	1590	10	45	1485	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	275	120	465	305	120	85	1590	10	45	1485	430
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4770	30	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.08	0.05	0.33	0.33	0.03	0.31	0.27
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	400	205	35	285	205	155	160	1395	475	25	1330	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	205	35	285	205	155	160	1395	475	25	1330	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	205	35	285	205	155	160	1395	475	25	1330	290
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	205	0	285	205	0	160	1395	475	25	1330	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	205	0	285	205	0	160	1395	475	25	1330	290
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	205	0	285	205	0	160	1395	475	25	1330	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.24	0.76	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3581	1219	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.06	0.00	0.18	0.06	0.00	0.10	0.39	0.39	0.02	0.42	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1855	0	0	1860	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1855	0	0	1860	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1855	0	0	1860	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1855	0	0	1860	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1855	0	0	1860	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1855	0	0	1860	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.43	0.00	0.00	0.44	0.05
Crit Volume:	0					400	0				620	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	320	335	210	260	290	100	110	1510	175	90	1670	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	335	210	260	290	100	110	1510	175	90	1670	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	335	210	260	290	100	110	1510	175	90	1670	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	335	210	260	290	100	110	1510	0	90	1670	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	335	210	260	290	100	110	1510	0	90	1670	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	335	210	260	290	100	110	1510	0	90	1670	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.47	1.53	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2089	2186	1425	1425	3179	1096	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.09	0.09	0.08	0.53	0.00	0.06	0.59	0.11
Crit Volume:		218		260			110				835	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	575	645	20	385	165	310	1160	30	450	1550	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	575	645	20	385	165	310	1160	30	450	1550	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	575	645	20	385	165	310	1160	30	450	1550	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	575	645	20	385	165	310	1160	30	450	1550	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	575	645	20	385	165	310	1160	30	450	1550	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	575	645	20	385	165	310	1160	30	450	1550	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	1.59	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2015	2260	1425	2850	1425	1425	2850	1425	2850	2718	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.14	0.12	0.22	0.41	0.02	0.16	0.57	0.57
Crit Volume:		407		20			310				813	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	315	75	110	320	40	75	0	10	130	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	315	75	110	320	40	75	0	10	130	0	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	315	75	110	320	40	75	0	10	130	0	410
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	315	0	110	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	315	0	110	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	315	0	110	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	5	225	90	5	180	145	660	0	50	605	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	180	145	660	0	50	605	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	180	145	660	0	50	605	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	180	145	660	0	50	605	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	180	145	660	0	50	605	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	180	145	660	0	50	605	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.36	1.64	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	41	1459	540	2460	0	199	2404	397
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.12	0.12	0.27	0.27	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145					378
Crit Moves:			****	****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	240	450	745	35	50	750	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	240	450	745	35	50	750	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	240	450	745	35	50	750	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	240	450	745	35	50	750	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	240	450	745	35	50	750	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	240	450	745	35	50	750	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	0.73	1.21	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	125	1375	1500	1098	1817	85	183	2744	73
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.16	0.41	0.41	0.41	0.27	0.27	0.27
Crit Volume:	90					240	450					410
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	20	80	10	5	30	20	1080	15	30	1045	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	80	10	5	30	20	1080	15	30	1045	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	80	10	5	30	20	1080	15	30	1045	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	80	10	5	30	20	1080	15	30	1045	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	80	10	5	30	20	1080	15	30	1045	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	80	10	5	30	20	1080	15	30	1045	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.03	1.94	0.03	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	54	2906	40	81	2824	95
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.37	0.37	0.37
Crit Volume:	140					35			558	30		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1040	25	15	1260	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1040	25	15	1260	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1040	25	15	1260	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1040	25	15	1260	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1040	25	15	1260	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1040	25	15	1260	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	55	2876	69	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.43	0.43	0.43
Crit Volume:	45					30	20					645
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	55	0	195	205	985	0	0	1085	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	195	205	985	0	0	1085	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	195	205	985	0	0	1085	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	195	205	985	0	0	1085	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	195	205	985	0	0	1085	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	195	205	985	0	0	1085	285
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.44	0.56	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	0	1200	0	528	672	1200	1200	2400	0	1200	1901	499
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.17	0.41	0.00	0.00	0.57	0.57
Crit Volume:	0					195	205					685
Crit Moves:						****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	365	0	210	80	825	0	0	1000	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	365	0	210	80	825	0	0	1000	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	365	0	210	80	825	0	0	1000	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	365	0	0	80	825	0	0	1000	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	365	0	0	80	825	0	0	1000	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	365	0	0	80	825	0	0	1000	360
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.05	0.28	0.00	0.00	0.33	0.24
Crit Volume:		0		365			80				500	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	140	0	175	290	1685	0	0	1380	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	175	290	1685	0	0	1380	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	140	0	175	290	1685	0	0	1380	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	175	290	1685	0	0	1380	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	175	290	1685	0	0	1380	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	175	290	1685	0	0	1380	225
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3676	599
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.20	0.59	0.00	0.00	0.38	0.38
Crit Volume:		0				175		842		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	295	0	0	0	0	1695	0	0	1425	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	295	0	0	0	0	1695	0	0	1425	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	295	0	0	0	0	1695	0	0	1425	365
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1695	0	0	1425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1695	0	0	1425	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1695	0	0	1425	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.40	0.00
Crit Volume:	0			0			565			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	560	120	5	350	90	220	1670	20	175	1405	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	560	120	5	350	90	220	1670	20	175	1405	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	560	120	5	350	90	220	1670	20	175	1405	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	560	120	5	350	90	220	1670	20	175	1405	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	120	5	350	90	220	1670	20	175	1405	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	560	120	5	350	90	220	1670	20	175	1405	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.11	0.06	0.14	0.52	0.01	0.11	0.44	0.05
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	75	330	295	120	35	30	1915	25	90	1520	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	330	295	120	35	30	1915	25	90	1520	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	330	295	120	35	30	1915	25	90	1520	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	75	330	295	120	35	30	1915	25	90	1520	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	330	295	120	35	30	1915	25	90	1520	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	75	330	295	120	35	30	1915	25	90	1520	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.71	0.29	1.00	1.00	2.96	0.04	1.00	2.58	0.42
Final Sat.:	509	1091	1600	1137	463	1600	1600	4738	62	1600	4122	678
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.40	0.40	0.06	0.37	0.37
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	35	20	155	185	1185	0	5	945	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	35	20	155	185	1185	0	5	945	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	35	20	155	185	1185	0	5	945	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	35	20	155	185	1185	0	5	945	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	35	20	155	185	1185	0	5	945	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	35	20	155	185	1185	0	5	945	320
OvlAdjVol:												165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.10	0.12	0.37	0.00	0.00	0.30	0.20
OvlAdjV/S:												0.10
Crit Moves:	****					****	****				****	

Cumulative 2035 Baseline Plus No Project

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Scenario Report

Scenario:	2035 No Project W ICTF AM Peak
Command:	2035 No Project W ICTF AM Peak
Volume:	2035 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 2	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 4	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.938	E	xxxxx	0.938	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.743	C xxxxx	0.743	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.624	B xxxxx	0.624	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	112	0	0	423	835	0	0	0	10	365	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	112	0	0	423	835	0	0	0	10	365	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	112	0	0	423	835	0	0	0	10	365	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	112	0	0	423	835	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	112	0	0	423	835	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	112	0	0	423	835	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	433	0	0	117	550	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	433	0	0	117	550	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	433	0	0	117	550	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	433	0	0	117	550	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	433	0	0	117	550	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	433	0	0	117	550	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.04	0.17	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	520	0		0	345	80		0	0	0		0	904	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	520	0		0	345	80		0	0	0		0	904	220	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	520	0		0	345	80		0	0	0		0	904	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	520	0		0	345	80		0	0	0		0	904	220	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	520	0		0	345	80		0	0	0		0	904	220	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	520	0		0	345	80		0	0	0		0	904	220	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.00	0.11	0.05		0.00	0.00	0.00		0.00	0.28	0.08	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	520	322	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	345	0	0	520	322	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	345	0	0	520	322	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	345	0	0	520	322	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	520	322	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	345	0	0	520	322	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.33	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	878	0	0	0	0	2508	938	0	2352	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	0	878	0	0	0	0	2508	938	0	2352	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	878	0	0	0	0	2508	938	0	2352	73
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	570	0	0	0	0	0	0	2508	0	0	2352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2508	0	0	2352	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	570	0	0	0	0	0	0	2508	0	0	2352	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.52	0.00
Crit Volume:	285			0				836		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	365	252	0	468	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	252	0	468	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	252	0	468	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	252	0	468	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	252	0	468	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	252	0	468	0	0	0	0	505	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.18	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		365		0					0	253		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	175	6	458	185	6	5	10	370	51	263	295	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	6	458	185	6	5	10	370	51	263	295	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	6	458	185	6	5	10	370	51	263	295	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	175	6	458	185	6	5	10	370	0	263	295	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	6	458	185	6	5	10	370	0	263	295	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	175	6	458	185	6	5	10	370	0	263	295	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.09	0.91	0.05	1.95	1.00	0.72	0.80	0.48
Final Sat.:	2880	1600	1600	1600	1745	1455	84	3116	1600	1148	1288	764
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.12	0.00	0.00	0.12	0.12	0.00	0.23	0.23	0.23
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	887	30	55	1785	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	887	30	55	1785	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	887	30	55	1785	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	887	30	55	1785	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	887	30	55	1785	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	887	30	55	1785	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.37	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	325	80	405	340	105	25	1042	235	111	1339	540
Growth Adj:	1.00	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	325	80	405	340	105	25	1042	235	111	1339	540
Added Vol:	0	0	0	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	325	80	405	340	105	25	1042	235	111	1339	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	325	80	405	340	105	25	1042	235	111	1339	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	325	80	405	340	105	25	1042	235	111	1339	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	325	80	405	340	105	25	1042	235	111	1339	540
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3917	883	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.05	0.25	0.11	0.07	0.02	0.27	0.27	0.07	0.28	0.34
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	143	15	347	204	90	110	935	210	40	1085	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	143	15	347	204	90	110	935	210	40	1085	379
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	143	15	347	204	90	110	935	210	40	1085	379
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	143	0	347	204	0	110	935	210	40	1085	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	143	0	347	204	0	110	935	210	40	1085	379
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	143	0	347	204	0	110	935	210	40	1085	379
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3920	880	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.22	0.06	0.00	0.07	0.24	0.24	0.03	0.34	0.24
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	150	1280	0	0	1485	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	150	1280	0	0	1485	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	150	1280	0	0	1485	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	150	1280	0	0	1485	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	150	1280	0	0	1485	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	150	1280	0	0	1485	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.30	0.00	0.00	0.35	0.04
Crit Volume:		0			20		150				495	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	315	289	70	130	192	60	48	1280	405	45	1485	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	289	70	130	192	60	48	1280	405	45	1485	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	289	70	130	192	60	48	1280	405	45	1485	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	289	70	130	192	60	48	1280	0	45	1485	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	289	70	130	192	60	48	1280	0	45	1485	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	289	70	130	192	60	48	1280	0	45	1485	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2230	2045	1425	1425	3257	1018	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.06	0.06	0.03	0.45	0.00	0.03	0.52	0.07
Crit Volume:		201		130			48				742	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	236	791	20	217	135	137	1047	20	480	1265	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	236	791	20	217	135	137	1047	20	480	1265	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	236	791	20	217	135	137	1047	20	480	1265	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	236	791	20	217	135	137	1047	20	480	1265	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	236	791	20	217	135	137	1047	20	480	1265	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	236	791	20	217	135	137	1047	20	480	1265	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.28	0.01	0.08	0.09	0.10	0.37	0.01	0.17	0.46	0.46
Crit Volume:		236		20			137					663
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	467	145	148	469	20	90	5	195	200	10	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	467	145	148	469	20	90	5	195	200	10	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	467	145	148	469	20	90	5	195	200	10	162
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	467	0	148	469	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	467	0	148	469	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	467	0	148	469	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2638	112	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.18	0.18	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150			245			200			210		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	65	95	5	105	80	442	5	135	512	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	80	442	5	135	512	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	80	442	5	135	512	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	80	442	5	135	512	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	80	442	5	135	512	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	80	442	5	135	512	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.38	1.44	0.18
Final Sat.:	1500	107	1393	1500	68	1432	455	2516	28	569	2157	274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.24	0.24	0.24
Crit Volume:			70	95			80					356
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	340	442	130	25	572	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	340	442	130	25	572	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	340	442	130	25	572	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	340	442	130	25	572	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	340	442	130	25	572	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	340	442	130	25	572	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.75	0.97	0.28	0.08	1.84	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1118	1454	428	121	2759	121
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.21	0.21	0.21
Crit Volume:	40					270	340				311	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	10	51	20	15	15	15	815	101	52	785	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	51	20	15	15	15	815	101	52	785	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	51	20	15	15	15	815	101	52	785	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	51	20	15	15	15	815	101	52	785	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	51	20	15	15	15	815	101	52	785	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	51	20	15	15	15	815	101	52	785	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.16	0.84	1.00	0.50	0.50	0.03	1.75	0.22	0.12	1.86	0.02
Final Sat.:	1500	246	1254	1500	750	750	48	2626	325	184	2780	35
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.28	0.28	0.28
Crit Volume:	150					30			465		52	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	945	5	20	855	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	945	5	20	855	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	945	5	20	855	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	945	5	20	855	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	945	5	20	855	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	945	5	20	855	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.05	1.93	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2953	16	68	2898	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.30	0.30	0.29
Crit Volume:			20	15				480		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	55	0	300	105	980	0	0	925	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	300	105	980	0	0	925	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	300	105	980	0	0	925	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	300	105	980	0	0	925	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	300	105	980	0	0	925	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	300	105	980	0	0	925	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	1200	0	372	828	1200	1200	2400	0	1200	2337	63
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.09	0.41	0.00	0.00	0.40	0.40
Crit Volume:	0					300	105					475
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	301	0	210	190	724	0	10	780	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	301	0	210	190	724	0	10	780	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	301	0	210	190	724	0	10	780	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	301	0	0	190	724	0	10	780	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	301	0	0	190	724	0	10	780	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	301	0	0	190	724	0	10	780	315
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.20	0.00	0.00	0.13	0.24	0.00	0.01	0.26	0.21
Crit Volume:			10	301			190				390	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	215	0	110	190	1391	0	0	1215	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	110	190	1391	0	0	1215	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	110	190	1391	0	0	1215	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	0	110	190	1391	0	0	1215	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	110	190	1391	0	0	1215	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	215	0	110	190	1391	0	0	1215	265
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.46	0.54
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3510	765
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.13	0.49	0.00	0.00	0.35	0.35
Crit Volume:			0	215				696		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	126	0	0	39	0	1247	94	0	1261	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	126	0	0	39	0	1247	94	0	1261	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	126	0	0	39	0	1247	94	0	1261	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1247	94	0	1261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1247	94	0	1261	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1247	94	0	1261	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.79	0.21	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3348	252	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.35	0.00
Crit Volume:	0			0			447		0			
Crit Moves:							****		****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	160	285	105	20	400	140	80	1526	30	70	1672	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	285	105	20	400	140	80	1526	30	70	1672	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	285	105	20	400	140	80	1526	30	70	1672	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	285	105	20	400	140	80	1526	30	70	1672	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	285	105	20	400	140	80	1526	30	70	1672	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	285	105	20	400	140	80	1526	30	70	1672	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.01	0.13	0.09	0.05	0.48	0.02	0.04	0.52	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	30	140	230	80	45	15	1595	20	100	1992	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	30	140	230	80	45	15	1595	20	100	1992	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	30	140	230	80	45	15	1595	20	100	1992	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	140	230	80	45	15	1595	20	100	1992	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	140	230	80	45	15	1595	20	100	1992	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	140	230	80	45	15	1595	20	100	1992	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.74	0.26	1.00	1.00	2.96	0.04	1.00	2.86	0.14
Final Sat.:	1000	600	1600	1187	413	1600	1600	4741	59	1600	4571	229
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.19	0.03	0.01	0.34	0.34	0.06	0.44	0.44
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	191	35	170	185	840	10	40	862	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	191	35	170	185	840	10	40	862	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	191	35	170	185	840	10	40	862	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	191	35	170	185	840	10	40	862	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	191	35	170	185	840	10	40	862	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	191	35	170	185	840	10	40	862	425
OvlAdjVol:												255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2704	496	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.11	0.12	0.26	0.01	0.03	0.27	0.27
OvlAdjV/S:												0.16
Crit Moves:		****				****	****				****	

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Scenario Report

Scenario:	2035 No Project W ICTF MD Peak
Command:	2035 No Project W ICTF MD Peak
Volume:	2035 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 2	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 4	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.314	A	xxxxx	0.314	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.889	D	xxxxx	0.889	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.839	D xxxxx	0.839	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.646	B xxxxx	0.646	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	171	0	0	241	783	0	0	0	10	285	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	171	0	0	241	783	0	0	0	10	285	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	171	0	0	241	783	0	0	0	10	285	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	171	0	0	241	783	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	171	0	0	241	783	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	171	0	0	241	783	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.08	0.27	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	256	0	0	171	780	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	256	0	0	171	780	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	256	0	0	171	780	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	256	0	0	171	780	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	0	171	780	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	256	0	0	171	780	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	470	0	0	260	50	0	0	0	0	816	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	260	50	0	0	0	0	816	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	0	0	260	50	0	0	0	0	816	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	0	0	260	50	0	0	0	0	816	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	470	0	0	260	50	0	0	0	0	816	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	470	0	0	260	50	0	0	0	0	816	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.00	0.26	0.12
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	260	0	0	470	691	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	260	0	0	470	691	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	260	0	0	470	691	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	260	0	0	470	691	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	470	691	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	260	0	0	470	691	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.09 0.00	0.00		0.29 0.22	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	700	0	457	0	0	0	0	2134	47	0	1815	31
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	700	0	457	0	0	0	0	2134	47	0	1815	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	0	457	0	0	0	0	2134	47	0	1815	31
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	700	0	0	0	0	0	0	2134	0	0	1815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	0	0	0	0	0	0	2134	0	0	1815	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	700	0	0	0	0	0	0	2134	0	0	1815	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23 0.00	0.00		0.00 0.00	0.00		0.00 0.47	0.00		0.00 0.40	0.00	
Crit Volume:	350			0			711		0			
Crit Moves:	****						****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	464	0	454	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	464	0	454	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	464	0	454	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	464	0	454	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	464	0	454	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	464	0	454	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.33	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		525		0				0		255		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	142	5	329	220	10	15	10	330	42	359	320	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	5	329	220	10	15	10	330	42	359	320	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	5	329	220	10	15	10	330	42	359	320	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	142	5	329	220	10	15	10	330	0	359	320	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	5	329	220	10	15	10	330	0	359	320	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	142	5	329	220	10	15	10	330	0	359	320	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.68	0.61	0.71
Final Sat.:	2880	1600	1600	1600	1600	1600	94	3106	1600	1090	972	1139
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.21	0.14	0.01	0.01	0.11	0.11	0.00	0.33	0.33	0.33
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1393	50	55	1399	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1393	50	55	1399	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1393	50	55	1399	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1393	50	55	1399	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1393	50	55	1399	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1393	50	55	1399	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4634	166	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.30	0.30	0.03	0.29	0.15
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	295	122	290	245	130	75	1217	35	87	1322	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	295	122	290	245	130	75	1217	35	87	1322	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	295	122	290	245	130	75	1217	35	87	1322	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	295	122	290	245	130	75	1217	35	87	1322	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	295	122	290	245	130	75	1217	35	87	1322	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	295	122	290	245	130	75	1217	35	87	1322	341
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4666	134	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.18	0.08	0.08	0.05	0.26	0.26	0.05	0.28	0.21
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	235	149	5	232	144	90	105	1005	265	40	1050	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	149	5	232	144	90	105	1005	265	40	1050	357
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	149	5	232	144	90	105	1005	265	40	1050	357
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	149	0	232	144	0	105	1005	265	40	1050	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	149	0	232	144	0	105	1005	265	40	1050	357
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	149	0	232	144	0	105	1005	265	40	1050	357
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.37	0.63	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3798	1002	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.15	0.05	0.00	0.07	0.26	0.26	0.03	0.33	0.22
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	130	145	1385	0	0	1131	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	130	145	1385	0	0	1131	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	130	145	1385	0	0	1131	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	130	145	1385	0	0	1131	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	145	1385	0	0	1131	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	145	1385	0	0	1131	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.32	0.00	0.00	0.26	0.04
Crit Volume:		0			20		145				377	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	280	242	100	205	262	115	146	1155	260	90	1140	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	242	100	205	262	115	146	1155	260	90	1140	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	242	100	205	262	115	146	1155	260	90	1140	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	242	100	205	262	115	146	1155	0	90	1140	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	242	100	205	262	115	146	1155	0	90	1140	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	242	100	205	262	115	146	1155	0	90	1140	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.61	1.39	1.00	1.00	2.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2293	1982	1425	1425	2971	1304	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.14	0.09	0.09	0.10	0.41	0.00	0.06	0.40	0.13
Crit Volume:		174		205			146				570	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	10	198	531	30	173	171	100	1100	15	230	1205	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	198	531	30	173	171	100	1100	15	230	1205	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	198	531	30	173	171	100	1100	15	230	1205	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	198	531	30	173	171	100	1100	15	230	1205	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	198	531	30	173	171	100	1100	15	230	1205	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	198	531	30	173	171	100	1100	15	230	1205	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2770	80
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.02	0.06	0.12	0.07	0.39	0.01	0.08	0.44	0.44
Crit Volume:		198		30			100				620	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	285	60	132	435	35	45	0	80	90	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	285	60	132	435	35	45	0	80	90	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	285	60	132	435	35	45	0	80	90	0	302
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	285	0	132	435	35	45	0	80	90	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	285	0	132	435	35	45	0	80	90	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	285	0	132	435	35	45	0	80	90	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2545	205	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.05	0.17	0.17	0.03	0.00	0.06	0.07	0.00	0.00
Crit Volume:	65			235			80		90			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	140	25	5	45	70	484	0	60	464	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	140	25	5	45	70	484	0	60	464	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	140	25	5	45	70	484	0	60	464	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	140	25	5	45	70	484	0	60	464	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	140	25	5	45	70	484	0	60	464	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	140	25	5	45	70	484	0	60	464	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.25	1.75	0.00	0.20	1.59	0.21
Final Sat.:	1500	100	1400	1500	150	1350	379	2621	0	308	2384	308
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.18	0.18	0.00	0.19	0.19	0.19
Crit Volume:		150			25			70			292	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	85	30	5	5	155	140	220	554	85	45	539	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:	85	30	5	5	155	140	220	554	85	45	539	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:	85	30	5	5	155	140	220	554	85	45	539	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:	85	30	5	5	155	140	220	554	85	45	539	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	30	5	5	155	140	220	554	85	45	539	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:	85	30	5	5	155	140	220	554	85	45	539	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	0.03	1.04	0.93	0.51	1.29	0.20	0.15	1.83	0.02
Final Sat.:	1500	1375	125	50	1550	1400	768	1935	297	229	2745	25
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.10	0.10	0.10	0.29	0.29	0.29	0.20	0.20	0.20
Crit Volume:	85			150			220					295
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	151	20	116	10	10	20	15	607	56	56	732	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	20	116	10	10	20	15	607	56	56	732	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	20	116	10	10	20	15	607	56	56	732	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	20	116	10	10	20	15	607	56	56	732	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	20	116	10	10	20	15	607	56	56	732	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	20	116	10	10	20	15	607	56	56	732	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.33	0.67	0.04	1.79	0.17	0.14	1.83	0.03
Final Sat.:	1500	221	1279	1500	500	1000	66	2686	248	211	2752	38
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.01	0.02	0.02	0.23	0.23	0.23	0.27	0.27	0.27
Crit Volume:	151			30			15					399
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	752	5	10	843	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	752	5	10	843	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	752	5	10	843	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	752	5	10	843	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	752	5	10	843	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	752	5	10	843	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	58	2922	19	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:			10	15			15			431		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1 0	1 0	1	0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	837	0	0	883	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	837	0	0	883	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	837	0	0	883	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	837	0	0	883	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	837	0	0	883	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	837	0	0	883	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2296	104
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.35	0.00	0.00	0.38	0.38
Crit Volume:	0					160	100				462	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	391	0	700	115	486	0	11	581	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	391	0	700	115	486	0	11	581	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	391	0	700	115	486	0	11	581	461
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	391	0	0	115	486	0	11	581	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	391	0	0	115	486	0	11	581	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	391	0	0	115	486	0	11	581	461
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.08	0.16	0.00	0.01	0.19	0.31
Crit Volume:			11	391			115					461
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	156	0	110	275	1550	0	0	1475	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	110	275	1550	0	0	1475	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	110	275	1550	0	0	1475	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	110	275	1550	0	0	1475	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	110	275	1550	0	0	1475	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	156	0	110	275	1550	0	0	1475	236
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3685	590
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.19	0.54	0.00	0.00	0.40	0.40
Crit Volume:			0	156			275					570
Crit Moves:				****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	183	0	0	56	0	1555	51	0	1515	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	183	0	0	56	0	1555	51	0	1515	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	183	0	0	56	0	1555	51	0	1515	152
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1555	51	0	1515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1555	51	0	1515	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1555	51	0	1515	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.90	0.10	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3486	114	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.42	0.00
Crit Volume:	0			0			535			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	460	130	5	460	100	165	1623	25	30	1567	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	460	130	5	460	100	165	1623	25	30	1567	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	460	130	5	460	100	165	1623	25	30	1567	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	460	130	5	460	100	165	1623	25	30	1567	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	460	130	5	460	100	165	1623	25	30	1567	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	460	130	5	460	100	165	1623	25	30	1567	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.00	0.14	0.06	0.10	0.51	0.02	0.02	0.49	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	40	40	305	250	60	55	20	1696	15	110	1712	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	305	250	60	55	20	1696	15	110	1712	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	305	250	60	55	20	1696	15	110	1712	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	305	250	60	55	20	1696	15	110	1712	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	305	250	60	55	20	1696	15	110	1712	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	305	250	60	55	20	1696	15	110	1712	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.66	0.34
Final Sat.:	800	800	1600	1290	310	1600	1600	4758	42	1600	4253	547
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.16	0.19	0.03	0.01	0.36	0.36	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	121	70	160	225	973	15	60	783	582
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	121	70	160	225	973	15	60	783	582
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	121	70	160	225	973	15	60	783	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	121	70	160	225	973	15	60	783	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	121	70	160	225	973	15	60	783	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	121	70	160	225	973	15	60	783	582
OvlAdjVol:												422
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	2027	1173	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.30	0.01	0.04	0.24	0.36
OvlAdjV/S:												0.26
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2035 No Project W ICTF PM Peak
Command:	2035 No Project W ICTF PM Peak
Volume:	2035 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 2	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 4	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C
# 13 Anaheim St / Alameda St	F	xxxxx	1.090	F	xxxxx	1.090	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.900	E	xxxxx	0.900	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	F	xxxxx	1.002	F	xxxxx	1.002	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.950	E xxxxx	0.950	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.664	B xxxxx	0.664	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	10	101	0	0	184	667	0	0	0	20	275	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	101	0	0	184	667	0	0	0	20	275	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	101	0	0	184	667	0	0	0	20	275	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	101	0	0	184	667	0	0	0	20	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	101	0	0	184	667	0	0	0	20	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	101	0	0	184	667	0	0	0	20	275	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.00	0.06	0.23	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	204	0	0	111	585	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	204	0	0	111	585	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	204	0	0	111	585	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	204	0	0	111	585	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	204	0	0	111	585	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	204	0	0	111	585	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.04	0.18	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	385	0		0	245	175		0	0	0		0	486	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	385	0		0	245	175		0	0	0		0	486	270	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	385	0		0	245	175		0	0	0		0	486	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	385	0		0	245	175		0	0	0		0	486	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	385	0		0	245	175		0	0	0		0	486	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	385	0		0	245	175		0	0	0		0	486	270	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.00		0.00	0.08	0.11		0.00	0.00	0.00		0.00	0.15	0.09	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 0	1	0	2	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		245	0	0		385	451	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		245	0	0		385	451	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		245	0	0		385	451	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		245	0	0		385	451	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		245	0	0		385	451	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		245	0	0		385	451	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	0.00		1.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		2880	0	0		1600	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.00		0.24	0.14	0.00		0.00	0.00	0.00	
Crit Moves:					****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Navy Way								Seaside Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	630	0	799		0	0	0		0	2735	459		0	2535	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	630	0	799		0	0	0		0	2735	459		0	2535	73	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	630	0	799		0	0	0		0	2735	459		0	2535	73	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	630	0	0		0	0	0		0	2735	0		0	2535	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	630	0	0		0	0	0		0	2735	0		0	2535	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	630	0	0		0	0	0		0	2735	0		0	2535	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:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	3000	0	1500		0	0	0		0	4500	1500		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.00		0.00	0.00	0.00		0.00	0.61	0.00		0.00	0.56	0.00	
Crit Volume:	315						0			912			0			
Crit Moves:	****									****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	515	215	0	245	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	215	0	245	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	215	0	245	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	215	0	245	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	215	0	245	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	215	0	245	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.15	0.00	0.09	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		515		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	152	6	180	65	6	15	45	245	226	358	375	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	6	180	65	6	15	45	245	226	358	375	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	6	180	65	6	15	45	245	226	358	375	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	6	180	65	6	15	45	245	0	358	375	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	6	180	65	6	15	45	245	0	358	375	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	152	6	180	65	6	15	45	245	0	358	375	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.76	0.79	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1215	1273	713
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0
Volume Module:												
Base Vol:	85	70	140	180	40	175	35	1724		35	50	1690
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:	85	70	140	180	40	175	35	1724		35	50	1690
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	85	70	140	180	40	175	35	1724		35	50	1690
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:	85	70	140	180	40	175	35	1724		35	50	1690
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	85	70	140	180	40	175	35	1724		35	50	1690
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:	85	70	140	180	40	175	35	1724		35	50	1690
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.46	0.10	0.44	1.00	2.94		0.06	1.00	3.00
Final Sat.:	1600	533	1067	729	162	709	1600	4704		96	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.25	0.25	0.02	0.37		0.37	0.03	0.35
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	275	126	465	305	120	85	1538		10	51	1413
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:	30	275	126	465	305	120	85	1538		10	51	1413
Added Vol:	0	0	0	0	0	0	0	0		0	0	0
PasserByVol:	0	0	0	0	0	0	0	0		0	0	0
Initial Fut:	30	275	126	465	305	120	85	1538		10	51	1413
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:	30	275	126	465	305	120	85	1538		10	51	1413
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0
Reduced Vol:	30	275	126	465	305	120	85	1538		10	51	1413
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:	30	275	126	465	305	120	85	1538		10	51	1413
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98		0.02	1.00	3.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4769		31	1600	4800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.08	0.05	0.32		0.32	0.03	0.29
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	400	231	35	233	224	80	70	1405	475	25	1335	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	231	35	233	224	80	70	1405	475	25	1335	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	231	35	233	224	80	70	1405	475	25	1335	219
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	231	0	233	224	0	70	1405	475	25	1335	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	231	0	233	224	0	70	1405	475	25	1335	219
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	231	0	233	224	0	70	1405	475	25	1335	219
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.24	0.76	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3587	1213	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.07	0.00	0.15	0.07	0.00	0.04	0.39	0.39	0.02	0.42	0.14
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1775	0	0	1795	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1775	0	0	1795	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1775	0	0	1795	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1775	0	0	1795	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1775	0	0	1795	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1775	0	0	1795	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.42	0.00	0.00	0.42	0.05
Crit Volume:	0					400	0				598	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	320	356	215	265	304	100	126	1430	175	95	1605	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	356	215	265	304	100	126	1430	175	95	1605	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	356	215	265	304	100	126	1430	175	95	1605	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	356	215	265	304	100	126	1430	0	95	1605	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	356	215	265	304	100	126	1430	0	95	1605	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	356	215	265	304	100	126	1430	0	95	1605	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2024	2251	1425	1425	3217	1058	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.19	0.09	0.09	0.09	0.50	0.00	0.07	0.56	0.11
Crit Volume:		225		265			126				803	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	645	571	20	439	198	316	1166	30	385	1550	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	645	571	20	439	198	316	1166	30	385	1550	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	645	571	20	439	198	316	1166	30	385	1550	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	645	571	20	439	198	316	1166	30	385	1550	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	645	571	20	439	198	316	1166	30	385	1550	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	645	571	20	439	198	316	1166	30	385	1550	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	1.41	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2268	2007	1425	2850	1425	1425	2850	1425	2850	2718	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.15	0.14	0.22	0.41	0.02	0.14	0.57	0.57
Crit Volume:		405		20			316					813
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	327	75	118	331	40	75	0	10	130	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	327	75	118	331	40	75	0	10	130	0	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	327	75	118	331	40	75	0	10	130	0	424
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	327	0	118	331	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	327	0	118	331	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	327	0	118	331	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2454	296	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			186			75			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	5	225	90	5	180	145	660	0	50	604	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	180	145	660	0	50	604	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	180	145	660	0	50	604	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	180	145	660	0	50	604	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	180	145	660	0	50	604	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	180	145	660	0	50	604	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.36	1.64	0.00	0.13	1.60	0.27
Final Sat.:	1500	33	1467	1500	41	1459	540	2460	0	199	2403	398
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.12	0.12	0.27	0.27	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145					377
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	240	450	745	35	50	748	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	240	450	745	35	50	748	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	240	450	745	35	50	748	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	240	450	745	35	50	748	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	240	450	745	35	50	748	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	240	450	745	35	50	748	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	0.73	1.21	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	125	1375	1500	1098	1817	85	183	2743	73
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.16	0.41	0.41	0.41	0.27	0.27	0.27
Crit Volume:	90					240	450					409
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	161	20	82	10	5	30	20	1068	36	27	1026	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	20	82	10	5	30	20	1068	36	27	1026	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	20	82	10	5	30	20	1068	36	27	1026	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	20	82	10	5	30	20	1068	36	27	1026	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	20	82	10	5	30	20	1068	36	27	1026	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	20	82	10	5	30	20	1068	36	27	1026	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.05	1.89	0.06
Final Sat.:	1500	294	1206	1500	214	1286	53	2851	96	74	2829	97
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.36	0.36	0.36
Crit Volume:	161					35			562			27
Crit Moves:	****					****			****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1033	25	15	1251	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1033	25	15	1251	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1033	25	15	1251	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1033	25	15	1251	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1033	25	15	1251	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1033	25	15	1251	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	56	2875	70	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.43	0.43	0.43
Crit Volume:	45					30	20				640	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	55	0	195	205	978	0	0	1076	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	195	205	978	0	0	1076	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	195	205	978	0	0	1076	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	195	205	978	0	0	1076	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	195	205	978	0	0	1076	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	195	205	978	0	0	1076	285
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.44	0.56	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	0	1200	0	528	672	1200	1200	2400	0	1200	1897	503
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.17	0.41	0.00	0.00	0.57	0.57
Crit Volume:	0					195	205				681	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	386	0	210	80	802	0	5	970	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	386	0	210	80	802	0	5	970	381
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	386	0	210	80	802	0	5	970	381
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	386	0	0	80	802	0	5	970	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	386	0	0	80	802	0	5	970	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	386	0	0	80	802	0	5	970	381
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.05	0.27	0.00	0.00	0.32	0.25
Crit Volume:			11	386			80				485	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	193	0	175	290	1680	0	0	1386	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	193	0	175	290	1680	0	0	1386	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	193	0	175	290	1680	0	0	1386	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	193	0	175	290	1680	0	0	1386	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	175	290	1680	0	0	1386	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	193	0	175	290	1680	0	0	1386	257
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3606	669
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.20	0.59	0.00	0.00	0.38	0.38
Crit Volume:			0	193				840		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	192	0	0	66	0	1682	66	0	1402	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	192	0	0	66	0	1682	66	0	1402	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	192	0	0	66	0	1682	66	0	1402	203
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1682	66	0	1402	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1682	66	0	1402	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1682	66	0	1402	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3464	136	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.39	0.00
Crit Volume:	0			0			583		0			
Crit Moves:							****		****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	560	120	5	350	90	220	1837	20	175	1464	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	560	120	5	350	90	220	1837	20	175	1464	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	560	120	5	350	90	220	1837	20	175	1464	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	560	120	5	350	90	220	1837	20	175	1464	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	120	5	350	90	220	1837	20	175	1464	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	560	120	5	350	90	220	1837	20	175	1464	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.11	0.06	0.14	0.57	0.01	0.11	0.46	0.05
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	75	330	295	120	35	30	2071	25	90	1579	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	330	295	120	35	30	2071	25	90	1579	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	330	295	120	35	30	2071	25	90	1579	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	75	330	295	120	35	30	2071	25	90	1579	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	330	295	120	35	30	2071	25	90	1579	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	75	330	295	120	35	30	2071	25	90	1579	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.71	0.29	1.00	1.00	2.96	0.04	1.00	2.59	0.41
Final Sat.:	509	1091	1600	1137	463	1600	1600	4743	57	1600	4144	656
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.44	0.44	0.06	0.38	0.38
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	148	20	155	185	1214	0	5	997	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	148	20	155	185	1214	0	5	997	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	148	20	155	185	1214	0	5	997	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	148	20	155	185	1214	0	5	997	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	148	20	155	185	1214	0	5	997	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	148	20	155	185	1214	0	5	997	489
OvlAdjVol:												334
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2819	381	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.10	0.12	0.38	0.00	0.00	0.31	0.31
OvlAdjV/S:												0.21
Crit Moves:	****					****	****				****	

Cumulative 2035 Baseline Plus Reduced Capacity Project

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Scenario Report

Scenario:	2035 Reduced AM Peak
Command:	2035 Reduced AM Peak
Volume:	2035 Reduced AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 2	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
# 4	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	175	0	0	480	865	0	0	0	10	365	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	175	0	0	480	865	0	0	0	10	365	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	175	0	0	480	865	0	0	0	10	365	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	175	0	0	480	865	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	175	0	0	480	865	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	175	0	0	480	865	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.15	0.30	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	490	0	0	180	550	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	0	180	550	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	0	180	550	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	0	180	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	0	180	550	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	0	180	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	520	0	0	345	80	0	0	0	0	965	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	0	0	345	80	0	0	0	0	965	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	0	0	345	80	0	0	0	0	965	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	0	0	345	80	0	0	0	0	965	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	0	0	345	80	0	0	0	0	965	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	0	0	345	80	0	0	0	0	965	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.30	0.08
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	520	385	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	345	0	0	520	385	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	345	0	0	520	385	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	345	0	0	520	385	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	520	385	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	345	0	0	520	385	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.33	0.12	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	870	0	0	0	0	2490	900	0	2340	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	0	870	0	0	0	0	2490	900	0	2340	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	870	0	0	0	0	2490	900	0	2340	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	570	0	0	0	0	0	0	2490	0	0	2340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2490	0	0	2340	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	570	0	0	0	0	0	0	2490	0	0	2340	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.52	0.00
Crit Volume:	285			0				830		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	365	240	0	450	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	365	240	0	450	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	240	0	450	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	365	240	0	450	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	365	240	0	450	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	365	240	0	450	0	0	0	0	505	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.17	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		365		0				0		253		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	445	185	0	5	10	370	15	245	295	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	445	185	0	5	10	370	15	245	295	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	445	185	0	5	10	370	15	245	295	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	445	185	0	5	10	370	0	245	295	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	445	185	0	5	10	370	0	245	295	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	445	185	0	5	10	370	0	245	295	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.69	0.82	0.49
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1097	1320	783
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.22	0.22	0.22
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	945	30	55	1795	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	945	30	55	1795	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	945	30	55	1795	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	945	30	55	1795	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	945	30	55	1795	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	945	30	55	1795	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4652	148	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.20	0.20	0.03	0.37	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	325	75	405	340	105	25	1105	235	105	1370	525
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	325	75	405	340	105	25	1105	235	105	1370	525
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	325	75	405	340	105	25	1105	235	105	1370	525
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	325	75	405	340	105	25	1105	235	105	1370	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	325	75	405	340	105	25	1105	235	105	1370	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	325	75	405	340	105	25	1105	235	105	1370	525
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.47	0.53	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3958	842	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.25	0.11	0.07	0.02	0.28	0.28	0.07	0.29	0.33
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	140	15	405	190	160	185	930	210	40	1080	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	140	15	405	190	160	185	930	210	40	1080	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	140	15	405	190	160	185	930	210	40	1080	405
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	140	0	405	190	0	185	930	210	40	1080	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	140	0	405	190	0	185	930	210	40	1080	405
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	140	0	405	190	0	185	930	210	40	1080	405
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3916	884	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.25	0.06	0.00	0.12	0.24	0.24	0.03	0.34	0.25
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	160	160	1350	0	0	1550	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	160	1350	0	0	1550	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	160	1350	0	0	1550	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	160	1350	0	0	1550	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	160	1350	0	0	1550	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	160	1350	0	0	1550	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.32	0.00	0.00	0.36	0.04
Crit Volume:		0		20			160				517	
Crit Moves:				****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	280	65	145	180	60	20	1345	405	35	1545	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	280	65	145	180	60	20	1345	405	35	1545	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	280	65	145	180	60	20	1345	405	35	1545	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	280	65	145	180	60	20	1345	0	35	1545	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	280	65	145	180	60	20	1345	0	35	1545	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	280	65	145	180	60	20	1345	0	35	1545	120
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	1.41	1.00	1.00	2.25	0.75	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2263	2012	1425	1425	3206	1069	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.10	0.06	0.06	0.01	0.47	0.00	0.02	0.54	0.08
Crit Volume:	198			145			20			773		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	205	845	20	200	130	125	1035	20	540	1265	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	205	845	20	200	130	125	1035	20	540	1265	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	205	845	20	200	130	125	1035	20	540	1265	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	205	845	20	200	130	125	1035	20	540	1265	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	205	845	20	200	130	125	1035	20	540	1265	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	205	845	20	200	130	125	1035	20	540	1265	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.30	0.01	0.07	0.09	0.09	0.36	0.01	0.19	0.46	0.46
Crit Volume:	205			20			125			663		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	455	145	140	455	20	90	5	195	200	10	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	455	145	140	455	20	90	5	195	200	10	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	455	145	140	455	20	90	5	195	200	10	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	455	0	140	455	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	455	0	140	455	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	455	0	140	455	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2634	116	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.17	0.17	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					238		200			210	
Crit Moves:	****					****		****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	65	95	5	105	80	450	5	135	545	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	80	450	5	135	545	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	80	450	5	135	545	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	80	450	5	135	545	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	80	450	5	135	545	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	80	450	5	135	545	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.36	1.47	0.17
Final Sat.:	1500	107	1393	1500	68	1432	449	2523	28	544	2195	262
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.25	0.25	0.25
Crit Volume:			70		95			80			373	
Crit Moves:			****		****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	340	455	130	25	605	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	340	455	130	25	605	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	340	455	130	25	605	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	340	455	130	25	605	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	340	455	130	25	605	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	340	455	130	25	605	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.74	0.98	0.28	0.07	1.85	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1103	1476	422	115	2771	115
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.31	0.31	0.31	0.22	0.22	0.22
Crit Volume:	40					270	340				327	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	55	20	15	15	15	840	75	60	820	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	55	20	15	15	15	840	75	60	820	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	55	20	15	15	15	840	75	60	820	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	55	20	15	15	15	840	75	60	820	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	55	20	15	15	15	840	75	60	820	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	55	20	15	15	15	840	75	60	820	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.50	0.50	0.03	1.81	0.16	0.13	1.85	0.02
Final Sat.:	1500	231	1269	1500	750	750	48	2710	242	202	2764	34
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.30	0.30	0.30
Crit Volume:	125					30			465	60		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	960	5	20	880	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	960	5	20	880	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	960	5	20	880	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	960	5	20	880	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	960	5	20	880	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	960	5	20	880	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2954	15	66	2901	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.33	0.33	0.32	0.30	0.30	0.30
Crit Volume:			20	15				488		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	300	105	995	0	0	950	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	300	105	995	0	0	950	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	300	105	995	0	0	950	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	300	105	995	0	0	950	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	300	105	995	0	0	950	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	300	105	995	0	0	950	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.95	0.05
Final Sat.:	0	1200	0	372	828	1200	1200	2400	0	1200	2338	62
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.09	0.41	0.00	0.00	0.41	0.41
Crit Volume:	0					300	105					488
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	275	0	210	190	760	0	0	825	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	0	210	190	760	0	0	825	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	0	210	190	760	0	0	825	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	275	0	0	190	760	0	0	825	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	0	190	760	0	0	825	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	275	0	0	190	760	0	0	825	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.13	0.25	0.00	0.00	0.28	0.19
Crit Volume:		0		275			190				413	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	180	0	110	190	1390	0	0	1220	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	110	190	1390	0	0	1220	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	110	190	1390	0	0	1220	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	110	190	1390	0	0	1220	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	110	190	1390	0	0	1220	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	110	190	1390	0	0	1220	265
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.46	0.54
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3512	763
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.08	0.13	0.49	0.00	0.00	0.35	0.35
Crit Volume:		0		180				695		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	1305	0	0	1305	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	1305	0	0	1305	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	300	0	0	0	0	1305	0	0	1305	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1305	0	0	1305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1305	0	0	1305	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1305	0	0	1305	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.00
Crit Volume:	0			0			0			435		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	160	285	105	20	400	140	80	1475	30	70	1610	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	285	105	20	400	140	80	1475	30	70	1610	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	285	105	20	400	140	80	1475	30	70	1610	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	285	105	20	400	140	80	1475	30	70	1610	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	285	105	20	400	140	80	1475	30	70	1610	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	285	105	20	400	140	80	1475	30	70	1610	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.01	0.13	0.09	0.05	0.46	0.02	0.04	0.50	0.08
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:														
Base Vol:	50	30	140	230	80	45	15	1550	20	100	1930	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	30	140	230	80	45	15	1550	20	100	1930	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	30	140	230	80	45	15	1550	20	100	1930	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	140	230	80	45	15	1550	20	100	1930	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	140	230	80	45	15	1550	20	100	1930	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	140	230	80	45	15	1550	20	100	1930	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.74	0.26	1.00	1.00	2.96	0.04	1.00	2.85	0.15
Final Sat.:	1000	600	1600	1187	413	1600	1600	4739	61	1600	4564	236
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.19	0.03	0.01	0.33	0.33	0.06	0.42	0.42
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	5	30	5	100	35	170	185	805	10	40	850	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	100	35	170	185	805	10	40	850	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	100	35	170	185	805	10	40	850	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	100	35	170	185	805	10	40	850	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	100	35	170	185	805	10	40	850	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	100	35	170	185	805	10	40	850	530
OvlAdjVol:												360
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2370	830	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.11	0.12	0.25	0.01	0.03	0.27	0.33
OvlAdjV/S:												0.22
Crit Moves:		****				****	****					****

Scenario Report

Scenario:	2035 Reduced MD Peak
Command:	2035 Reduced MD Peak
Volume:	2035 Reduced MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 2	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 4	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.936	E	xxxxx	0.936	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.800	C	xxxxx	0.800	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	255	0	0	310	825	0	0	0	10	285	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	255	0	0	310	825	0	0	0	10	285	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	255	0	0	310	825	0	0	0	10	285	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	255	0	0	310	825	0	0	0	10	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	255	0	0	310	825	0	0	0	10	285	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	255	0	0	310	825	0	0	0	10	285	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.10	0.29	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	325	0	0	255	780	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	325	0	0	255	780	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	325	0	0	255	780	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	325	0	0	255	780	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	0	255	780	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	325	0	0	255	780	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.09	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	470	0	0	260	50	0	0	0	0	895	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	0	0	260	50	0	0	0	0	895	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	0	0	260	50	0	0	0	0	895	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	0	0	260	50	0	0	0	0	895	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	470	0	0	260	50	0	0	0	0	895	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	470	0	0	260	50	0	0	0	0	895	345
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.00	0.28	0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	0	1 0	2 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	260	0	0	470	775	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	260	0	0	470	775	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	260	0	0	470	775	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	260	0	0	470	775	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	0	470	775	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	260	0	0	470	775	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.29	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	700	0	440	0	0	0	0	2115	0	0	1870	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	700	0	440	0	0	0	0	2115	0	0	1870	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	0	440	0	0	0	0	2115	0	0	1870	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	700	0	0	0	0	0	0	2115	0	0	1870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	0	0	0	0	0	0	2115	0	0	1870	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	700	0	0	0	0	0	0	2115	0	0	1870	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.42	0.00
Crit Volume:	350			0			705			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	440	0	430	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	440	0	430	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	440	0	430	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	440	0	430	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	440	0	430	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	440	0	430	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.31	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		525		0				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	95	0	305	220	0	15	10	330	0	335	320	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	305	220	0	15	10	330	0	335	320	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	305	220	0	15	10	330	0	335	320	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	0	305	220	0	15	10	330	0	335	320	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	305	220	0	15	10	330	0	335	320	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	0	305	220	0	15	10	330	0	335	320	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.65	0.62	0.73
Final Sat.:	2880	1600	1600	1600	1600	1600	94	3106	1600	1041	994	1165
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.19	0.14	0.00	0.01	0.11	0.11	0.00	0.32	0.32	0.32
Crit Moves:			****	****				****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1470	50	55	1450	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1470	50	55	1450	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1470	50	55	1450	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1470	50	55	1450	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1470	50	55	1450	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1470	50	55	1450	245
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4642	158	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.32	0.32	0.03	0.30	0.15
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	295	110	290	245	130	75	1300	30	80	1400	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	295	110	290	245	130	75	1300	30	80	1400	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	295	110	290	245	130	75	1300	30	80	1400	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	295	110	290	245	130	75	1300	30	80	1400	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	295	110	290	245	130	75	1300	30	80	1400	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	295	110	290	245	130	75	1300	30	80	1400	325
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4692	108	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.18	0.08	0.08	0.05	0.28	0.28	0.05	0.29	0.20
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	240	130	5	305	125	180	195	1000	270	40	1045	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	130	5	305	125	180	195	1000	270	40	1045	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	130	5	305	125	180	195	1000	270	40	1045	425
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	130	0	305	125	0	195	1000	270	40	1045	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	130	0	305	125	0	195	1000	270	40	1045	425
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	130	0	305	125	0	195	1000	270	40	1045	425
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.36	0.64	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3780	1020	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.00	0.19	0.04	0.00	0.12	0.26	0.26	0.03	0.33	0.27
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	145	155	1475	0	0	1215	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	145	155	1475	0	0	1215	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	145	155	1475	0	0	1215	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	145	155	1475	0	0	1215	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	145	155	1475	0	0	1215	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	145	155	1475	0	0	1215	50
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.10	0.11	0.35	0.00	0.00	0.28	0.04
Crit Volume:		0		20			155				405	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100			Critical Vol./Cap.(X):			0.804									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	95			Level Of Service:			D									
Street Name:	Henry Ford Ave						Anaheim St									
Approach:	North Bound			South Bound			East Bound				West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R			
Control:	Split Phase			Split Phase			Permitted				Permitted					
Rights:	Include			Include			Ignore				Include					
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0			
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1		1	0 2	0 1			
Volume Module:																
Base Vol:	280	230	90	220	250	115	145	1235	260		80	1220	195			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	280	230	90	220	250	115	145	1235	260		80	1220	195			
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0			
Initial Fut:	280	230	90	220	250	115	145	1235	260		80	1220	195			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00			
PHF Volume:	280	230	90	220	250	115	145	1235	0		80	1220	195			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
Reduced Vol:	280	230	90	220	250	115	145	1235	0		80	1220	195			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00			
FinalVolume:	280	230	90	220	250	115	145	1235	0		80	1220	195			
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425		1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.65	1.35	1.00	1.00	2.05	0.95	1.00	2.00	1.00		1.00	2.00	1.00			
Final Sat.:	2347	1928	1425	1425	2928	1347	1425	2850	1425		1425	2850	1425			
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.06	0.15	0.09	0.09	0.10	0.43	0.00		0.06	0.43	0.14			
Crit Volume:	170			220			145					610				
Crit Moves:	****			****			****					****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.649									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	53			Level Of Service:			B									
Street Name:	Alameda St						Anaheim St									
Approach:	North Bound			South Bound			East Bound				West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R			
Control:	Permitted			Permitted			Protected				Protected					
Rights:	Ovl			Include			Include				Include					
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0			
Lanes:	1	0 1	1 1	1	0 2	0 1	1	0 2	0 1		2	0 1	1 0			
Volume Module:																
Base Vol:	10	180	610	30	140	165	95	1100	15		310	1205	35			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	10	180	610	30	140	165	95	1100	15		310	1205	35			
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0			
Initial Fut:	10	180	610	30	140	165	95	1100	15		310	1205	35			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	10	180	610	30	140	165	95	1100	15		310	1205	35			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
Reduced Vol:	10	180	610	30	140	165	95	1100	15		310	1205	35			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	10	180	610	30	140	165	95	1100	15		310	1205	35			
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425		1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00		2.00	1.94	0.06			
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425		2850	2770	80			
Capacity Analysis Module:																
Vol/Sat:	0.01	0.13	0.21	0.02	0.05	0.12	0.07	0.39	0.01		0.11	0.44	0.44			
Crit Volume:		180			30			95				620				
Crit Moves:		****			****			****				****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	275	60	120	425	35	45	0	80	90	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	275	60	120	425	35	45	0	80	90	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	275	60	120	425	35	45	0	80	90	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	275	0	120	425	35	45	0	80	90	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	275	0	120	425	35	45	0	80	90	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	275	0	120	425	35	45	0	80	90	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2541	209	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.04	0.17	0.17	0.03	0.00	0.06	0.07	0.00	0.00
Crit Volume:	65					230			80	90		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	140	25	5	45	70	525	0	60	490	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	140	25	5	45	70	525	0	60	490	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	140	25	5	45	70	525	0	60	490	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	140	25	5	45	70	525	0	60	490	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	140	25	5	45	70	525	0	60	490	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	140	25	5	45	70	525	0	60	490	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.24	1.76	0.00	0.20	1.60	0.20
Final Sat.:	1500	100	1400	1500	150	1350	353	2647	0	295	2410	295
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.20	0.20	0.00	0.20	0.20	0.20
Crit Volume:		150			25			70			305	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	85	30	5	5	155	140	220	595	85	45	570	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:	85	30	5	5	155	140	220	595	85	45	570	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:	85	30	5	5	155	140	220	595	85	45	570	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:	85	30	5	5	155	140	220	595	85	45	570	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	30	5	5	155	140	220	595	85	45	570	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:	85	30	5	5	155	140	220	595	85	45	570	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	0.03	1.04	0.93	0.49	1.32	0.19	0.14	1.84	0.02
Final Sat.:	1500	1375	125	50	1550	1400	733	1983	283	218	2758	24
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.10	0.10	0.10	0.30	0.30	0.30	0.21	0.21	0.21
Crit Volume:	85			150			220			310		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	115	20	130	10	10	20	15	655	20	65	775	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	20	130	10	10	20	15	655	20	65	775	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	20	130	10	10	20	15	655	20	65	775	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	20	130	10	10	20	15	655	20	65	775	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	20	130	10	10	20	15	655	20	65	775	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	20	130	10	10	20	15	655	20	65	775	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.33	0.67	0.04	1.90	0.06	0.15	1.83	0.02
Final Sat.:	1500	200	1300	1500	500	1000	65	2848	87	229	2735	35
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.02	0.02	0.23	0.23	0.23	0.28	0.28	0.28
Crit Volume:		150			10			15			425	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	790	5	10	870	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	790	5	10	870	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	790	5	10	870	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	790	5	10	870	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	790	5	10	870	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	790	5	10	870	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	56	2926	19	34	2933	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.27	0.27	0.27	0.30	0.30	0.30
Crit Volume:			10	15			15			445		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	875	0	0	910	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	875	0	0	910	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	875	0	0	910	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	875	0	0	910	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	875	0	0	910	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	875	0	0	910	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2299	101
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.36	0.00	0.00	0.40	0.40
Crit Volume:	0					160	100					475
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	36	Level Of Service:	A		

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	355	0	700	115	550	0	0	635	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	355	0	700	115	550	0	0	635	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	355	0	700	115	550	0	0	635	425
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	355	0	0	115	550	0	0	635	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	355	0	0	115	550	0	0	635	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	355	0	0	115	550	0	0	635	425
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.08	0.18	0.00	0.00	0.21	0.28
Crit Volume:		0		355			115					425
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706		
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	78	Level Of Service:	C		

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	160	0	110	275	1555	0	0	1480	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	110	275	1555	0	0	1480	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	110	275	1555	0	0	1480	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	110	275	1555	0	0	1480	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	110	275	1555	0	0	1480	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	110	275	1555	0	0	1480	235
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.59	0.41
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3689	586
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.19	0.55	0.00	0.00	0.40	0.40
Crit Volume:		0		160			275					572
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0
Volume Module:																					
Base Vol:	0	0	385	0	0	5	0	1610	5	0	1575	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	385	0	0	5	0	1610	5	0	1575	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	385	0	0	5	0	1610	5	0	1575	400
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1610	5	0	1575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1610	5	0	1575	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1610	5	0	1575	0
Saturation Flow Module:																					
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3589	11	0	3600	0
Capacity Analysis Module:																					
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.44	0.00
Crit Volume:	0			0					538	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																					
Base Vol:	20	460	130	5	460	100	165	1550	25	30	1590	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	460	130	5	460	100	165	1550	25	30	1590	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	460	130	5	460	100	165	1550	25	30	1590	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	460	130	5	460	100	165	1550	25	30	1590	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	460	130	5	460	100	165	1550	25	30	1590	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	460	130	5	460	100	165	1550	25	30	1590	125
Saturation Flow Module:																					
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																					
Vol/Sat:	0.01	0.14	0.08	0.00	0.14	0.06	0.10	0.48	0.02	0.02	0.50	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	40	40	305	250	60	55	20	1635	15	110	1735	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	305	250	60	55	20	1635	15	110	1735	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	305	250	60	55	20	1635	15	110	1735	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	305	250	60	55	20	1635	15	110	1735	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	305	250	60	55	20	1635	15	110	1735	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	305	250	60	55	20	1635	15	110	1735	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.66	0.34
Final Sat.:	800	800	1600	1290	310	1600	1600	4756	44	1600	4260	540
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.19	0.16	0.19	0.03	0.01	0.34	0.34	0.07	0.41	0.41
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	30	70	160	225	955	15	60	760	695
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	30	70	160	225	955	15	60	760	695
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	30	70	160	225	955	15	60	760	695
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	30	70	160	225	955	15	60	760	695
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	30	70	160	225	955	15	60	760	695
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	30	70	160	225	955	15	60	760	695
OvlAdjVol:												535
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.04	0.10	0.14	0.30	0.01	0.04	0.24	0.43
OvlAdjV/S:												0.33
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2035 Reduced PM Peak
Command:	2035 Reduced PM Peak
Volume:	2035 Reduced PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 2	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.383	A	xxxxx	0.383	+ 0.000
# 4	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 12 Anaheim St / Henry Ford Ave	F	xxxxx	1.000	F	xxxxx	1.000	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.089	F	xxxxx	1.089	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
	Veh		Veh		
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.922	E xxxxx	0.922	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C

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Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	145	0	0	215	680	0	0	0	20	275	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	145	0	0	215	680	0	0	0	20	275	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	145	0	0	215	680	0	0	0	20	275	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	145	0	0	215	680	0	0	0	20	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	145	0	0	215	680	0	0	0	20	275	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	145	0	0	215	680	0	0	0	20	275	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.00	0.00	0.07	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	235	0	0	155	585	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	0	155	585	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	0	155	585	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	235	0	0	155	585	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	0	155	585	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	235	0	0	155	585	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	385	0	0	245	175	0	0	0	0	520	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	0	0	245	175	0	0	0	0	520	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	0	0	245	175	0	0	0	0	520	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	0	0	245	175	0	0	0	0	520	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	0	0	245	175	0	0	0	0	520	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	385	0	0	245	175	0	0	0	0	520	270
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.16	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	245	0	0	385	495	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	245	0	0	385	495	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	245	0	0	385	495	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	245	0	0	385	495	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	385	495	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	245	0	0	385	495	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.09 0.00	0.00		0.24 0.15	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	630	0	775	0	0	0	0	2730	435	0	2510	80
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	630	0	775	0	0	0	0	2730	435	0	2510	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	630	0	775	0	0	0	0	2730	435	0	2510	80
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	630	0	0	0	0	0	0	2730	0	0	2510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	0	0	0	0	0	0	2730	0	0	2510	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	630	0	0	0	0	0	0	2730	0	0	2510	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21 0.00	0.00		0.00 0.00	0.00		0.00 0.61	0.00		0.00 0.56	0.00	
Crit Volume:	315			0			910			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	515	200	0	230	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	200	0	230	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	200	0	230	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	200	0	230	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	200	0	230	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	200	0	230	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		515		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	120	0	150	65	0	15	45	245	200	335	375	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	150	65	0	15	45	245	200	335	375	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	150	65	0	15	45	245	200	335	375	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	0	150	65	0	15	45	245	0	335	375	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	150	65	0	15	45	245	0	335	375	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	0	150	65	0	15	45	245	0	335	375	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.73	0.81	0.46
Final Sat.:	2880	1600	1600	1600	1600	1600	497	2703	1600	1165	1304	730
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.09	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	85	70	140	180	40	175	35	1740	35	50	1715	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	70	140	180	40	175	35	1740	35	50	1715	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	70	140	180	40	175	35	1740	35	50	1715	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	70	140	180	40	175	35	1740	35	50	1715	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	70	140	180	40	175	35	1740	35	50	1715	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	70	140	180	40	175	35	1740	35	50	1715	195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	533	1067	729	162	709	1600	4705	95	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.25	0.25	0.02	0.37	0.37	0.03	0.36	0.12
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	120	465	305	120	85	1560	10	45	1450	430
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	25	277	121	469	307	121	86	1572	10	45	1462	433
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	277	121	469	307	121	86	1572	10	45	1462	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	277	121	469	307	121	86	1572	10	45	1462	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	277	121	469	307	121	86	1572	10	45	1462	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	277	121	469	307	121	86	1572	10	45	1462	433
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4769	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.29	0.10	0.08	0.05	0.33	0.33	0.03	0.30	0.27
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	400	205	35	255	205	130	135	1400	475	25	1330	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	205	35	255	205	130	135	1400	475	25	1330	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	205	35	255	205	130	135	1400	475	25	1330	250
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	205	0	255	205	0	135	1400	475	25	1330	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	205	0	255	205	0	135	1400	475	25	1330	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	205	0	255	205	0	135	1400	475	25	1330	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.24	0.76	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3584	1216	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.06	0.00	0.16	0.06	0.00	0.08	0.39	0.39	0.02	0.42	0.16
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	185	1830	0	0	1845	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	185	1830	0	0	1845	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	185	1830	0	0	1845	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	185	1830	0	0	1845	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	185	1830	0	0	1845	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	185	1830	0	0	1845	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.43	0.00	0.00	0.43	0.05
Crit Volume:	0					405	0				615	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	320	340	210	270	290	100	110	1485	175	90	1650	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	340	210	270	290	100	110	1485	175	90	1650	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	340	210	270	290	100	110	1485	175	90	1650	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	340	210	270	290	100	110	1485	0	90	1650	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	340	210	270	290	100	110	1485	0	90	1650	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	340	210	270	290	100	110	1485	0	90	1650	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2073	2202	1425	1425	3179	1096	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.19	0.09	0.09	0.08	0.52	0.00	0.06	0.58	0.11
Crit Volume:	220			270			110			825		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.089
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	25	610	620	20	410	165	310	1160	30	425	1550	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	610	620	20	410	165	310	1160	30	425	1550	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	610	620	20	410	165	310	1160	30	425	1550	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	610	620	20	410	165	310	1160	30	425	1550	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	610	620	20	410	165	310	1160	30	425	1550	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	610	620	20	410	165	310	1160	30	425	1550	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	1.51	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2120	2155	1425	2850	1425	1425	2850	1425	2850	2718	132
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.14	0.12	0.22	0.41	0.02	0.15	0.57	0.57
Crit Volume:		410			20		310				813	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	315	75	110	320	40	75	0	10	130	0	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	315	75	110	320	40	75	0	10	130	0	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	315	75	110	320	40	75	0	10	130	0	415
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	315	0	110	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	315	0	110	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	315	0	110	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	10	5	225	90	5	180	145	670	0	50	605	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	180	145	670	0	50	605	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	180	145	670	0	50	605	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	180	145	670	0	50	605	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	180	145	670	0	50	605	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	180	145	670	0	50	605	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.36	1.64	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	41	1459	534	2466	0	199	2404	397
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.12	0.12	0.27	0.27	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145					378
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	90	80	5	15	105	240	450	755	35	50	755	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	240	450	755	35	50	755	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	240	450	755	35	50	755	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	240	450	755	35	50	755	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	240	450	755	35	50	755	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	240	450	755	35	50	755	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	0.72	1.22	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	125	1375	1500	1089	1827	85	182	2745	73
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.16	0.41	0.41	0.41	0.28	0.27	0.28
Crit Volume:	90					240	450					413
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	140	20	80	10	5	30	20	1085	15	30	1045	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	80	10	5	30	20	1085	15	30	1045	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	80	10	5	30	20	1085	15	30	1045	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	80	10	5	30	20	1085	15	30	1045	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	80	10	5	30	20	1085	15	30	1045	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	80	10	5	30	20	1085	15	30	1045	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.03	1.94	0.03	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	54	2906	40	81	2824	95
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.37	0.37	0.37
Crit Volume:	140					35			560	30		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1045	25	15	1260	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1045	25	15	1260	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1045	25	15	1260	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1045	25	15	1260	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1045	25	15	1260	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1045	25	15	1260	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	55	2876	69	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.43	0.43	0.43
Crit Volume:	45					30	20					645
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	195	205	990	0	0	1090	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	195	205	990	0	0	1090	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	195	205	990	0	0	1090	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	195	205	990	0	0	1090	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	195	205	990	0	0	1090	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	195	205	990	0	0	1090	285
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.44	0.56	1.00	1.00	2.00	0.00	1.00	1.59	0.41
Final Sat.:	0	1200	0	528	672	1200	1200	2400	0	1200	1903	497
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.17	0.41	0.00	0.00	0.57	0.57
Crit Volume:	0					195	205				688	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	365	0	210	80	825	0	0	1000	360
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	370	0	213	81	836	0	0	1013	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	370	0	213	81	836	0	0	1013	365
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	370	0	0	81	836	0	0	1013	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	370	0	0	81	836	0	0	1013	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	370	0	0	81	836	0	0	1013	365
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.05	0.28	0.00	0.00	0.34	0.24
Crit Volume:		0		370			81				507	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	165	0	175	290	1685	0	0	1380	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	175	290	1685	0	0	1380	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	0	175	290	1685	0	0	1380	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	175	290	1685	0	0	1380	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	175	290	1685	0	0	1380	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	165	0	175	290	1685	0	0	1380	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3608	667
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.20	0.59	0.00	0.00	0.38	0.38
Crit Volume:				0	165			842		0		
Crit Moves:					****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	195	0	0	0	0	1720	0	0	1455	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	195	0	0	0	0	1720	0	0	1455	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	195	0	0	0	0	1720	0	0	1455	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1720	0	0	1455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1720	0	0	1455	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1720	0	0	1455	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.40	0.00
Crit Volume:	0			0			573			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	560	120	5	350	90	220	1690	20	175	1435	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	560	120	5	350	90	220	1690	20	175	1435	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	560	120	5	350	90	220	1690	20	175	1435	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	560	120	5	350	90	220	1690	20	175	1435	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	120	5	350	90	220	1690	20	175	1435	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	560	120	5	350	90	220	1690	20	175	1435	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.08	0.00	0.11	0.06	0.14	0.53	0.01	0.11	0.45	0.05
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	75	330	295	120	35	30	1935	25	90	1550	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	330	295	120	35	30	1935	25	90	1550	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	330	295	120	35	30	1935	25	90	1550	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	75	330	295	120	35	30	1935	25	90	1550	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	330	295	120	35	30	1935	25	90	1550	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	75	330	295	120	35	30	1935	25	90	1550	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.68	1.00	0.71	0.29	1.00	1.00	2.96	0.04	1.00	2.58	0.42
Final Sat.:	509	1091	1600	1137	463	1600	1600	4739	61	1600	4133	667
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.18	0.26	0.02	0.02	0.41	0.41	0.06	0.38	0.37
Crit Moves:			****	****				****		****		

Port of Los Angeles
SCIG
Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	35	20	155	185	1185	0	5	945	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	35	20	155	185	1185	0	5	945	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	35	20	155	185	1185	0	5	945	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	35	20	155	185	1185	0	5	945	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	35	20	155	185	1185	0	5	945	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	35	20	155	185	1185	0	5	945	435
OvlAdjVol:												280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.10	0.12	0.37	0.00	0.00	0.30	0.27
OvlAdjV/S:												0.17
Crit Moves:	****					****	****				****	

Cumulative 2046 Baseline

Port of Los Angeles
SCIG
Year 2046 AM Peak - No Project W ICTF

Scenario Report

Scenario:	2046 No Project W ICTF AM Peak
Command:	2046 No Project W ICTF AM Peak
Volume:	2046 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Year 2046 AM Peak - No Project W ICTF

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000
# 2	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 4	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.905	E	xxxxx	0.905	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.355	A	xxxxx	0.355	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.959	E	xxxxx	0.959	+ 0.000

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.745	C xxxxx	0.745	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	110	0	0	420	835	0	0	0	10	365	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	110	0	0	420	835	0	0	0	10	365	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	110	0	0	420	835	0	0	0	10	365	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	110	0	0	420	835	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	110	0	0	420	835	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	110	0	0	420	835	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	430	0	0	115	550	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	430	0	0	115	550	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	430	0	0	115	550	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	430	0	0	115	550	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	430	0	0	115	550	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	430	0	0	115	550	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.04	0.17	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	515	0		0	345	80		0	0	0		0	905	225	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	515	0		0	345	80		0	0	0		0	905	225	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	515	0		0	345	80		0	0	0		0	905	225	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	515	0		0	345	80		0	0	0		0	905	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	515	0		0	345	80		0	0	0		0	905	225	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	515	0		0	345	80		0	0	0		0	905	225	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.00	0.11	0.05		0.00	0.00	0.00		0.00	0.28	0.08	
Crit Moves:		****				****								****		

Port of Los Angeles
SCIG
Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	515	320	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	345	0	0	515	320	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	345	0	0	515	320	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	345	0	0	515	320	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	515	320	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	345	0	0	515	320	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.32	0.10	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	880	0	0	0	0	2535	935	0	2375	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	0	880	0	0	0	0	2535	935	0	2375	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	880	0	0	0	0	2535	935	0	2375	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	570	0	0	0	0	0	0	2535	0	0	2375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2535	0	0	2375	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	570	0	0	0	0	0	0	2535	0	0	2375	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.53	0.00
Crit Volume:	285			0			845			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	370	240	0	470	0	0	0	0	515	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	240	0	470	0	0	0	0	515	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	240	0	470	0	0	0	0	515	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	240	0	470	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	240	0	470	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	370	240	0	470	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.17	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		370		0				0		258		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	175	5	455	185	5	5	10	370	50	265	300	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	5	455	185	5	5	10	370	50	265	300	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	5	455	185	5	5	10	370	50	265	300	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	175	5	455	185	5	5	10	370	0	265	300	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	5	455	185	5	5	10	370	0	265	300	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	175	5	455	185	5	5	10	370	0	265	300	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.70	0.80	0.50
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1123	1272	805
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.24	0.24	0.24
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	885	30	55	1800	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	885	30	55	1800	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	885	30	55	1800	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	885	30	55	1800	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	885	30	55	1800	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	885	30	55	1800	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.38	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	340	85	400	355	100	25	1045	250	120	1340	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	340	85	400	355	100	25	1045	250	120	1340	565
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	340	85	400	355	100	25	1045	250	120	1340	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	340	85	400	355	100	25	1045	250	120	1340	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	340	85	400	355	100	25	1045	250	120	1340	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	340	85	400	355	100	25	1045	250	120	1340	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.42	0.58	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3873	927	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.05	0.25	0.11	0.06	0.02	0.27	0.27	0.08	0.28	0.35
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	345	135	15	345	195	90	110	945	205	40	1095	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	135	15	345	195	90	110	945	205	40	1095	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	135	15	345	195	90	110	945	205	40	1095	370
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	135	0	345	195	0	110	945	205	40	1095	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	135	0	345	195	0	110	945	205	40	1095	370
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	135	0	345	195	0	110	945	205	40	1095	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.47	0.53	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3944	856	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.22	0.06	0.00	0.07	0.24	0.24	0.03	0.34	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1290	0	0	1495	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1290	0	0	1495	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1290	0	0	1495	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1290	0	0	1495	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1290	0	0	1495	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1290	0	0	1495	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.30	0.00	0.00	0.35	0.04
Crit Volume:		0			20			155			498	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	315	285	70	130	185	60	45	1300	405	45	1495	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	285	70	130	185	60	45	1300	405	45	1495	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	285	70	130	185	60	45	1300	405	45	1495	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	285	70	130	185	60	45	1300	0	45	1495	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	285	70	130	185	60	45	1300	0	45	1495	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	285	70	130	185	60	45	1300	0	45	1495	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	1.42	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2244	2031	1425	1425	3228	1047	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.06	0.06	0.03	0.46	0.00	0.03	0.52	0.07
Crit Volume:		200		130			45				748	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	235	785	20	215	135	140	1060	20	490	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	235	785	20	215	135	140	1060	20	490	1270	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	235	785	20	215	135	140	1060	20	490	1270	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	235	785	20	215	135	140	1060	20	490	1270	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	235	785	20	215	135	140	1060	20	490	1270	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	235	785	20	215	135	140	1060	20	490	1270	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.28	0.01	0.08	0.09	0.10	0.37	0.01	0.17	0.47	0.47
Crit Volume:		235		20			140				665	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	150	470	145	145	465	20	90	5	195	200	10	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	470	145	145	465	20	90	5	195	200	10	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	470	145	145	465	20	90	5	195	200	10	160
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	470	0	145	465	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	470	0	145	465	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	470	0	145	465	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2637	113	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.18	0.18	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					243		200			210	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	5	70	95	5	105	80	435	5	135	515	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	70	95	5	105	80	435	5	135	515	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	70	95	5	105	80	435	5	135	515	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	70	95	5	105	80	435	5	135	515	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	70	95	5	105	80	435	5	135	515	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	70	95	5	105	80	435	5	135	515	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.31	1.67	0.02	0.38	1.44	0.18
Final Sat.:	1500	100	1400	1500	68	1432	462	2510	29	566	2161	273
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.17	0.17	0.17	0.24	0.24	0.24
Crit Volume:		75		95			80					358
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	335	435	125	25	570	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	335	435	125	25	570	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	335	435	125	25	570	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	335	435	125	25	570	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	335	435	125	25	570	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	335	435	125	25	570	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.75	0.97	0.28	0.08	1.84	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1123	1458	419	121	2758	121
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.21	0.21	0.21
Crit Volume:	40					270	335					310
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	10	45	20	15	15	15	810	100	50	790	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	45	20	15	15	15	810	100	50	790	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	45	20	15	15	15	810	100	50	790	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	45	20	15	15	15	810	100	50	790	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	45	20	15	15	15	810	100	50	790	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	45	20	15	15	15	810	100	50	790	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.50	0.50	0.03	1.75	0.22	0.12	1.86	0.02
Final Sat.:	1500	273	1227	1500	750	750	49	2627	324	176	2788	35
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.28	0.28	0.28
Crit Volume:	150					30			463	50		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	940	5	20	860	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	940	5	20	860	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	940	5	20	860	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	940	5	20	860	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	940	5	20	860	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	940	5	20	860	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2953	16	67	2899	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.30	0.30	0.30
Crit Volume:			20	15				478		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	55	0	305	120	975	0	0	925	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	305	120	975	0	0	925	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	305	120	975	0	0	925	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	305	120	975	0	0	925	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	305	120	975	0	0	925	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	305	120	975	0	0	925	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.94	0.06
Final Sat.:	0	1200	0	367	833	1200	1200	2400	0	1200	2325	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.10	0.41	0.00	0.00	0.40	0.40
Crit Volume:	0					305	120					478
Crit Moves:						****	****					****

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	290	0	225	220	750	0	10	785	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	290	0	225	220	750	0	10	785	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	290	0	225	220	750	0	10	785	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	290	0	0	220	750	0	10	785	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	290	0	0	220	750	0	10	785	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	290	0	0	220	750	0	10	785	315
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.19	0.00	0.00	0.15	0.25	0.00	0.01	0.26	0.21
Crit Volume:			10	290			220				393	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	205	0	110	190	1420	0	0	1225	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	0	110	190	1420	0	0	1225	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	110	190	1420	0	0	1225	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	110	190	1420	0	0	1225	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	110	190	1420	0	0	1225	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	205	0	110	190	1420	0	0	1225	260
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3527	748
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.08	0.13	0.50	0.00	0.00	0.35	0.35
Crit Volume:			0	205				710		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:																			
Base Vol:	0	0	115	0	0	35	0	1275	85	0	1280	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	115	0	0	35	0	1275	85	0	1280	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	115	0	0	35	0	1275	85	0	1280	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1275	85	0	1280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1275	85	0	1280	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1275	85	0	1280	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.81	0.19	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3375	225	0	3600	0
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.36	0.00
Crit Volume:	0			0			453			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																			
Base Vol:	170	325	105	15	430	125	90	1545	40	90	1670	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	325	105	15	430	125	90	1545	40	90	1670	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	325	105	15	430	125	90	1545	40	90	1670	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	325	105	15	430	125	90	1545	40	90	1670	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	325	105	15	430	125	90	1545	40	90	1670	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	325	105	15	430	125	90	1545	40	90	1670	135
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																			
Vol/Sat:	0.11	0.10	0.07	0.01	0.13	0.08	0.06	0.48	0.03	0.06	0.52	0.08
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	35	140	230	85	45	15	1615	20	110	1990	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	35	140	230	85	45	15	1615	20	110	1990	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	35	140	230	85	45	15	1615	20	110	1990	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	35	140	230	85	45	15	1615	20	110	1990	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	35	140	230	85	45	15	1615	20	110	1990	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	35	140	230	85	45	15	1615	20	110	1990	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	941	659	1600	1168	432	1600	1600	4741	59	1600	4549	251
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.20	0.03	0.01	0.34	0.34	0.07	0.44	0.44
Crit Moves:			****	****			****				****	

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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	190	35	170	185	830	10	40	880	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	190	35	170	185	830	10	40	880	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	190	35	170	185	830	10	40	880	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	190	35	170	185	830	10	40	880	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	190	35	170	185	830	10	40	880	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	190	35	170	185	830	10	40	880	410
OvlAdjVol:												240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2702	498	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.11	0.12	0.26	0.01	0.03	0.28	0.26
OvlAdjV/S:												0.15
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2046 No Project W ICTF MD Peak
Command:	2046 No Project W ICTF MD Peak
Volume:	2046 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 2	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000
# 4	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.947	E	xxxxx	0.947	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	175	0	0	235	835	0	0	0	15	280	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	175	0	0	235	835	0	0	0	15	280	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	175	0	0	235	835	0	0	0	15	280	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	175	0	0	235	835	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	175	0	0	235	835	0	0	0	15	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	175	0	0	235	835	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	250	0	0	175	800	0	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	0	0	250	0	0	175	800	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	0	175	800	0	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	0	0	250	0	0	175	800	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	175	800	0	0	0	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	0	0	250	0	0	175	800	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 0.00		0.00	2.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0 3200		1600	3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.08 0.00		0.00	0.06 0.25		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	460	0	0	255	45	0	0	0	0	810	355
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	460	0	0	255	45	0	0	0	0	810	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	460	0	0	255	45	0	0	0	0	810	355
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	460	0	0	255	45	0	0	0	0	810	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	0	0	255	45	0	0	0	0	810	355
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	460	0	0	255	45	0	0	0	0	810	355
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.90
Lanes:	0.00 2.00		0.00	0.00 2.00		1.00	0.00 0.00		0.00	0.00 2.00		2.00
Final Sat.:	0 3200		0	0 3200		1600	0	0	0	0 3200		2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14		0.00	0.00 0.08		0.03	0.00 0.00		0.00	0.00 0.25		0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	460	720	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	255	0	0	460	720	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	255	0	0	460	720	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	255	0	0	460	720	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	460	720	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	255	0	0	460	720	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.29	0.23	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	715	0	440	0	0	0	0	2165	40	0	1860	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	715	0	440	0	0	0	0	2165	40	0	1860	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	0	440	0	0	0	0	2165	40	0	1860	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	715	0	0	0	0	0	0	2165	0	0	1860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	0	0	0	0	0	0	2165	0	0	1860	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	715	0	0	0	0	0	0	2165	0	0	1860	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.41	0.00
Crit Volume:	358			0			722			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	520	465	5	460	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	465	5	460	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	465	5	460	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	465	5	460	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	465	5	460	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	465	5	460	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.33	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		520		5				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	5	315	220	10	15	10	325	40	345	325	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	5	315	220	10	15	10	325	40	345	325	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	5	315	220	10	15	10	325	40	345	325	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	5	315	220	10	15	10	325	0	345	325	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	5	315	220	10	15	10	325	0	345	325	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	5	315	220	10	15	10	325	0	345	325	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.66	0.62	0.72
Final Sat.:	2880	1600	1600	1600	1600	1600	96	3104	1600	1051	990	1158
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.20	0.14	0.01	0.01	0.10	0.10	0.00	0.33	0.33	0.33
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1395	50	60	1405	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1395	50	60	1405	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1395	50	60	1405	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1395	50	60	1405	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1395	50	60	1405	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1395	50	60	1405	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4634	166	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.30	0.30	0.04	0.29	0.15
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	300	120	295	255	130	75	1235	35	90	1350	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	120	295	255	130	75	1235	35	90	1350	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	300	120	295	255	130	75	1235	35	90	1350	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	300	120	295	255	130	75	1235	35	90	1350	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	300	120	295	255	130	75	1235	35	90	1350	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	300	120	295	255	130	75	1235	35	90	1350	350
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4668	132	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.18	0.08	0.08	0.05	0.26	0.26	0.06	0.28	0.22
Crit Moves:	****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	240	165	5	220	145	90	105	1035	285	50	1050	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	165	5	220	145	90	105	1035	285	50	1050	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	165	5	220	145	90	105	1035	285	50	1050	380
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	165	0	220	145	0	105	1035	285	50	1050	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	165	0	220	145	0	105	1035	285	50	1050	380
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	165	0	220	145	0	105	1035	285	50	1050	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3764	1036	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.14	0.05	0.00	0.07	0.28	0.27	0.03	0.33	0.24
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	135	140	1395	0	0	1135	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	135	140	1395	0	0	1135	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	135	140	1395	0	0	1135	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	135	140	1395	0	0	1135	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	135	140	1395	0	0	1135	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	135	140	1395	0	0	1135	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.33	0.00	0.00	0.27	0.03
Crit Volume:		0			20		140				378	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	280	240	100	205	260	115	150	1165	260	90	1165	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	240	100	205	260	115	150	1165	260	90	1165	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	240	100	205	260	115	150	1165	260	90	1165	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	240	100	205	260	115	150	1165	0	90	1165	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	240	100	205	260	115	150	1165	0	90	1165	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	240	100	205	260	115	150	1165	0	90	1165	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	1.38	1.00	1.00	2.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	2964	1311	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.14	0.09	0.09	0.11	0.41	0.00	0.06	0.41	0.13
Crit Volume:		173		205			150			583		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	10	195	530	30	170	170	100	1110	15	230	1225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	195	530	30	170	170	100	1110	15	230	1225	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	195	530	30	170	170	100	1110	15	230	1225	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	195	530	30	170	170	100	1110	15	230	1225	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	195	530	30	170	170	100	1110	15	230	1225	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	195	530	30	170	170	100	1110	15	230	1225	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.02	0.06	0.12	0.07	0.39	0.01	0.08	0.44	0.44
Crit Volume:		195		30			100			630		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	285	60	130	435	40	45	0	80	80	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	285	60	130	435	40	45	0	80	80	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	285	60	130	435	40	45	0	80	80	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	285	0	130	435	40	45	0	80	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	285	0	130	435	40	45	0	80	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	285	0	130	435	40	45	0	80	80	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2518	232	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.05	0.17	0.17	0.03	0.00	0.06	0.06	0.00	0.00
Crit Volume:	65			238					80	80		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	135	25	5	45	75	480	0	60	465	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	135	25	5	45	75	480	0	60	465	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	135	25	5	45	75	480	0	60	465	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	135	25	5	45	75	480	0	60	465	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	135	25	5	45	75	480	0	60	465	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	135	25	5	45	75	480	0	60	465	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.27	1.73	0.00	0.20	1.59	0.21
Final Sat.:	1500	103	1397	1500	150	1350	405	2595	0	308	2385	308
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.18	0.19	0.00	0.19	0.20	0.19
Crit Volume:			145	25			75			293		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	80	30	5	5	160	140	225	560	85	50	545	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:	80	30	5	5	160	140	225	560	85	50	545	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:	80	30	5	5	160	140	225	560	85	50	545	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:	80	30	5	5	160	140	225	560	85	50	545	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	5	5	160	140	225	560	85	50	545	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:	80	30	5	5	160	140	225	560	85	50	545	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.03	1.05	0.92	0.52	1.29	0.19	0.17	1.81	0.02
Final Sat.:	1500	1370	130	49	1574	1377	776	1931	293	250	2725	25
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.04	0.10	0.10	0.10	0.29	0.29	0.29	0.20	0.20	0.20
Crit Volume:	80			153			225			300		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	155	20	120	10	10	20	15	610	55	55	735	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	20	120	10	10	20	15	610	55	55	735	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	20	120	10	10	20	15	610	55	55	735	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	20	120	10	10	20	15	610	55	55	735	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	20	120	10	10	20	15	610	55	55	735	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	20	120	10	10	20	15	610	55	55	735	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.33	0.67	0.04	1.80	0.16	0.14	1.84	0.02
Final Sat.:	1500	214	1286	1500	500	1000	66	2691	243	206	2756	38
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.01	0.02	0.02	0.23	0.23	0.23	0.27	0.27	0.27
Crit Volume:	155			30			15			400		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	750	5	10	845	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	750	5	10	845	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	750	5	10	845	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	750	5	10	845	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	750	5	10	845	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	750	5	10	845	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	58	2922	19	35	2931	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:			10	15			15					433
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	835	0	0	890	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	835	0	0	890	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	835	0	0	890	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	835	0	0	890	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	835	0	0	890	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	835	0	0	890	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2297	103
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.35	0.00	0.00	0.39	0.39
Crit Volume:	0					160	100				465	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	385	0	710	115	500	0	10	575	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	385	0	710	115	500	0	10	575	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	385	0	710	115	500	0	10	575	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	385	0	0	115	500	0	10	575	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	385	0	0	115	500	0	10	575	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	385	0	0	115	500	0	10	575	475
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.08	0.17	0.00	0.01	0.19	0.32
Crit Volume:			10	385			115					475
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	155	0	105	270	1575	0	0	1470	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	105	270	1575	0	0	1470	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	105	270	1575	0	0	1470	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	105	270	1575	0	0	1470	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	105	270	1575	0	0	1470	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	105	270	1575	0	0	1470	240
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3675	600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.19	0.55	0.00	0.00	0.40	0.40
Crit Volume:			0	155			270				570	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	180	0	0	55	0	1575	50	0	1510	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	180	0	0	55	0	1575	50	0	1510	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	180	0	0	55	0	1575	50	0	1510	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1575	50	0	1510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1575	50	0	1510	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1575	50	0	1510	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3489	111	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.42	0.00
Crit Volume:	0			0					542	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	20	475	135	5	485	100	170	1655	25	30	1560	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	475	135	5	485	100	170	1655	25	30	1560	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	475	135	5	485	100	170	1655	25	30	1560	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	475	135	5	485	100	170	1655	25	30	1560	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	475	135	5	485	100	170	1655	25	30	1560	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	475	135	5	485	100	170	1655	25	30	1560	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.08	0.00	0.15	0.06	0.11	0.52	0.02	0.02	0.49	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	35	40	300	250	60	55	20	1735	20	115	1705	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	300	250	60	55	20	1735	20	115	1705	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	300	250	60	55	20	1735	20	115	1705	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	300	250	60	55	20	1735	20	115	1705	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	300	250	60	55	20	1735	20	115	1705	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	300	250	60	55	20	1735	20	115	1705	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.65	0.35
Final Sat.:	747	853	1600	1290	310	1600	1600	4745	55	1600	4240	560
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.19	0.16	0.19	0.03	0.01	0.37	0.37	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	110	70	160	220	995	15	60	800	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	110	70	160	220	995	15	60	800	565
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	110	70	160	220	995	15	60	800	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	110	70	160	220	995	15	60	800	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	110	70	160	220	995	15	60	800	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	110	70	160	220	995	15	60	800	565
OvlAdjVol:												405
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.22	0.78	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1956	1244	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.31	0.01	0.04	0.25	0.35
OvlAdjV/S:												0.25
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2046 No Project W ICTF PM Peak
Command:	2046 No Project W ICTF PM Peak
Volume:	2046 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 2	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
# 4	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	F	xxxxx	1.004	F	xxxxx	1.004	+ 0.000 V/C
# 13 Anaheim St / Alameda St	F	xxxxx	1.103	F	xxxxx	1.103	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.995	E	xxxxx	0.995	+ 0.000 V/C

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Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	90	0	0	180	670	0	0	0	20	300	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	90	0	0	180	670	0	0	0	20	300	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	90	0	0	180	670	0	0	0	20	300	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	90	0	0	180	670	0	0	0	20	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	90	0	0	180	670	0	0	0	20	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	90	0	0	180	670	0	0	0	20	300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.00	0.06	0.23	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		200	0	0		100	605	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		200	0	0		100	605	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		200	0	0		100	605	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		200	0	0		100	605	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		200	0	0		100	605	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		200	0	0		100	605	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	0.00	0.00		2.00	2.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	3200	1600		3200	0	0		2880	3200	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.00		0.03	0.19	0.00		0.00	0.00	0.00	
Crit Moves:					****					****						

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	435	0		0	245	185		0	0	0		0	450	265	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	435	0		0	245	185		0	0	0		0	450	265	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	435	0		0	245	185		0	0	0		0	450	265	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	435	0		0	245	185		0	0	0		0	450	265	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	435	0		0	245	185		0	0	0		0	450	265	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	435	0		0	245	185		0	0	0		0	450	265	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.08	0.12		0.00	0.00	0.00		0.00	0.14	0.09	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	245	0	0	435	460	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	245	0	0	435	460	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	245	0	0	435	460	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	245	0	0	435	460	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	435	460	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	245	0	0	435	460	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.27	0.14	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	640	0	790	0	0	0	0	2745	460	0	2540	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	0	790	0	0	0	0	2745	460	0	2540	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	0	790	0	0	0	0	2745	460	0	2540	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	640	0	0	0	0	0	0	2745	0	0	2540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	0	0	0	0	0	0	2745	0	0	2540	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	640	0	0	0	0	0	0	2745	0	0	2540	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.56	0.00
Crit Volume:	320			0			915			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	210	0	235	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	210	0	235	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	210	0	235	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	210	0	235	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	210	0	235	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	210	0	235	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		525		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	155	5	175	60	5	15	45	250	230	355	380	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	5	175	60	5	15	45	250	230	355	380	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	5	175	60	5	15	45	250	230	355	380	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	155	5	175	60	5	15	45	250	0	355	380	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	5	175	60	5	15	45	250	0	355	380	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	155	5	175	60	5	15	45	250	0	355	380	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.75	0.81	0.44
Final Sat.:	2880	1600	1600	1600	1600	1600	488	2712	1600	1202	1287	711
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.30	0.30	0.30
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	80	65	135	180	40	170	35	1705	35	55	1685	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	65	135	180	40	170	35	1705	35	55	1685	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	65	135	180	40	170	35	1705	35	55	1685	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	65	135	180	40	170	35	1705	35	55	1685	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	65	135	180	40	170	35	1705	35	55	1685	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	65	135	180	40	170	35	1705	35	55	1685	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	520	1080	738	164	697	1600	4703	97	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.24	0.24	0.02	0.36	0.36	0.03	0.35	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	275	125	480	315	125	85	1540	10	50	1415	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	275	125	480	315	125	85	1540	10	50	1415	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	275	125	480	315	125	85	1540	10	50	1415	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	275	125	480	315	125	85	1540	10	50	1415	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	275	125	480	315	125	85	1540	10	50	1415	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	275	125	480	315	125	85	1540	10	50	1415	435
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4769	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.30	0.10	0.08	0.05	0.32	0.32	0.03	0.29	0.27
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	405	235	35	230	225	80	70	1400	485	25	1335	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	235	35	230	225	80	70	1400	485	25	1335	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	235	35	230	225	80	70	1400	485	25	1335	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	235	0	230	225	0	70	1400	485	25	1335	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	235	0	230	225	0	70	1400	485	25	1335	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	235	0	230	225	0	70	1400	485	25	1335	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.23	0.77	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3565	1235	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.07	0.00	0.14	0.07	0.00	0.04	0.39	0.39	0.02	0.42	0.14
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1780	0	0	1795	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1780	0	0	1795	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1780	0	0	1795	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1780	0	0	1795	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1780	0	0	1795	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1780	0	0	1795	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.42	0.00	0.00	0.42	0.05
Crit Volume:	0					400	0				598	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	325	350	225	270	305	105	120	1450	160	100	1630	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	350	225	270	305	105	120	1450	160	100	1630	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	350	225	270	305	105	120	1450	160	100	1630	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	350	225	270	305	105	120	1450	0	100	1630	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	350	225	270	305	105	120	1450	0	100	1630	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	350	225	270	305	105	120	1450	0	100	1630	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2058	2217	1425	1425	3180	1095	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.10	0.10	0.08	0.51	0.00	0.07	0.57	0.10
Crit Volume:	225			270			120			815		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	650	570	20	430	190	320	1175	30	395	1575	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	650	570	20	430	190	320	1175	30	395	1575	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	650	570	20	430	190	320	1175	30	395	1575	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	650	570	20	430	190	320	1175	30	395	1575	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	650	570	20	430	190	320	1175	30	395	1575	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	650	570	20	430	190	320	1175	30	395	1575	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.60	1.40	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2278	1997	1425	2850	1425	1425	2850	1425	2850	2720	130
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.15	0.13	0.22	0.41	0.02	0.14	0.58	0.58
Crit Volume:		407			20		320				825	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	80	315	75	115	325	40	75	0	10	130	0	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	315	75	115	325	40	75	0	10	130	0	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	315	75	115	325	40	75	0	10	130	0	420
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	315	0	115	325	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	315	0	115	325	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	315	0	115	325	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80					183	75			130		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	10	5	225	90	5	185	145	665	0	50	605	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	185	145	665	0	50	605	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	185	145	665	0	50	605	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	185	145	665	0	50	605	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	185	145	665	0	50	605	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	185	145	665	0	50	605	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.36	1.64	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	39	1461	537	2463	0	199	2404	397
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.13	0.13	0.27	0.27	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145					378
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	230	440	750	35	50	750	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	230	440	750	35	50	750	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	230	440	750	35	50	750	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	230	440	750	35	50	750	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	230	440	750	35	50	750	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	230	440	750	35	50	750	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.09	0.91	1.00	0.72	1.22	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	129	1371	1500	1078	1837	86	183	2744	73
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.15	0.41	0.41	0.41	0.27	0.27	0.27
Crit Volume:	90					230	440					410
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	160	20	80	10	5	30	20	1065	35	25	1020	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	80	10	5	30	20	1065	35	25	1020	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	80	10	5	30	20	1065	35	25	1020	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	80	10	5	30	20	1065	35	25	1020	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	80	10	5	30	20	1065	35	25	1020	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	80	10	5	30	20	1065	35	25	1020	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	54	2853	94	69	2833	97
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.36	0.36	0.36
Crit Volume:	160					35			560			25
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1030	25	15	1245	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1030	25	15	1245	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1030	25	15	1245	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1030	25	15	1245	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1030	25	15	1245	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1030	25	15	1245	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.91	0.05	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	56	2874	70	35	2929	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.42	0.43	0.42
Crit Volume:	45					30	20				638	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	65	0	205	205	975	0	0	1080	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	205	975	0	0	1080	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	205	975	0	0	1080	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	205	975	0	0	1080	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	205	975	0	0	1080	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	205	975	0	0	1080	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.48	0.52	1.00	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	0	1200	0	578	622	1200	1200	2400	0	1200	1878	522
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.17	0.41	0.00	0.00	0.57	0.58
Crit Volume:	0					205	205					690
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	370	0	235	90	810	0	5	995	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	370	0	235	90	810	0	5	995	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	370	0	235	90	810	0	5	995	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	370	0	0	90	810	0	5	995	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	370	0	0	90	810	0	5	995	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	370	0	0	90	810	0	5	995	370
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.25	0.00	0.00	0.06	0.27	0.00	0.00	0.33	0.25
Crit Volume:			10	370			90				497	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	190	0	185	290	1700	0	0	1395	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	185	290	1700	0	0	1395	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	0	185	290	1700	0	0	1395	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	185	290	1700	0	0	1395	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	185	290	1700	0	0	1395	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	185	290	1700	0	0	1395	250
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3625	650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.20	0.60	0.00	0.00	0.38	0.38
Crit Volume:			0	190				850		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:																			
Base Vol:	0	0	175	0	0	60	0	1700	60	0	1430	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	175	0	0	60	0	1700	60	0	1430	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	175	0	0	60	0	1700	60	0	1430	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1700	60	0	1430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1700	60	0	1430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1700	60	0	1430	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.90	0.10	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3477	123	0	3600	0
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.40	0.00
Crit Volume:	0			0					587	0		
Crit Moves:									****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.995
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																			
Base Vol:	5	565	120	5	380	105	225	1830	20	165	1485	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	565	120	5	380	105	225	1830	20	165	1485	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	565	120	5	380	105	225	1830	20	165	1485	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	565	120	5	380	105	225	1830	20	165	1485	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	565	120	5	380	105	225	1830	20	165	1485	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	565	120	5	380	105	225	1830	20	165	1485	100
Saturation Flow Module:																			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.18	0.08	0.00	0.12	0.07	0.14	0.57	0.01	0.10	0.46	0.06
Crit Moves:		****			****			****			****	

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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	80	330	325	125	35	30	2065	25	90	1590	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	80	330	325	125	35	30	2065	25	90	1590	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	80	330	325	125	35	30	2065	25	90	1590	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	80	330	325	125	35	30	2065	25	90	1590	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	80	330	325	125	35	30	2065	25	90	1590	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	80	330	325	125	35	30	2065	25	90	1590	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.96	0.04	1.00	2.57	0.43
Final Sat.:	487	1113	1600	1156	444	1600	1600	4743	57	1600	4114	686
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.20	0.28	0.02	0.02	0.44	0.44	0.06	0.39	0.39
Crit Moves:			****	****				****		****		

Port of Los Angeles
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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	120	20	150	185	1230	0	5	990	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	120	20	150	185	1230	0	5	990	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	120	20	150	185	1230	0	5	990	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	120	20	150	185	1230	0	5	990	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	120	20	150	185	1230	0	5	990	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	120	20	150	185	1230	0	5	990	460
OvlAdjVol:												310
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2743	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.09	0.12	0.38	0.00	0.00	0.31	0.29
OvlAdjV/S:												0.19
Crit Moves:	****					****	****				****	

Cumulative 2046 Baseline Plus Project

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Year 2046 AM Peak - Proposed Project

Scenario Report

Scenario:	2046 Build AM Peak
Command:	2046 Build AM Peak
Volume:	2046 Build AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 2	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 4	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000
# 21 PCH / Alameda St Ramp	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.728	C xxxxx	0.728	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.626	B xxxxx	0.626	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	5	170	0	0	475	865	0	0	0	10	365	400
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	5	170	0	0	475	865	0	0	0	10	365	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	170	0	0	475	865	0	0	0	10	365	400
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	5	170	0	0	475	865	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	170	0	0	475	865	0	0	0	10	365	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	5	170	0	0	475	865	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	0.90		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 2.00	0.00		0.00 2.00	2.00		0.00 0.00	0.00		1.00 2.00	1.00	
Final Sat.:	1600 3200	0		0 3200	2880		0	0		1600 3200	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.05	0.00		0.00 0.15	0.30		0.00 0.00	0.00		0.01 0.11	0.00	
Crit Moves:	****				****						****	

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	485	0	0	175	550	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	485	0	0	175	550	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	485	0	0	175	550	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	485	0	0	175	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	485	0	0	175	550	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	485	0	0	175	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	515	0	0	345	80	0	0	0	0	965	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	0	0	345	80	0	0	0	0	965	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	0	0	345	80	0	0	0	0	965	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	0	0	345	80	0	0	0	0	965	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	0	0	345	80	0	0	0	0	965	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	0	0	345	80	0	0	0	0	965	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.30	0.08
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	515	380	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	345	0	0	515	380	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	345	0	0	515	380	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	345	0	0	515	380	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	515	380	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	345	0	0	515	380	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.12 0.00	0.00		0.32 0.12	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	875	0	0	0	0	2515	900	0	2365	90
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	570	0	875	0	0	0	0	2515	900	0	2365	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	875	0	0	0	0	2515	900	0	2365	90
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	570	0	0	0	0	0	0	2515	0	0	2365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2515	0	0	2365	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	570	0	0	0	0	0	0	2515	0	0	2365	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19 0.00	0.00		0.00 0.00	0.00		0.00 0.56	0.00		0.00 0.53	0.00	
Crit Volume:	285			0			838			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	370	225	0	455	0	0	0	0	515	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	225	0	455	0	0	0	0	515	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	225	0	455	0	0	0	0	515	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	225	0	455	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	225	0	455	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	370	225	0	455	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		370		0				0		258		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	445	185	0	5	10	370	15	250	300	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	445	185	0	5	10	370	15	250	300	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	445	185	0	5	10	370	15	250	300	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	445	185	0	5	10	370	0	250	300	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	445	185	0	5	10	370	0	250	300	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	445	185	0	5	10	370	0	250	300	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.68	0.81	0.51
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1081	1297	822
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.23	0.23	0.23
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	985	30	55	1850	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	985	30	55	1850	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	985	30	55	1850	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	985	30	55	1850	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	985	30	55	1850	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	985	30	55	1850	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4658	142	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.21	0.21	0.03	0.39	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	340	80	400	355	100	25	1155	250	115	1410	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	340	80	400	355	100	25	1155	250	115	1410	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	340	80	400	355	100	25	1155	250	115	1410	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	340	80	400	355	100	25	1155	250	115	1410	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	340	80	400	355	100	25	1155	250	115	1410	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	340	80	400	355	100	25	1155	250	115	1410	550
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.47	0.53	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3946	854	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.25	0.11	0.06	0.02	0.29	0.29	0.07	0.29	0.34
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	135	15	450	185	195	215	940	205	40	1085	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	135	15	450	185	195	215	940	205	40	1085	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	135	15	450	185	195	215	940	205	40	1085	440
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	135	0	450	185	0	215	940	205	40	1085	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	135	0	450	185	0	215	940	205	40	1085	440
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	135	0	450	185	0	215	940	205	40	1085	440
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3941	859	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.28	0.06	0.00	0.13	0.24	0.24	0.03	0.34	0.28
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1385	0	0	1590	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1385	0	0	1590	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1385	0	0	1590	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1385	0	0	1590	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1385	0	0	1590	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1385	0	0	1590	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.32	0.00	0.00	0.37	0.04
Crit Volume:		0		20			155				530	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	315	275	65	135	175	60	20	1395	405	35	1590	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	275	65	135	175	60	20	1395	405	35	1590	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	275	65	135	175	60	20	1395	405	35	1590	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	275	65	135	175	60	20	1395	0	35	1590	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	275	65	135	175	60	20	1395	0	35	1590	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	275	65	135	175	60	20	1395	0	35	1590	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	1.40	1.00	1.00	2.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2282	1993	1425	1425	3184	1091	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.05	0.05	0.01	0.49	0.00	0.02	0.56	0.07
Crit Volume:	197			135			20				795	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	175	870	20	165	130	130	1050	20	585	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	175	870	20	165	130	130	1050	20	585	1270	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	175	870	20	165	130	130	1050	20	585	1270	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	175	870	20	165	130	130	1050	20	585	1270	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	175	870	20	165	130	130	1050	20	585	1270	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	175	870	20	165	130	130	1050	20	585	1270	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.31	0.01	0.06	0.09	0.09	0.37	0.01	0.21	0.47	0.47
Crit Volume:		175		20				525		293		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	460	145	135	455	20	90	5	195	200	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	460	145	135	455	20	90	5	195	200	10	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	460	145	135	455	20	90	5	195	200	10	150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	460	0	135	455	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	460	0	135	455	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	460	0	135	455	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2634	116	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.17	0.17	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					238		200			210	
Crit Moves:	****					****		****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	70	95	5	105	80	445	5	135	550	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	70	95	5	105	80	445	5	135	550	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	70	95	5	105	80	445	5	135	550	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	70	95	5	105	80	445	5	135	550	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	70	95	5	105	80	445	5	135	550	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	70	95	5	105	80	445	5	135	550	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.36	1.47	0.17
Final Sat.:	1500	100	1400	1500	68	1432	453	2519	28	540	2200	260
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.25	0.25	0.25
Crit Volume:		75		95			80				375	
Crit Moves:		****		****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 1	0	0	1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	335	445	125	25	605	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	335	445	125	25	605	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	335	445	125	25	605	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	335	445	125	25	605	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	335	445	125	25	605	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	335	445	125	25	605	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.74	0.98	0.28	0.07	1.85	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1110	1475	414	115	2771	115
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.22	0.22	0.22
Crit Volume:	40					270	335				327	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1 0	1	0	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	125	10	45	20	15	15	15	835	75	60	830	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	45	20	15	15	15	835	75	60	830	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	45	20	15	15	15	835	75	60	830	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	45	20	15	15	15	835	75	60	830	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	45	20	15	15	15	835	75	60	830	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	45	20	15	15	15	835	75	60	830	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.50	0.50	0.03	1.81	0.16	0.13	1.85	0.02
Final Sat.:	1500	273	1227	1500	750	750	49	2708	243	200	2767	33
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.30	0.30	0.30
Crit Volume:	125					30			463	60		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	955	5	20	885	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	955	5	20	885	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	955	5	20	885	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	955	5	20	885	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	955	5	20	885	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	955	5	20	885	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2954	15	66	2902	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.31	0.31	0.30
Crit Volume:			20	15				485		20		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	305	120	990	0	0	950	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	305	120	990	0	0	950	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	305	120	990	0	0	950	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	305	120	990	0	0	950	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	305	120	990	0	0	950	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	305	120	990	0	0	950	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.94	0.06
Final Sat.:	0	1200	0	367	833	1200	1200	2400	0	1200	2327	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.10	0.41	0.00	0.00	0.41	0.41
Crit Volume:	0					305	120				490	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	265	0	225	220	785	0	0	830	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	265	0	225	220	785	0	0	830	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	265	0	225	220	785	0	0	830	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	265	0	0	220	785	0	0	830	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	0	220	785	0	0	830	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	265	0	0	220	785	0	0	830	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.15	0.26	0.00	0.00	0.28	0.19
Crit Volume:		0		265			220				415	
Crit Moves:				****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	145	0	110	190	1420	0	0	1230	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	110	190	1420	0	0	1230	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	110	190	1420	0	0	1230	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	110	190	1420	0	0	1230	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	110	190	1420	0	0	1230	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	110	190	1420	0	0	1230	230
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3602	673
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.13	0.50	0.00	0.00	0.34	0.34
Crit Volume:		0		145				710		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	450	0	0	0	0	1300	0	0	1290	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	450	0	0	0	0	1300	0	0	1290	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	450	0	0	0	0	1300	0	0	1290	415
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1300	0	0	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1300	0	0	1290	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1300	0	0	1290	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.36	0.00
Crit Volume:	0			0			433			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	170	325	105	15	430	125	90	1465	40	90	1590	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	325	105	15	430	125	90	1465	40	90	1590	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	325	105	15	430	125	90	1465	40	90	1590	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	325	105	15	430	125	90	1465	40	90	1590	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	325	105	15	430	125	90	1465	40	90	1590	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	325	105	15	430	125	90	1465	40	90	1590	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.07	0.01	0.13	0.08	0.06	0.46	0.03	0.06	0.50	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	35	140	230	85	45	15	1545	20	110	1910	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	35	140	230	85	45	15	1545	20	110	1910	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	35	140	230	85	45	15	1545	20	110	1910	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	35	140	230	85	45	15	1545	20	110	1910	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	35	140	230	85	45	15	1545	20	110	1910	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	35	140	230	85	45	15	1545	20	110	1910	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	941	659	1600	1168	432	1600	1600	4739	61	1600	4539	261
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.20	0.03	0.01	0.33	0.33	0.07	0.42	0.42
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	115	35	170	185	800	10	40	870	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	115	35	170	185	800	10	40	870	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	115	35	170	185	800	10	40	870	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	115	35	170	185	800	10	40	870	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	115	35	170	185	800	10	40	870	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	115	35	170	185	800	10	40	870	360
OvlAdjVol:												190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.53	0.47	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2453	747	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.11	0.12	0.25	0.01	0.03	0.27	0.23
OvlAdjV/S:												0.12
Crit Moves:		****				****	****				****	

Scenario Report

Scenario:	2046 Build MD Peak
Command:	2046 Build MD Peak
Volume:	2046 Build MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 2	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
# 4	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.928	E	xxxxx	0.928	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.814	D	xxxxx	0.814	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.861	D	xxxxx	0.861	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541	
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	44	Level Of Service:	A	

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	250	0	0	300	875	0	0	0	15	280	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	250	0	0	300	875	0	0	0	15	280	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	250	0	0	300	875	0	0	0	15	280	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	250	0	0	300	875	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	0	0	300	875	0	0	0	15	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	250	0	0	300	875	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.09	0.30	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 1	0	0 0	2 0	1	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	315	0	0	250	800	0	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	0	0	315	0	0	250	800	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	0	250	800	0	0	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	0	0	315	0	0	250	800	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	0	250	800	0	0	0	0
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	0	0	315	0	0	250	800	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 2.00		1.00	2.00 0.00		0.00	2.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0 3200		1600	3200	0	0	2880 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.10 0.00		0.00	0.09 0.25		0.00	0.00 0.00		0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	460	0	0	255	45	0	0	0	0	885	355
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0	460	0	0	255	45	0	0	0	0	885	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	460	0	0	255	45	0	0	0	0	885	355
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0	460	0	0	255	45	0	0	0	0	885	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	0	0	255	45	0	0	0	0	885	355
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	0	460	0	0	255	45	0	0	0	0	885	355
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		0.90
Lanes:	0.00 2.00		0.00	0.00 2.00		1.00	0.00 0.00		0.00	0.00 2.00		2.00
Final Sat.:	0 3200		0	0 3200		1600	0	0	0	0 3200		2880
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14		0.00	0.00 0.08		0.03	0.00 0.00		0.00	0.00 0.28		0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	460	795	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	255	0	0	460	795	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	255	0	0	460	795	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	255	0	0	460	795	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	460	795	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	255	0	0	460	795	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.29	0.25	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	715	0	425	0	0	0	0	2145	0	0	1910	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	715	0	425	0	0	0	0	2145	0	0	1910	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	0	425	0	0	0	0	2145	0	0	1910	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	715	0	0	0	0	0	0	2145	0	0	1910	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	0	0	0	0	0	0	2145	0	0	1910	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	715	0	0	0	0	0	0	2145	0	0	1910	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.42	0.00
Crit Volume:	358			0			715			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	520	445	5	440	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	445	5	440	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	445	5	440	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	445	5	440	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	445	5	440	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	445	5	440	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.31	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		520		5				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	95	0	295	220	0	15	10	325	0	325	325	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	295	220	0	15	10	325	0	325	325	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	295	220	0	15	10	325	0	325	325	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	0	295	220	0	15	10	325	0	325	325	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	295	220	0	15	10	325	0	325	325	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	0	295	220	0	15	10	325	0	325	325	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.63	0.63	0.74
Final Sat.:	2880	1600	1600	1600	1600	1600	96	3104	1600	1010	1010	1181
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.18	0.14	0.00	0.01	0.10	0.10	0.00	0.32	0.32	0.32
Crit Moves:			****	****				****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1525	50	60	1515	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1525	50	60	1515	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1525	50	60	1515	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1525	50	60	1515	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1525	50	60	1515	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1525	50	60	1515	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4648	152	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.33	0.33	0.04	0.32	0.15
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	300	110	295	255	130	75	1370	30	85	1485	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	110	295	255	130	75	1370	30	85	1485	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	300	110	295	255	130	75	1370	30	85	1485	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	300	110	295	255	130	75	1370	30	85	1485	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	300	110	295	255	130	75	1370	30	85	1485	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	300	110	295	255	130	75	1370	30	85	1485	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4697	103	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.18	0.08	0.08	0.05	0.29	0.29	0.05	0.31	0.21
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	240	150	5	350	130	220	240	1030	285	50	1040	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	150	5	350	130	220	240	1030	285	50	1040	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	150	5	350	130	220	240	1030	285	50	1040	510
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	150	0	350	130	0	240	1030	285	50	1040	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	150	0	350	130	0	240	1030	285	50	1040	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	150	0	350	130	0	240	1030	285	50	1040	510
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3760	1040	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.22	0.04	0.00	0.15	0.27	0.27	0.03	0.33	0.32
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	135	140	1520	0	0	1255	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	135	140	1520	0	0	1255	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	135	140	1520	0	0	1255	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	135	140	1520	0	0	1255	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	135	140	1520	0	0	1255	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	135	140	1520	0	0	1255	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.36	0.00	0.00	0.29	0.03
Crit Volume:		0			20		140				418	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0 1	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	280	225	90	205	250	115	150	1285	260	80	1280	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	225	90	205	250	115	150	1285	260	80	1280	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	225	90	205	250	115	150	1285	260	80	1280	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	225	90	205	250	115	150	1285	0	80	1280	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	225	90	205	250	115	150	1285	0	80	1280	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	225	90	205	250	115	150	1285	0	80	1280	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.66	1.34	1.00	1.00	2.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2370	1905	1425	1425	2928	1347	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.14	0.09	0.09	0.11	0.45	0.00	0.06	0.45	0.13
Crit Volume:		168		205			150			640		
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	10	130	650	30	95	170	95	1115	15	350	1225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	130	650	30	95	170	95	1115	15	350	1225	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	130	650	30	95	170	95	1115	15	350	1225	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	130	650	30	95	170	95	1115	15	350	1225	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	130	650	30	95	170	95	1115	15	350	1225	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	130	650	30	95	170	95	1115	15	350	1225	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.23	0.02	0.03	0.12	0.07	0.39	0.01	0.12	0.44	0.44
Crit Volume:			325	30				558		0		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	275	60	120	425	40	45	0	80	80	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	275	60	120	425	40	45	0	80	80	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	275	60	120	425	40	45	0	80	80	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	275	0	120	425	40	45	0	80	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	275	0	120	425	40	45	0	80	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	275	0	120	425	40	45	0	80	80	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2513	237	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.04	0.17	0.17	0.03	0.00	0.06	0.06	0.00	0.00
Crit Volume:	65				233				80	80		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	135	25	5	45	75	515	0	60	490	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	135	25	5	45	75	515	0	60	490	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	135	25	5	45	75	515	0	60	490	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	135	25	5	45	75	515	0	60	490	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	135	25	5	45	75	515	0	60	490	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	135	25	5	45	75	515	0	60	490	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.25	1.75	0.00	0.20	1.60	0.20
Final Sat.:	1500	103	1397	1500	150	1350	381	2619	0	295	2410	295
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.20	0.20	0.00	0.20	0.20	0.20
Crit Volume:			145	25			75			305		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	80	30	5	5	160	140	225	600	85	50	570	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:	80	30	5	5	160	140	225	600	85	50	570	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:	80	30	5	5	160	140	225	600	85	50	570	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:	80	30	5	5	160	140	225	600	85	50	570	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	5	5	160	140	225	600	85	50	570	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:	80	30	5	5	160	140	225	600	85	50	570	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.03	1.05	0.92	0.49	1.32	0.19	0.16	1.82	0.02
Final Sat.:	1500	1370	130	49	1574	1377	742	1978	280	240	2736	24
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.04	0.10	0.10	0.10	0.30	0.30	0.30	0.21	0.21	0.21
Crit Volume:	80			153			225			313		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	120	20	130	10	10	20	15	655	20	60	775	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	130	10	10	20	15	655	20	60	775	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	130	10	10	20	15	655	20	60	775	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	20	130	10	10	20	15	655	20	60	775	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	130	10	10	20	15	655	20	60	775	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	20	130	10	10	20	15	655	20	60	775	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.33	0.67	0.04	1.90	0.06	0.14	1.84	0.02
Final Sat.:	1500	200	1300	1500	500	1000	65	2848	87	213	2751	36
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.02	0.02	0.23	0.23	0.23	0.28	0.28	0.28
Crit Volume:		150			10			15			422	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	780	5	10	870	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	780	5	10	870	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	780	5	10	870	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	780	5	10	870	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	780	5	10	870	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	780	5	10	870	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	56	2925	19	34	2933	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.27	0.27	0.27	0.30	0.30	0.30
Crit Volume:			10	15			15			445		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	865	0	0	915	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	865	0	0	915	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	865	0	0	915	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	865	0	0	915	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	865	0	0	915	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	865	0	0	915	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2299	101
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.36	0.00	0.00	0.40	0.40
Crit Volume:	0					160	100					478
Crit Moves:						****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.603									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	36			Level Of Service:			B									
Street Name:	Figueroa St						Harry Bridges Blvd									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Ignore			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1				
Volume Module:																
Base Vol:	0	0	0	350	0	710	115	560	0	0	625	440				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	350	0	710	115	560	0	0	625	440				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	350	0	710	115	560	0	0	625	440				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	350	0	0	115	560	0	0	625	440				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	350	0	0	115	560	0	0	625	440				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	350	0	0	115	560	0	0	625	440				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.08	0.19	0.00	0.00	0.21	0.29				
Crit Volume:		0		350			115					440				
Crit Moves:				****			****					****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100			Critical Vol./Cap.(X):			0.665									
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	68			Level Of Service:			B									
Street Name:	Alameda St Ramp						PCH									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0				
Volume Module:																
Base Vol:	0	0	0	120	0	105	270	1585	0	0	1480	195				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	120	0	105	270	1585	0	0	1480	195				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	120	0	105	270	1585	0	0	1480	195				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	120	0	105	270	1585	0	0	1480	195				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	120	0	105	270	1585	0	0	1480	195				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	120	0	105	270	1585	0	0	1480	195				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.65	0.35				
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3777	498				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.07	0.19	0.56	0.00	0.00	0.39	0.39				
Crit Volume:		0		120			270				558					
Crit Moves:				****			****				****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	585	0	0	10	0	1585	10	0	1520	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	585	0	0	10	0	1585	10	0	1520	605
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	585	0	0	10	0	1585	10	0	1520	605
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1585	10	0	1520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1585	10	0	1520	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1585	10	0	1520	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3577	23	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.00	0.42	0.00
Crit Volume:	0			0					532	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	20	475	135	5	485	100	170	1555	25	30	1550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	475	135	5	485	100	170	1555	25	30	1550	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	475	135	5	485	100	170	1555	25	30	1550	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	475	135	5	485	100	170	1555	25	30	1550	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	475	135	5	485	100	170	1555	25	30	1550	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	475	135	5	485	100	170	1555	25	30	1550	130
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.15	0.08	0.00	0.15	0.06	0.11	0.49	0.02	0.02	0.48	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	35	40	300	250	60	55	20	1645	20	115	1695	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	300	250	60	55	20	1645	20	115	1695	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	300	250	60	55	20	1645	20	115	1695	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	300	250	60	55	20	1645	20	115	1695	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	300	250	60	55	20	1645	20	115	1695	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	300	250	60	55	20	1645	20	115	1695	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.65	0.35
Final Sat.:	747	853	1600	1290	310	1600	1600	4742	58	1600	4238	563
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.19	0.16	0.19	0.03	0.01	0.35	0.35	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	30	70	160	220	980	15	60	785	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	30	70	160	220	980	15	60	785	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	30	70	160	220	980	15	60	785	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	30	70	160	220	980	15	60	785	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	30	70	160	220	980	15	60	785	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	30	70	160	220	980	15	60	785	480
OvlAdjVol:												320
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.04	0.10	0.14	0.31	0.01	0.04	0.25	0.30
OvlAdjV/S:												0.20
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2046 Build PM Peak
Command:	2046 Build PM Peak
Volume:	2046 Build PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 2	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000
# 4	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 12 Anaheim St / Henry Ford Ave	F	xxxxx	1.010	F	xxxxx	1.010	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.103	F	xxxxx	1.103	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.939	E xxxxx	0.939	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	140	0	0	210	690	0	0	0	20	300	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	0	0	210	690	0	0	0	20	300	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	140	0	0	210	690	0	0	0	20	300	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	140	0	0	210	690	0	0	0	20	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	140	0	0	210	690	0	0	0	20	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	140	0	0	210	690	0	0	0	20	300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.00	0.00	0.07	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	230	0	0	150	605	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	0	150	605	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	0	150	605	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	0	150	605	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	0	150	605	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	230	0	0	150	605	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	435	0	0	245	185	0	0	0	0	490	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	0	0	245	185	0	0	0	0	490	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	0	0	245	185	0	0	0	0	490	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	0	0	245	185	0	0	0	0	490	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	0	0	245	185	0	0	0	0	490	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	0	0	245	185	0	0	0	0	490	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.08	0.12	0.00	0.00	0.00	0.00	0.15	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	245	0	0	435	510	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	245	0	0	435	510	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	245	0	0	435	510	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	245	0	0	435	510	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	435	510	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	245	0	0	435	510	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.27	0.16	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	640	0	775	0	0	0	0	2740	440	0	2520	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	0	775	0	0	0	0	2740	440	0	2520	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	0	775	0	0	0	0	2740	440	0	2520	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	640	0	0	0	0	0	0	2740	0	0	2520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	0	0	0	0	0	0	2740	0	0	2520	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	640	0	0	0	0	0	0	2740	0	0	2520	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.56	0.00
Crit Volume:	320			0				913		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	195	0	225	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	195	0	225	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	195	0	225	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	195	0	225	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	195	0	225	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	195	0	225	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		525		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	125	0	150	60	0	15	45	250	205	335	380	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	150	60	0	15	45	250	205	335	380	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	0	150	60	0	15	45	250	205	335	380	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	0	150	60	0	15	45	250	0	335	380	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	150	60	0	15	45	250	0	335	380	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	125	0	150	60	0	15	45	250	0	335	380	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.72	0.83	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	488	2712	1600	1159	1315	726
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.09	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	80	65	135	180	40	170	35	1750	35	55	1745	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	65	135	180	40	170	35	1750	35	55	1745	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	65	135	180	40	170	35	1750	35	55	1745	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	65	135	180	40	170	35	1750	35	55	1745	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	65	135	180	40	170	35	1750	35	55	1745	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	65	135	180	40	170	35	1750	35	55	1745	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	520	1080	738	164	697	1600	4706	94	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.24	0.24	0.02	0.37	0.37	0.03	0.36	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	120	480	315	125	85	1595	10	45	1490	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	275	120	480	315	125	85	1595	10	45	1490	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	275	120	480	315	125	85	1595	10	45	1490	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	275	120	480	315	125	85	1595	10	45	1490	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	275	120	480	315	125	85	1595	10	45	1490	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	275	120	480	315	125	85	1595	10	45	1490	425
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4770	30	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.30	0.10	0.08	0.05	0.33	0.33	0.03	0.31	0.27
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	405	215	35	285	210	155	160	1390	485	25	1330	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	215	35	285	210	155	160	1390	485	25	1330	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	215	35	285	210	155	160	1390	485	25	1330	295
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	215	0	285	210	0	160	1390	485	25	1330	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	215	0	285	210	0	160	1390	485	25	1330	295
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	215	0	285	210	0	160	1390	485	25	1330	295
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.22	0.78	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3558	1242	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.07	0.00	0.18	0.07	0.00	0.10	0.39	0.39	0.02	0.42	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1860	0	0	1860	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1860	0	0	1860	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1860	0	0	1860	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1860	0	0	1860	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1860	0	0	1860	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1860	0	0	1860	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.44	0.00	0.00	0.44	0.05
Crit Volume:	0					400	0				620	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	325	340	220	265	300	105	105	1530	160	95	1695	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	340	220	265	300	105	105	1530	160	95	1695	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	340	220	265	300	105	105	1530	160	95	1695	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	340	220	265	300	105	105	1530	0	95	1695	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	340	220	265	300	105	105	1530	0	95	1695	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	340	220	265	300	105	105	1530	0	95	1695	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.47	1.53	1.00	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2089	2186	1425	1425	3167	1108	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.19	0.09	0.09	0.07	0.54	0.00	0.07	0.59	0.10
Crit Volume:	222			265			105			848		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.103
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	590	645	20	385	160	315	1170	30	460	1575	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	590	645	20	385	160	315	1170	30	460	1575	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	590	645	20	385	160	315	1170	30	460	1575	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	590	645	20	385	160	315	1170	30	460	1575	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	590	645	20	385	160	315	1170	30	460	1575	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	590	645	20	385	160	315	1170	30	460	1575	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	1.57	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2042	2233	1425	2850	1425	1425	2850	1425	2850	2720	130
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.14	0.11	0.22	0.41	0.02	0.16	0.58	0.58
Crit Volume:		412			20		315				825	
Crit Moves:		****			****		****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	310	75	110	320	40	75	0	10	130	0	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	310	75	110	320	40	75	0	10	130	0	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	310	75	110	320	40	75	0	10	130	0	410
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	310	0	110	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	310	0	110	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	310	0	110	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	5	225	90	5	185	145	675	0	50	615	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	185	145	675	0	50	615	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	185	145	675	0	50	615	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	185	145	675	0	50	615	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	185	145	675	0	50	615	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	185	145	675	0	50	615	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.35	1.65	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	39	1461	530	2470	0	196	2412	392
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.13	0.13	0.27	0.27	0.00	0.26	0.25	0.26
Crit Volume:			230	90			145					383
Crit Moves:			****	****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	90	80	5	15	105	230	440	760	35	50	760	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	230	440	760	35	50	760	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	230	440	760	35	50	760	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	230	440	760	35	50	760	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	230	440	760	35	50	760	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	230	440	760	35	50	760	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.09	0.91	1.00	0.71	1.23	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	129	1371	1500	1069	1846	85	181	2747	72
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.15	0.41	0.41	0.41	0.28	0.28	0.28
Crit Volume:	90					230	440				415	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	140	20	80	10	5	30	20	1085	15	30	1045	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	80	10	5	30	20	1085	15	30	1045	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	80	10	5	30	20	1085	15	30	1045	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	80	10	5	30	20	1085	15	30	1045	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	80	10	5	30	20	1085	15	30	1045	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	80	10	5	30	20	1085	15	30	1045	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.03	1.94	0.03	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	54	2906	40	81	2824	95
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.37	0.37	0.37	0.37	0.37	0.37
Crit Volume:	140					35			560	30		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1045	25	15	1260	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1045	25	15	1260	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1045	25	15	1260	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1045	25	15	1260	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1045	25	15	1260	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1045	25	15	1260	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	55	2876	69	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.43	0.43	0.43
Crit Volume:	45					30	20					645
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	65	0	205	205	990	0	0	1095	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	205	990	0	0	1095	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	205	990	0	0	1095	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	205	990	0	0	1095	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	205	990	0	0	1095	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	205	990	0	0	1095	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.48	0.52	1.00	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	0	1200	0	578	622	1200	1200	2400	0	1200	1884	516
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.17	0.41	0.00	0.00	0.58	0.58
Crit Volume:	0					205	205					698
Crit Moves:						****	****					****

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Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	350	0	235	90	840	0	0	1030	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	235	90	840	0	0	1030	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	235	90	840	0	0	1030	350
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	90	840	0	0	1030	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	90	840	0	0	1030	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	90	840	0	0	1030	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.06	0.28	0.00	0.00	0.34	0.23
Crit Volume:		0			350			90			515	
Crit Moves:					****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	145	0	185	290	1705	0	0	1390	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	185	290	1705	0	0	1390	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	185	290	1705	0	0	1390	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	185	290	1705	0	0	1390	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	185	290	1705	0	0	1390	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	185	290	1705	0	0	1390	225
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3679	596
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.13	0.20	0.60	0.00	0.00	0.38	0.38
Crit Volume:		0				185		853			0	
Crit Moves:						****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	295	0	0	0	0	1715	0	0	1455	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	295	0	0	0	0	1715	0	0	1455	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	295	0	0	0	0	1715	0	0	1455	365
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1715	0	0	1455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1715	0	0	1455	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1715	0	0	1455	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.40	0.00
Crit Volume:	0			0			572			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	565	120	5	380	105	225	1680	20	165	1435	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	565	120	5	380	105	225	1680	20	165	1435	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	565	120	5	380	105	225	1680	20	165	1435	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	565	120	5	380	105	225	1680	20	165	1435	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	565	120	5	380	105	225	1680	20	165	1435	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	565	120	5	380	105	225	1680	20	165	1435	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.08	0.00	0.12	0.07	0.14	0.53	0.01	0.10	0.45	0.06
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	80	330	325	125	35	30	1925	25	90	1540	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	80	330	325	125	35	30	1925	25	90	1540	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	80	330	325	125	35	30	1925	25	90	1540	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	80	330	325	125	35	30	1925	25	90	1540	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	80	330	325	125	35	30	1925	25	90	1540	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	80	330	325	125	35	30	1925	25	90	1540	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.96	0.04	1.00	2.56	0.44
Final Sat.:	487	1113	1600	1156	444	1600	1600	4738	62	1600	4095	705
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.20	0.28	0.02	0.02	0.41	0.41	0.06	0.38	0.38
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	35	20	150	185	1205	0	5	945	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	35	20	150	185	1205	0	5	945	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	35	20	150	185	1205	0	5	945	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	35	20	150	185	1205	0	5	945	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	35	20	150	185	1205	0	5	945	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	35	20	150	185	1205	0	5	945	320
OvlAdjVol:												170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.12	0.38	0.00	0.00	0.30	0.20
OvlAdjV/S:												0.11
Crit Moves:	****					****	****				****	

Cumulative 2046 Baseline Plus No Project

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Year 2046 AM Peak - No Project W ICTF

Scenario Report

Scenario:	2046 No Project W ICTF AM Peak
Command:	2046 No Project W ICTF AM Peak
Volume:	2046 No Project W ICTF AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Year 2046 AM Peak - No Project W ICTF

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000
# 2	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000
# 4	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.937	E	xxxxx	0.937	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.905	E	xxxxx	0.905	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000

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Year 2046 AM Peak - No Project W ICTF

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.747	C xxxxx	0.747	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	112	0	0	423	840	0	0	0	10	365	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	112	0	0	423	840	0	0	0	10	365	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	112	0	0	423	840	0	0	0	10	365	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	112	0	0	423	840	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	112	0	0	423	840	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	112	0	0	423	840	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.13	0.29	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	433	0	0	117	550	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	433	0	0	117	550	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	433	0	0	117	550	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	433	0	0	117	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	433	0	0	117	550	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	433	0	0	117	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.04	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	515	0	0	345	80	0	0	0	0	909	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	0	0	345	80	0	0	0	0	909	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	0	0	345	80	0	0	0	0	909	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	0	0	345	80	0	0	0	0	909	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	0	0	345	80	0	0	0	0	909	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	0	0	345	80	0	0	0	0	909	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.28	0.08
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	515	322	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	345	0	0	515	322	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	345	0	0	515	322	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	345	0	0	515	322	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	515	322	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	345	0	0	515	322	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.12 0.00		0.00	0.32 0.10		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	883	0	0	0	0	2538	938	0	2377	73
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	570	0	883	0	0	0	0	2538	938	0	2377	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	883	0	0	0	0	2538	938	0	2377	73
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	570	0	0	0	0	0	0	2538	0	0	2377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2538	0	0	2377	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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	570	0	0	0	0	0	0	2538	0	0	2377	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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19 0.00		0.00	0.00 0.00		0.00	0.00 0.56		0.00	0.00 0.53		0.00
Crit Volume:	285			0			846			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	370	242	0	473	0	0	0	0	515	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	242	0	473	0	0	0	0	515	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	242	0	473	0	0	0	0	515	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	242	0	473	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	242	0	473	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	370	242	0	473	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		370			0			0		258		
Crit Moves:		****			****					****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	175	6	458	185	6	5	10	370	51	268	300	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	6	458	185	6	5	10	370	51	268	300	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	6	458	185	6	5	10	370	51	268	300	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	175	6	458	185	6	5	10	370	0	268	300	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	6	458	185	6	5	10	370	0	268	300	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	175	6	458	185	6	5	10	370	0	268	300	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.09	0.91	0.05	1.95	1.00	0.71	0.79	0.50
Final Sat.:	2880	1600	1600	1600	1745	1455	84	3116	1600	1131	1266	802
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.12	0.00	0.00	0.12	0.12	0.00	0.24	0.24	0.24
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	887	30	55	1805	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	887	30	55	1805	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	887	30	55	1805	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	887	30	55	1805	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	887	30	55	1805	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	887	30	55	1805	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.19	0.19	0.03	0.38	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	40	340	85	400	355	100	25	1047	250	121	1344	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	340	85	400	355	100	25	1047	250	121	1344	565
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	340	85	400	355	100	25	1047	250	121	1344	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	340	85	400	355	100	25	1047	250	121	1344	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	340	85	400	355	100	25	1047	250	121	1344	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	340	85	400	355	100	25	1047	250	121	1344	565
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.42	0.58	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3875	925	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.05	0.25	0.11	0.06	0.02	0.27	0.27	0.08	0.28	0.35
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	138	15	347	199	90	110	945	205	40	1095	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	138	15	347	199	90	110	945	205	40	1095	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	138	15	347	199	90	110	945	205	40	1095	374
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	138	0	347	199	0	110	945	205	40	1095	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	138	0	347	199	0	110	945	205	40	1095	374
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	138	0	347	199	0	110	945	205	40	1095	374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.47	0.53	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3944	856	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.22	0.06	0.00	0.07	0.24	0.24	0.03	0.34	0.23
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	155	1290	0	0	1495	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	155	1290	0	0	1495	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	155	1290	0	0	1495	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	155	1290	0	0	1495	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	155	1290	0	0	1495	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	155	1290	0	0	1495	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.30	0.00	0.00	0.35	0.04
Crit Volume:		0			20		155				498	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	315	289	70	130	192	60	48	1300	405	45	1495	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	289	70	130	192	60	48	1300	405	45	1495	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	289	70	130	192	60	48	1300	405	45	1495	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	289	70	130	192	60	48	1300	0	45	1495	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	289	70	130	192	60	48	1300	0	45	1495	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	289	70	130	192	60	48	1300	0	45	1495	105
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2230	2045	1425	1425	3257	1018	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.09	0.06	0.06	0.03	0.46	0.00	0.03	0.52	0.07
Crit Volume:		201		130			48				748	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	241	786	20	222	135	142	1062	20	490	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	241	786	20	222	135	142	1062	20	490	1270	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	241	786	20	222	135	142	1062	20	490	1270	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	241	786	20	222	135	142	1062	20	490	1270	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	241	786	20	222	135	142	1062	20	490	1270	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	241	786	20	222	135	142	1062	20	490	1270	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.28	0.01	0.08	0.09	0.10	0.37	0.01	0.17	0.47	0.47
Crit Volume:		241		20			142				665	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	472	145	148	469	20	90	5	195	200	10	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	472	145	148	469	20	90	5	195	200	10	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	472	145	148	469	20	90	5	195	200	10	162
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	472	0	148	469	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	472	0	148	469	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	472	0	148	469	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2638	112	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.18	0.18	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150			245			200			210		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	70	95	5	105	80	442	5	135	522	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	70	95	5	105	80	442	5	135	522	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	70	95	5	105	80	442	5	135	522	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	70	95	5	105	80	442	5	135	522	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	70	95	5	105	80	442	5	135	522	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	70	95	5	105	80	442	5	135	522	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.37	1.45	0.18
Final Sat.:	1500	100	1400	1500	68	1432	455	2516	28	561	2169	270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.24	0.24	0.24
Crit Volume:		75		95			80					361
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	335	442	125	25	577	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	335	442	125	25	577	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	335	442	125	25	577	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	335	442	125	25	577	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	335	442	125	25	577	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	335	442	125	25	577	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.74	0.98	0.28	0.08	1.84	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1114	1470	416	120	2761	120
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.21	0.21	0.21
Crit Volume:	40					270	335					314
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	150	10	46	20	15	15	15	815	101	52	795	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	10	46	20	15	15	15	815	101	52	795	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	10	46	20	15	15	15	815	101	52	795	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	10	46	20	15	15	15	815	101	52	795	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	10	46	20	15	15	15	815	101	52	795	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	10	46	20	15	15	15	815	101	52	795	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	1.00	0.50	0.50	0.03	1.75	0.22	0.12	1.86	0.02
Final Sat.:	1500	268	1232	1500	750	750	48	2626	325	182	2783	35
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.29	0.29	0.29
Crit Volume:	150					30			465		52	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	945	5	20	865	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	945	5	20	865	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	945	5	20	865	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	945	5	20	865	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	945	5	20	865	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	945	5	20	865	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2953	16	67	2899	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.32	0.32	0.32	0.30	0.30	0.30
Crit Volume:			20	15				480		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 1	0	1 0	1 1 0
Volume Module:												
Base Vol:	0	0	0	55	0	305	120	980	0	0	930	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	305	120	980	0	0	930	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	305	120	980	0	0	930	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	305	120	980	0	0	930	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	305	120	980	0	0	930	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	305	120	980	0	0	930	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.94	0.06
Final Sat.:	0	1200	0	367	833	1200	1200	2400	0	1200	2325	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.10	0.41	0.00	0.00	0.40	0.40
Crit Volume:	0					305	120				480	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	10	291	0	225	220	754	0	10	790	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	291	0	225	220	754	0	10	790	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	291	0	225	220	754	0	10	790	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	291	0	0	220	754	0	10	790	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	291	0	0	220	754	0	10	790	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	291	0	0	220	754	0	10	790	315
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.19	0.00	0.00	0.15	0.25	0.00	0.01	0.26	0.21
Crit Volume:			10	291			220				395	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	215	0	110	190	1421	0	0	1225	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	215	0	110	190	1421	0	0	1225	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	215	0	110	190	1421	0	0	1225	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	0	110	190	1421	0	0	1225	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	110	190	1421	0	0	1225	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	215	0	110	190	1421	0	0	1225	265
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3515	760
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.13	0.50	0.00	0.00	0.35	0.35
Crit Volume:			0	215				711		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	126	0	0	39	0	1277	94	0	1281	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	126	0	0	39	0	1277	94	0	1281	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	126	0	0	39	0	1277	94	0	1281	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1277	94	0	1281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1277	94	0	1281	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1277	94	0	1281	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.79	0.21	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3353	247	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.36	0.00
Crit Volume:	0			0			457		0			
Crit Moves:							****		****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	170	325	105	15	430	125	90	1551	40	90	1682	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	325	105	15	430	125	90	1551	40	90	1682	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	325	105	15	430	125	90	1551	40	90	1682	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	325	105	15	430	125	90	1551	40	90	1682	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	325	105	15	430	125	90	1551	40	90	1682	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	325	105	15	430	125	90	1551	40	90	1682	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.07	0.01	0.13	0.08	0.06	0.48	0.03	0.06	0.53	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	35	140	230	85	45	15	1620	20	110	2002	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	35	140	230	85	45	15	1620	20	110	2002	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	35	140	230	85	45	15	1620	20	110	2002	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	35	140	230	85	45	15	1620	20	110	2002	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	35	140	230	85	45	15	1620	20	110	2002	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	35	140	230	85	45	15	1620	20	110	2002	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	941	659	1600	1168	432	1600	1600	4741	59	1600	4550	250
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.20	0.03	0.01	0.34	0.34	0.07	0.44	0.44
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	206	35	170	185	835	10	40	882	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	206	35	170	185	835	10	40	882	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	206	35	170	185	835	10	40	882	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	206	35	170	185	835	10	40	882	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	206	35	170	185	835	10	40	882	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	206	35	170	185	835	10	40	882	425
OvlAdjVol:												255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2735	465	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.11	0.12	0.26	0.01	0.03	0.28	0.27
OvlAdjV/S:												0.16
Crit Moves:		****				****	****				****	

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Scenario Report

Scenario:	2046 No Project W ICTF MD Peak
Command:	2046 No Project W ICTF MD Peak
Volume:	2046 No Project W ICTF MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 2	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 4	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.951	E	xxxxx	0.951	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.849	D xxxxx	0.849	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	176	0	0	236	838	0	0	0	15	280	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	0	0	236	838	0	0	0	15	280	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	176	0	0	236	838	0	0	0	15	280	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	176	0	0	236	838	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	176	0	0	236	838	0	0	0	15	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	176	0	0	236	838	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.07	0.29	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	251	0	0	176	800	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	251	0	0	176	800	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	251	0	0	176	800	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	251	0	0	176	800	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	251	0	0	176	800	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	251	0	0	176	800	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.06	0.25	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	460	0		0	255	45		0	0	0		0	811	355	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	460	0		0	255	45		0	0	0		0	811	355	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	460	0		0	255	45		0	0	0		0	811	355	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	460	0		0	255	45		0	0	0		0	811	355	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	460	0		0	255	45		0	0	0		0	811	355	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	460	0		0	255	45		0	0	0		0	811	355	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.08	0.03		0.00	0.00	0.00		0.00	0.25	0.12	
Crit Moves:		****				****								****		

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Year 2046 MD Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	460	721	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	255	0	0	460	721	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	255	0	0	460	721	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	255	0	0	460	721	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	460	721	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	255	0	0	460	721	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.09 0.00	0.00		0.29 0.23	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Year 2046 MD Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	715	0	447	0	0	0	0	2169	47	0	1860	31
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	715	0	447	0	0	0	0	2169	47	0	1860	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	0	447	0	0	0	0	2169	47	0	1860	31
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	715	0	0	0	0	0	0	2169	0	0	1860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	0	0	0	0	0	0	2169	0	0	1860	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	715	0	0	0	0	0	0	2169	0	0	1860	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00	0.00		0.00 0.00	0.00		0.00 0.48	0.00		0.00 0.41	0.00	
Crit Volume:	358			0			723			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	520	469	5	464	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	469	5	464	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	469	5	464	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	469	5	464	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	469	5	464	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	469	5	464	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.33	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		520		5				0		255		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	142	5	319	220	10	15	10	325	42	349	325	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	5	319	220	10	15	10	325	42	349	325	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	5	319	220	10	15	10	325	42	349	325	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	142	5	319	220	10	15	10	325	0	349	325	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	5	319	220	10	15	10	325	0	349	325	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	142	5	319	220	10	15	10	325	0	349	325	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.66	0.62	0.72
Final Sat.:	2880	1600	1600	1600	1600	1600	96	3104	1600	1060	987	1154
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.20	0.14	0.01	0.01	0.10	0.10	0.00	0.33	0.33	0.33
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1398	50	60	1409	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1398	50	60	1409	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1398	50	60	1409	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1398	50	60	1409	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1398	50	60	1409	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1398	50	60	1409	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4634	166	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.30	0.30	0.04	0.29	0.15
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	300	122	295	255	130	75	1237	35	92	1352	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	122	295	255	130	75	1237	35	92	1352	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	300	122	295	255	130	75	1237	35	92	1352	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	300	122	295	255	130	75	1237	35	92	1352	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	300	122	295	255	130	75	1237	35	92	1352	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	300	122	295	255	130	75	1237	35	92	1352	351
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4668	132	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.18	0.08	0.08	0.05	0.26	0.27	0.06	0.28	0.22
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	240	169	5	222	149	90	105	1035	285	50	1050	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	169	5	222	149	90	105	1035	285	50	1050	382
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	169	5	222	149	90	105	1035	285	50	1050	382
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	169	0	222	149	0	105	1035	285	50	1050	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	169	0	222	149	0	105	1035	285	50	1050	382
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	169	0	222	149	0	105	1035	285	50	1050	382
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.35	0.65	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3764	1036	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.14	0.05	0.00	0.07	0.28	0.27	0.03	0.33	0.24
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	135	140	1395	0	0	1136	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	135	140	1395	0	0	1136	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	135	140	1395	0	0	1136	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	135	140	1395	0	0	1136	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	135	140	1395	0	0	1136	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	135	140	1395	0	0	1136	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.10	0.33	0.00	0.00	0.27	0.03
Crit Volume:		0			20		140				379	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	280	242	100	205	262	115	151	1165	260	90	1165	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	242	100	205	262	115	151	1165	260	90	1165	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	242	100	205	262	115	151	1165	260	90	1165	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	242	100	205	262	115	151	1165	0	90	1165	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	242	100	205	262	115	151	1165	0	90	1165	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	242	100	205	262	115	151	1165	0	90	1165	180
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.61	1.39	1.00	1.00	2.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2293	1982	1425	1425	2971	1304	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.14	0.09	0.09	0.11	0.41	0.00	0.06	0.41	0.13
Crit Volume:		174		205			151				583	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	10	198	531	30	173	171	100	1110	15	230	1225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	198	531	30	173	171	100	1110	15	230	1225	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	198	531	30	173	171	100	1110	15	230	1225	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	198	531	30	173	171	100	1110	15	230	1225	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	198	531	30	173	171	100	1110	15	230	1225	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	198	531	30	173	171	100	1110	15	230	1225	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2771	79
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.19	0.02	0.06	0.12	0.07	0.39	0.01	0.08	0.44	0.44
Crit Volume:		198		30			100				630	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	285	60	132	435	40	45	0	80	80	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	285	60	132	435	40	45	0	80	80	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	285	60	132	435	40	45	0	80	80	0	302
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	285	0	132	435	40	45	0	80	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	285	0	132	435	40	45	0	80	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	285	0	132	435	40	45	0	80	80	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2518	232	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.05	0.17	0.17	0.03	0.00	0.06	0.06	0.00	0.00
Crit Volume:	65				238				80	80		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	135	25	5	45	75	484	0	60	469	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	135	25	5	45	75	484	0	60	469	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	135	25	5	45	75	484	0	60	469	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	135	25	5	45	75	484	0	60	469	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	135	25	5	45	75	484	0	60	469	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	135	25	5	45	75	484	0	60	469	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.27	1.73	0.00	0.20	1.60	0.20
Final Sat.:	1500	103	1397	1500	150	1350	403	2597	0	306	2389	306
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.19	0.19	0.00	0.20	0.20	0.20
Crit Volume:			145	25			75			294		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	80	30	5	5	160	140	225	564	85	50	549	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:	80	30	5	5	160	140	225	564	85	50	549	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:	80	30	5	5	160	140	225	564	85	50	549	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:	80	30	5	5	160	140	225	564	85	50	549	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	5	5	160	140	225	564	85	50	549	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:	80	30	5	5	160	140	225	564	85	50	549	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.03	1.05	0.92	0.51	1.30	0.19	0.16	1.82	0.02
Final Sat.:	1500	1370	130	49	1574	1377	772	1936	292	248	2727	25
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.04	0.10	0.10	0.10	0.29	0.29	0.29	0.20	0.20	0.20
Crit Volume:	80			153			225			302		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	156	20	121	10	10	20	15	612	56	56	737	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	20	121	10	10	20	15	612	56	56	737	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	20	121	10	10	20	15	612	56	56	737	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	20	121	10	10	20	15	612	56	56	737	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	20	121	10	10	20	15	612	56	56	737	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	20	121	10	10	20	15	612	56	56	737	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.33	0.67	0.04	1.80	0.16	0.14	1.84	0.02
Final Sat.:	1500	213	1287	1500	500	1000	66	2688	246	209	2753	37
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.01	0.02	0.02	0.23	0.23	0.23	0.27	0.27	0.27
Crit Volume:	156			30			15			402		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	752	5	10	848	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	752	5	10	848	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	752	5	10	848	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	752	5	10	848	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	752	5	10	848	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	752	5	10	848	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	58	2922	19	35	2931	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:			10	15			15					434
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0 1	0	1 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	837	0	0	893	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	837	0	0	893	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	837	0	0	893	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	837	0	0	893	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	837	0	0	893	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	837	0	0	893	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2297	103
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.35	0.00	0.00	0.39	0.39
Crit Volume:	0					160	100					467
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	386	0	710	115	501	0	11	576	476
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	386	0	710	115	501	0	11	576	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	386	0	710	115	501	0	11	576	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	386	0	0	115	501	0	11	576	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	386	0	0	115	501	0	11	576	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	386	0	0	115	501	0	11	576	476
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.08	0.17	0.00	0.01	0.19	0.32
Crit Volume:			11	386			115					476
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	156	0	105	270	1575	0	0	1470	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	105	270	1575	0	0	1470	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	105	270	1575	0	0	1470	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	105	270	1575	0	0	1470	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	105	270	1575	0	0	1470	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	156	0	105	270	1575	0	0	1470	241
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3673	602
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.19	0.55	0.00	0.00	0.40	0.40
Crit Volume:			0	156			270				570	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	183	0	0	56	0	1575	51	0	1510	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	183	0	0	56	0	1575	51	0	1510	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	183	0	0	56	0	1575	51	0	1510	152
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1575	51	0	1510	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1575	51	0	1510	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1575	51	0	1510	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.91	0.09	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3487	113	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.42	0.00
Crit Volume:	0			0			542			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	475	135	5	485	100	170	1663	25	30	1562	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	475	135	5	485	100	170	1663	25	30	1562	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	475	135	5	485	100	170	1663	25	30	1562	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	475	135	5	485	100	170	1663	25	30	1562	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	475	135	5	485	100	170	1663	25	30	1562	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	475	135	5	485	100	170	1663	25	30	1562	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.08	0.00	0.15	0.06	0.11	0.52	0.02	0.02	0.49	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	40	300	250	60	55	20	1741	20	115	1707	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	300	250	60	55	20	1741	20	115	1707	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	300	250	60	55	20	1741	20	115	1707	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	300	250	60	55	20	1741	20	115	1707	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	300	250	60	55	20	1741	20	115	1707	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	300	250	60	55	20	1741	20	115	1707	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.65	0.35
Final Sat.:	747	853	1600	1290	310	1600	1600	4745	55	1600	4241	559
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.19	0.16	0.19	0.03	0.01	0.37	0.37	0.07	0.40	0.40
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	121	70	160	220	998	15	60	803	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	121	70	160	220	998	15	60	803	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	121	70	160	220	998	15	60	803	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	121	70	160	220	998	15	60	803	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	121	70	160	220	998	15	60	803	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	121	70	160	220	998	15	60	803	577
OvlAdjVol:												417
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	2027	1173	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.10	0.14	0.31	0.01	0.04	0.25	0.36
OvlAdjV/S:												0.26
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2046 No Project W ICTF PM Peak
Command:	2046 No Project W ICTF PM Peak
Volume:	2046 No Project W ICTF PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 2	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 4	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	F	xxxxx	1.007	F	xxxxx	1.007	+ 0.000 V/C
# 13 Anaheim St / Alameda St	F	xxxxx	1.106	F	xxxxx	1.106	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	1.000	E	xxxxx	1.000	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.971	E xxxxx	0.971	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	96	0	0	184	677	0	0	0	20	300	474
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	96	0	0	184	677	0	0	0	20	300	474
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	96	0	0	184	677	0	0	0	20	300	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	96	0	0	184	677	0	0	0	20	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	96	0	0	184	677	0	0	0	20	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	96	0	0	184	677	0	0	0	20	300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	1	0	0 0	2	0	1	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0	204	0	0	106	605	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	204	0	0	106	605	0	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	204	0	0	106	605	0	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	204	0	0	106	605	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	204	0	0	106	605	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	204	0	0	106	605	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00				
Crit Moves:				****				****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave								Ocean Blvd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	435	0		0	245	185		0	0	0		0	456	265	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	435	0		0	245	185		0	0	0		0	456	265	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	435	0		0	245	185		0	0	0		0	456	265	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	435	0		0	245	185		0	0	0		0	456	265	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	435	0		0	245	185		0	0	0		0	456	265	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	435	0		0	245	185		0	0	0		0	456	265	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.90	
Lanes:	0.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	3200	0		0	3200	1600		0	0	0		0	3200	2880	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.08	0.12		0.00	0.00	0.00		0.00	0.14	0.09	
Crit Moves:		****				****								****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	245	0	0	435	466	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	245	0	0	435	466	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	245	0	0	435	466	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	245	0	0	435	466	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	435	466	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	245	0	0	435	466	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.27	0.15	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	640	0	799	0	0	0	0	2750	464	0	2545	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	0	799	0	0	0	0	2750	464	0	2545	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	0	799	0	0	0	0	2750	464	0	2545	73
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	640	0	0	0	0	0	0	2750	0	0	2545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	0	0	0	0	0	0	2750	0	0	2545	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	640	0	0	0	0	0	0	2750	0	0	2545	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.57	0.00
Crit Volume:	320			0			917			0		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	215	0	240	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	215	0	240	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	215	0	240	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	215	0	240	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	215	0	240	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	215	0	240	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.15	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		525		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	157	6	180	60	6	15	45	250	231	358	380	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	6	180	60	6	15	45	250	231	358	380	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	6	180	60	6	15	45	250	231	358	380	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	6	180	60	6	15	45	250	0	358	380	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	6	180	60	6	15	45	250	0	358	380	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	6	180	60	6	15	45	250	0	358	380	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.76	0.80	0.44
Final Sat.:	2880	1600	1600	1600	1600	1600	488	2712	1600	1208	1283	709
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.04	0.00	0.01	0.09	0.09	0.00	0.30	0.30	0.30
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	80	65	135	180	40	170	35	1709	35	55	1690	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	65	135	180	40	170	35	1709	35	55	1690	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	65	135	180	40	170	35	1709	35	55	1690	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	65	135	180	40	170	35	1709	35	55	1690	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	65	135	180	40	170	35	1709	35	55	1690	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	65	135	180	40	170	35	1709	35	55	1690	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	520	1080	738	164	697	1600	4704	96	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.24	0.24	0.02	0.36	0.36	0.03	0.35	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	275	126	480	315	125	85	1543	10	51	1418	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	275	126	480	315	125	85	1543	10	51	1418	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	275	126	480	315	125	85	1543	10	51	1418	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	275	126	480	315	125	85	1543	10	51	1418	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	275	126	480	315	125	85	1543	10	51	1418	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	275	126	480	315	125	85	1543	10	51	1418	435
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4769	31	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.30	0.10	0.08	0.05	0.32	0.32	0.03	0.30	0.27
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	405	241	35	233	229	80	70	1400	485	25	1335	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	241	35	233	229	80	70	1400	485	25	1335	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	241	35	233	229	80	70	1400	485	25	1335	224
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	241	0	233	229	0	70	1400	485	25	1335	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	241	0	233	229	0	70	1400	485	25	1335	224
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	241	0	233	229	0	70	1400	485	25	1335	224
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.23	0.77	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3565	1235	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.08	0.00	0.15	0.07	0.00	0.04	0.39	0.39	0.02	0.42	0.14
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	75	0	400	180	1780	0	0	1795	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	400	180	1780	0	0	1795	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	400	180	1780	0	0	1795	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	400	180	1780	0	0	1795	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	400	180	1780	0	0	1795	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	400	180	1780	0	0	1795	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.42	0.00	0.00	0.42	0.05
Crit Volume:	0					400	0				598	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1 0	1	0	2 1 0	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	325	361	225	270	314	105	121	1450	160	100	1630	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	361	225	270	314	105	121	1450	160	100	1630	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	361	225	270	314	105	121	1450	160	100	1630	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	361	225	270	314	105	121	1450	0	100	1630	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	361	225	270	314	105	121	1450	0	100	1630	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	361	225	270	314	105	121	1450	0	100	1630	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.25	0.75	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2025	2250	1425	1425	3204	1071	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.19	0.10	0.10	0.08	0.51	0.00	0.07	0.57	0.10
Crit Volume:		229		270			121				815	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.106
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1 1	1	0	2 0 1	1	0	2 0 1	2	0	1 1 0
Volume Module:												
Base Vol:	25	660	571	20	439	193	321	1176	30	395	1575	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	660	571	20	439	193	321	1176	30	395	1575	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	660	571	20	439	193	321	1176	30	395	1575	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	660	571	20	439	193	321	1176	30	395	1575	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	660	571	20	439	193	321	1176	30	395	1575	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	660	571	20	439	193	321	1176	30	395	1575	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	1.39	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2292	1983	1425	2850	1425	1425	2850	1425	2850	2720	130
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.15	0.14	0.23	0.41	0.02	0.14	0.58	0.58
Crit Volume:		410		20			321				825	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	322	75	118	331	40	75	0	10	130	0	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	322	75	118	331	40	75	0	10	130	0	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	322	75	118	331	40	75	0	10	130	0	424
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	322	0	118	331	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	322	0	118	331	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	322	0	118	331	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2454	296	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			186			75			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	5	225	90	5	185	145	675	0	50	614	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	185	145	675	0	50	614	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	185	145	675	0	50	614	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	185	145	675	0	50	614	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	185	145	675	0	50	614	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	185	145	675	0	50	614	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.35	1.65	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	39	1461	530	2470	0	196	2411	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.13	0.13	0.27	0.27	0.00	0.25	0.25	0.25
Crit Volume:			230	90			145				382	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	230	440	760	35	50	758	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	230	440	760	35	50	758	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	230	440	760	35	50	758	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	230	440	760	35	50	758	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	230	440	760	35	50	758	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	230	440	760	35	50	758	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.09	0.91	1.00	0.71	1.23	0.06	0.12	1.83	0.05
Final Sat.:	1500	1414	86	129	1371	1500	1069	1846	85	181	2746	72
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.15	0.41	0.41	0.41	0.28	0.28	0.28
Crit Volume:	90					230	440				414	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	161	20	82	10	5	30	20	1073	36	27	1026	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	20	82	10	5	30	20	1073	36	27	1026	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	20	82	10	5	30	20	1073	36	27	1026	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	20	82	10	5	30	20	1073	36	27	1026	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	20	82	10	5	30	20	1073	36	27	1026	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	20	82	10	5	30	20	1073	36	27	1026	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.05	1.89	0.06
Final Sat.:	1500	294	1206	1500	214	1286	53	2851	96	74	2829	97
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.01	0.02	0.02	0.38	0.38	0.38	0.36	0.36	0.36
Crit Volume:	161					35			564		27	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1038	25	15	1251	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1038	25	15	1251	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1038	25	15	1251	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1038	25	15	1251	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1038	25	15	1251	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1038	25	15	1251	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	55	2875	69	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.36	0.36	0.36	0.43	0.43	0.43
Crit Volume:	45					30	20				640	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	65	0	205	205	983	0	0	1086	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	205	983	0	0	1086	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	205	983	0	0	1086	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	205	983	0	0	1086	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	205	983	0	0	1086	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	205	983	0	0	1086	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.48	0.52	1.00	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	0	1200	0	578	622	1200	1200	2400	0	1200	1881	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.17	0.41	0.00	0.00	0.58	0.58
Crit Volume:	0					205	205				693	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	11	371	0	235	90	817	0	5	1000	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	371	0	235	90	817	0	5	1000	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	11	371	0	235	90	817	0	5	1000	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	371	0	0	90	817	0	5	1000	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	11	371	0	0	90	817	0	5	1000	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	11	371	0	0	90	817	0	5	1000	371
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.25	0.00	0.00	0.06	0.27	0.00	0.00	0.33	0.25
Crit Volume:			11	371			90				500	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	198	0	185	290	1700	0	0	1396	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	198	0	185	290	1700	0	0	1396	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	0	185	290	1700	0	0	1396	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	198	0	185	290	1700	0	0	1396	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	185	290	1700	0	0	1396	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	198	0	185	290	1700	0	0	1396	257
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3610	665
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.13	0.20	0.60	0.00	0.00	0.39	0.39
Crit Volume:			0	198				850		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	192	0	0	66	0	1702	66	0	1432	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	192	0	0	66	0	1702	66	0	1432	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	192	0	0	66	0	1702	66	0	1432	203
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1702	66	0	1432	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1702	66	0	1432	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1702	66	0	1432	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.89	0.11	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3466	134	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.40	0.00
Crit Volume:	0				0				589	0		
Crit Moves:									****	****		

Port of Los Angeles
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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	565	120	5	380	105	225	1847	20	165	1494	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	565	120	5	380	105	225	1847	20	165	1494	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	565	120	5	380	105	225	1847	20	165	1494	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	565	120	5	380	105	225	1847	20	165	1494	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	565	120	5	380	105	225	1847	20	165	1494	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	565	120	5	380	105	225	1847	20	165	1494	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.08	0.00	0.12	0.07	0.14	0.58	0.01	0.10	0.47	0.06
Crit Moves:		****			****			****			****	

Port of Los Angeles
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	80	330	325	125	35	30	2081	25	90	1599	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	80	330	325	125	35	30	2081	25	90	1599	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	80	330	325	125	35	30	2081	25	90	1599	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	80	330	325	125	35	30	2081	25	90	1599	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	80	330	325	125	35	30	2081	25	90	1599	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	80	330	325	125	35	30	2081	25	90	1599	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.96	0.04	1.00	2.57	0.43
Final Sat.:	487	1113	1600	1156	444	1600	1600	4743	57	1600	4118	682
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.20	0.28	0.02	0.02	0.44	0.44	0.06	0.39	0.39
Crit Moves:			****	****				****		****		

Port of Los Angeles
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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	148	20	150	185	1234	0	5	997	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	148	20	150	185	1234	0	5	997	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	148	20	150	185	1234	0	5	997	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	148	20	150	185	1234	0	5	997	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	148	20	150	185	1234	0	5	997	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	148	20	150	185	1234	0	5	997	489
OvlAdjVol:												339
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2819	381	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.09	0.12	0.39	0.00	0.00	0.31	0.31
OvlAdjV/S:												0.21
Crit Moves:	****					****	****				****	

Cumulative 2046 Baseline Plus Reduced Capacity Project

Port of Los Angeles
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Year 2046 AM Peak - Reduced Project

Scenario Report

Scenario:	2046 Reduced AM Peak
Command:	2046 Reduced AM Peak
Volume:	2046 Reduced AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Port of Los Angeles
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Year 2046 AM Peak - Reduced Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 2	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
# 4	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000
# 8 Anaheim St / Harbor Ave	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 10 Anaheim St / E I St-W 9th St	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000
# 13 Anaheim St / Alameda St	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 21 PCH / Alameda St Ramp	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.734	C xxxxx	0.734	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C

Port of Los Angeles
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Year 2046 AM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 2	0 2	0	0 0	0 0	1	0 2	0 1
Volume Module:												
Base Vol:	5	175	0	0	480	870	0	0	0	10	365	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	175	0	0	480	870	0	0	0	10	365	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	175	0	0	480	870	0	0	0	10	365	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	175	0	0	480	870	0	0	0	10	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	175	0	0	480	870	0	0	0	10	365	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	175	0	0	480	870	0	0	0	10	365	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.00	0.15	0.30	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

Port of Los Angeles
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Year 2046 AM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	490	0	0	180	550	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	0	180	550	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	490	0	0	180	550	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	490	0	0	180	550	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	0	180	550	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	0	180	550	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.06	0.17	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	515	0	0	345	80	0	0	0	0	970	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	515	0	0	345	80	0	0	0	0	970	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	515	0	0	345	80	0	0	0	0	970	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	0	0	345	80	0	0	0	0	970	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	0	0	345	80	0	0	0	0	970	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	515	0	0	345	80	0	0	0	0	970	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.00	0.30	0.08
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	345	0	0	515	385	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	345	0	0	515	385	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	345	0	0	515	385	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	345	0	0	515	385	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	515	385	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	345	0	0	515	385	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		0.90 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 0.00	0.00		2.00 0.00	0.00		1.00 2.00	0.00		0.00 0.00	0.00	
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00	0.00		0.12 0.00	0.00		0.32 0.12	0.00		0.00 0.00	0.00	
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	570	0	875	0	0	0	0	2520	900	0	2365	90
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	570	0	875	0	0	0	0	2520	900	0	2365	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	570	0	875	0	0	0	0	2520	900	0	2365	90
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
PHF Volume:	570	0	0	0	0	0	0	2520	0	0	2365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	0	0	0	0	0	0	2520	0	0	2365	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	0.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	0.00	
FinalVolume:	570	0	0	0	0	0	0	2520	0	0	2365	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:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 3.00	1.00		0.00 3.00	1.00	
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19 0.00	0.00		0.00 0.00	0.00		0.00 0.56	0.00		0.00 0.53	0.00	
Crit Volume:	285			0				840		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	370	230	0	455	0	0	0	0	515	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	230	0	455	0	0	0	0	515	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	230	0	455	0	0	0	0	515	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	230	0	455	0	0	0	0	515	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	230	0	455	0	0	0	0	515	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	370	230	0	455	0	0	0	0	515	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		370		0				0		258		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	140	0	445	185	0	5	10	370	15	250	300	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	445	185	0	5	10	370	15	250	300	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	445	185	0	5	10	370	15	250	300	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	0	445	185	0	5	10	370	0	250	300	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	445	185	0	5	10	370	0	250	300	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	0	445	185	0	5	10	370	0	250	300	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.05	1.95	1.00	0.68	0.81	0.51
Final Sat.:	2880	1600	1600	1600	1600	1600	84	3116	1600	1081	1297	822
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.28	0.12	0.00	0.00	0.12	0.12	0.00	0.23	0.23	0.23
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	145	125	125	80	70	100	40	945	30	55	1815	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	125	80	70	100	40	945	30	55	1815	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	125	80	70	100	40	945	30	55	1815	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	125	80	70	100	40	945	30	55	1815	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	125	80	70	100	40	945	30	55	1815	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	125	80	70	100	40	945	30	55	1815	290
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	0.32	0.28	0.40	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	800	800	512	448	640	1600	4652	148	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.16	0.16	0.03	0.20	0.20	0.03	0.38	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	35	340	80	400	355	100	25	1110	250	115	1375	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	340	80	400	355	100	25	1110	250	115	1375	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	340	80	400	355	100	25	1110	250	115	1375	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	340	80	400	355	100	25	1110	250	115	1375	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	340	80	400	355	100	25	1110	250	115	1375	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	340	80	400	355	100	25	1110	250	115	1375	550
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.45	0.55	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3918	882	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.25	0.11	0.06	0.02	0.28	0.28	0.07	0.29	0.34
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	345	135	15	405	185	160	185	940	205	40	1090	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	135	15	405	185	160	185	940	205	40	1090	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	135	15	405	185	160	185	940	205	40	1090	400
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	135	0	405	185	0	185	940	205	40	1090	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	135	0	405	185	0	185	940	205	40	1090	400
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	135	0	405	185	0	185	940	205	40	1090	400
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3941	859	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.00	0.25	0.06	0.00	0.12	0.24	0.24	0.03	0.34	0.25
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	160	165	1360	0	0	1560	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	165	1360	0	0	1560	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	165	1360	0	0	1560	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	165	1360	0	0	1560	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	165	1360	0	0	1560	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	165	1360	0	0	1560	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.12	0.32	0.00	0.00	0.36	0.04
Crit Volume:		0			20		165				520	
Crit Moves:				****			****				****	

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Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: D

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	315	280	65	145	180	60	20	1365	405	35	1555	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	280	65	145	180	60	20	1365	405	35	1555	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	280	65	145	180	60	20	1365	405	35	1555	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	315	280	65	145	180	60	20	1365	0	35	1555	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	280	65	145	180	60	20	1365	0	35	1555	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	315	280	65	145	180	60	20	1365	0	35	1555	120
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	1.41	1.00	1.00	2.25	0.75	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2263	2012	1425	1425	3206	1069	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.10	0.06	0.06	0.01	0.48	0.00	0.02	0.55	0.08
Crit Volume:	198			145			20			778		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	210	840	20	205	130	130	1050	20	550	1270	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	210	840	20	205	130	130	1050	20	550	1270	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	210	840	20	205	130	130	1050	20	550	1270	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	210	840	20	205	130	130	1050	20	550	1270	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	210	840	20	205	130	130	1050	20	550	1270	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	210	840	20	205	130	130	1050	20	550	1270	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2721	129
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.29	0.01	0.07	0.09	0.09	0.37	0.01	0.19	0.47	0.47
Crit Volume:	210			20			525			275		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	150	460	145	140	455	20	90	5	195	200	10	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	460	145	140	455	20	90	5	195	200	10	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	460	145	140	455	20	90	5	195	200	10	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	460	0	140	455	20	90	5	195	200	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	460	0	140	455	20	90	5	195	200	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	460	0	140	455	20	90	5	195	200	10	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.03	0.97	0.95	0.05	1.00
Final Sat.:	1375	2750	1375	2750	2634	116	1375	34	1341	1310	65	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.05	0.17	0.17	0.07	0.15	0.15	0.15	0.15	0.00
Crit Volume:	150					238		200			210	
Crit Moves:	****					****		****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	5	70	95	5	105	80	450	5	135	555	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	70	95	5	105	80	450	5	135	555	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	70	95	5	105	80	450	5	135	555	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	70	95	5	105	80	450	5	135	555	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	70	95	5	105	80	450	5	135	555	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	70	95	5	105	80	450	5	135	555	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.36	1.47	0.17
Final Sat.:	1500	100	1400	1500	68	1432	449	2523	28	536	2205	258
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.18	0.18	0.18	0.25	0.25	0.25
Crit Volume:		75			95			80			378	
Crit Moves:		****			****			****			****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	40	25	10	30	135	270	335	455	125	25	610	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	30	135	270	335	455	125	25	610	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	30	135	270	335	455	125	25	610	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	30	135	270	335	455	125	25	610	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	30	135	270	335	455	125	25	610	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	30	135	270	335	455	125	25	610	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.14	0.86	1.00	0.73	1.00	0.27	0.07	1.85	0.08
Final Sat.:	1500	1100	400	207	1293	1500	1098	1492	410	114	2773	114
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.03	0.15	0.10	0.18	0.30	0.30	0.30	0.22	0.22	0.22
Crit Volume:	40					270	335					330
Crit Moves:	****					****	****					****

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Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	125	10	50	20	15	15	15	840	75	60	830	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	50	20	15	15	15	840	75	60	830	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	50	20	15	15	15	840	75	60	830	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	50	20	15	15	15	840	75	60	830	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	50	20	15	15	15	840	75	60	830	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	50	20	15	15	15	840	75	60	830	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.17	0.83	1.00	0.50	0.50	0.03	1.81	0.16	0.13	1.85	0.02
Final Sat.:	1500	250	1250	1500	750	750	48	2710	242	200	2767	33
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.01	0.02	0.02	0.31	0.31	0.31	0.30	0.30	0.30
Crit Volume:	125					30			465	60		
Crit Moves:	****					****			****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	0	20	15	5	25	10	960	5	20	890	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	15	5	25	10	960	5	20	890	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	15	5	25	10	960	5	20	890	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	15	5	25	10	960	5	20	890	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	15	5	25	10	960	5	20	890	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	15	5	25	10	960	5	20	890	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.67	0.33	1.00	0.02	1.97	0.01	0.04	1.94	0.02
Final Sat.:	600	900	1500	1000	500	1500	31	2954	15	65	2902	33
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.01	0.02	0.33	0.33	0.32	0.31	0.31	0.31
Crit Volume:			20	15				488		20		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	55	0	305	120	995	0	0	955	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	305	120	995	0	0	955	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	305	120	995	0	0	955	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	305	120	995	0	0	955	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	305	120	995	0	0	955	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	305	120	995	0	0	955	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.31	0.69	1.00	1.00	2.00	0.00	1.00	1.94	0.06
Final Sat.:	0	1200	0	367	833	1200	1200	2400	0	1200	2327	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.10	0.41	0.00	0.00	0.41	0.41
Crit Volume:	0					305	120				493	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	265	0	225	220	790	0	0	835	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	265	0	225	220	790	0	0	835	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	265	0	225	220	790	0	0	835	290
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	265	0	0	220	790	0	0	835	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	0	220	790	0	0	835	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	265	0	0	220	790	0	0	835	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.15	0.26	0.00	0.00	0.28	0.19
Crit Volume:		0		265			220				418	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	180	0	110	190	1420	0	0	1230	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	180	0	110	190	1420	0	0	1230	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	0	110	190	1420	0	0	1230	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	180	0	110	190	1420	0	0	1230	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	110	190	1420	0	0	1230	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	180	0	110	190	1420	0	0	1230	265
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3517	758
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.08	0.13	0.50	0.00	0.00	0.35	0.35
Crit Volume:		0		180				710		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	300	0	0	0	0	1335	0	0	1325	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	300	0	0	0	0	1335	0	0	1325	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	300	0	0	0	0	1335	0	0	1325	275
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1335	0	0	1325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1335	0	0	1325	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1335	0	0	1325	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.37	0.00
Crit Volume:	0			0			445			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	170	325	105	15	430	125	90	1500	40	90	1620	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	325	105	15	430	125	90	1500	40	90	1620	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	325	105	15	430	125	90	1500	40	90	1620	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	325	105	15	430	125	90	1500	40	90	1620	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	325	105	15	430	125	90	1500	40	90	1620	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	325	105	15	430	125	90	1500	40	90	1620	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.07	0.01	0.13	0.08	0.06	0.47	0.03	0.06	0.51	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	50	35	140	230	85	45	15	1575	20	110	1940	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	35	140	230	85	45	15	1575	20	110	1940	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	35	140	230	85	45	15	1575	20	110	1940	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	35	140	230	85	45	15	1575	20	110	1940	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	35	140	230	85	45	15	1575	20	110	1940	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	35	140	230	85	45	15	1575	20	110	1940	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.73	0.27	1.00	1.00	2.96	0.04	1.00	2.84	0.16
Final Sat.:	941	659	1600	1168	432	1600	1600	4740	60	1600	4542	258
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.09	0.14	0.20	0.03	0.01	0.33	0.33	0.07	0.43	0.43
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	30	5	115	35	170	185	800	10	40	870	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	5	115	35	170	185	800	10	40	870	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	30	5	115	35	170	185	800	10	40	870	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	5	115	35	170	185	800	10	40	870	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	5	115	35	170	185	800	10	40	870	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	30	5	115	35	170	185	800	10	40	870	530
OvlAdjVol:												360
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.50	0.25	1.53	0.47	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2400	400	2453	747	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.11	0.12	0.25	0.01	0.03	0.27	0.33
OvlAdjV/S:												0.22
Crit Moves:		****				****	****					****

Scenario Report

Scenario:	2046 Reduced MD Peak
Command:	2046 Reduced MD Peak
Volume:	2046 Reduced MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 2	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000
# 4	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
# 5 Seaside Ave / Navy Way	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	E	xxxxx	0.928	E	xxxxx	0.928	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000
# 9 Anaheim St / Santa Fe Ave	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000
# 10 Anaheim St / E I St-W 9th St	C	xxxxx	0.800	C	xxxxx	0.800	+ 0.000
# 11 Anaheim St / Farragut Ave	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
# 12 Anaheim St / Henry Ford Ave	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 13 Anaheim St / Alameda St	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000
# 24 Pacific Coast Hwy / Harbor Ave	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000
# 25 Sepulveda Blvd / Alameda St Ra	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	0	260	0	0	305	880	0	0	0	15	280	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	0	0	305	880	0	0	0	15	280	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	260	0	0	305	880	0	0	0	15	280	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	260	0	0	305	880	0	0	0	15	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	0	0	305	880	0	0	0	15	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	260	0	0	305	880	0	0	0	15	280	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.10	0.31	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	1 0	0 0	2	0 1	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	320	0	0	260	800	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	0	260	800	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	0	260	800	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	0	260	800	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	260	800	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	0	260	800	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.09	0.25	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 0	0	0 2	0 1	0	0 0	0 0	0	0 2	0 2
Volume Module:												
Base Vol:	0	460	0	0	255	45	0	0	0	0	890	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	460	0	0	255	45	0	0	0	0	890	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	460	0	0	255	45	0	0	0	0	890	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	460	0	0	255	45	0	0	0	0	890	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	0	0	255	45	0	0	0	0	890	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	460	0	0	255	45	0	0	0	0	890	355
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.08	0.03	0.00	0.00	0.00	0.00	0.28	0.12
Crit Moves:		****			****						****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 0	1 0	2	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	255	0	0	460	805	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	255	0	0	460	805	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	255	0	0	460	805	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	255	0	0	460	805	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	0	460	805	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	255	0	0	460	805	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	0.90 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 0.00		0.00	2.00 0.00		0.00	1.00 2.00		0.00	0.00 0.00		0.00
Final Sat.:	0	0	0	2880	0	0	1600 3200		0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.00		0.00	0.09 0.00		0.00	0.29 0.25		0.00	0.00 0.00		0.00
Crit Moves:				****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0 0	0	0 0	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	715	0	430	0	0	0	0 2150		0	0 1915		55
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	715	0	430	0	0	0	0 2150		0	0 1915		55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	715	0	430	0	0	0	0 2150		0	0 1915		55
User Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
PHF Volume:	715	0	0	0	0	0	0 2150		0	0 1915		0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	715	0	0	0	0	0	0 2150		0	0 1915		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		0.00
MLF Adj:	1.00 1.00		0.00	1.00 1.00		1.00	1.00 1.00		0.00	1.00 1.00		0.00
FinalVolume:	715	0	0	0	0	0	0 2150		0	0 1915		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:	2.00 0.00		1.00	0.00 0.00		0.00	0.00 3.00		1.00	0.00 3.00		1.00
Final Sat.:	3000	0	1500	0	0	0	0 4500		1500	0 4500		1500
Capacity Analysis Module:												
Vol/Sat:	0.24 0.00		0.00	0.00 0.00		0.00	0.00 0.48		0.00	0.00 0.43		0.00
Crit Volume:	358			0			717			0		
Crit Moves:	****						****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	520	445	5	440	0	0	0	0	510	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	445	5	440	0	0	0	0	510	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	445	5	440	0	0	0	0	510	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	445	5	440	0	0	0	0	510	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	445	5	440	0	0	0	0	510	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	445	5	440	0	0	0	0	510	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.31	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		520		5				0		255		
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	95	0	295	220	0	15	10	325	0	325	325	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	295	220	0	15	10	325	0	325	325	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	295	220	0	15	10	325	0	325	325	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	0	295	220	0	15	10	325	0	325	325	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	295	220	0	15	10	325	0	325	325	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	0	295	220	0	15	10	325	0	325	325	380
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.63	0.63	0.74
Final Sat.:	2880	1600	1600	1600	1600	1600	96	3104	1600	1010	1010	1181
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.18	0.14	0.00	0.01	0.10	0.10	0.00	0.32	0.32	0.32
Crit Moves:			****	****				****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	115	130	250	195	95	130	40	1475	50	60	1460	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	130	250	195	95	130	40	1475	50	60	1460	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	130	250	195	95	130	40	1475	50	60	1460	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	130	250	195	95	130	40	1475	50	60	1460	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	130	250	195	95	130	40	1475	50	60	1460	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	130	250	195	95	130	40	1475	50	60	1460	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.34	0.66	0.46	0.23	0.31	1.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	547	1053	743	362	495	1600	4643	157	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.26	0.26	0.03	0.32	0.32	0.04	0.30	0.15
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	30	300	110	295	255	130	75	1320	30	85	1430	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	300	110	295	255	130	75	1320	30	85	1430	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	300	110	295	255	130	75	1320	30	85	1430	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	300	110	295	255	130	75	1320	30	85	1430	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	300	110	295	255	130	75	1320	30	85	1430	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	300	110	295	255	130	75	1320	30	85	1430	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4693	107	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.07	0.18	0.08	0.08	0.05	0.28	0.28	0.05	0.30	0.21
Crit Moves:	****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	245	150	5	295	130	180	195	1030	290	50	1045	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	150	5	295	130	180	195	1030	290	50	1045	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	150	5	295	130	180	195	1030	290	50	1045	450
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	150	0	295	130	0	195	1030	290	50	1045	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	150	0	295	130	0	195	1030	290	50	1045	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	150	0	295	130	0	195	1030	290	50	1045	450
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.34	0.66	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3745	1055	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.18	0.04	0.00	0.12	0.27	0.28	0.03	0.33	0.28
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	150	150	1485	0	0	1220	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	150	150	1485	0	0	1220	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	150	150	1485	0	0	1220	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	150	150	1485	0	0	1220	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	150	150	1485	0	0	1220	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	150	150	1485	0	0	1220	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.11	0.35	0.00	0.00	0.29	0.03
Crit Volume:		0			20		150				407	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100			Critical Vol./Cap.(X):			0.816								
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	101			Level Of Service:			D								
Street Name:	Henry Ford Ave						Anaheim St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1			
Volume Module:															
Base Vol:	280	230	90	220	250	115	150	1245	260	80	1245	195			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	280	230	90	220	250	115	150	1245	260	80	1245	195			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	280	230	90	220	250	115	150	1245	260	80	1245	195			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Volume:	280	230	90	220	250	115	150	1245	0	80	1245	195			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	280	230	90	220	250	115	150	1245	0	80	1245	195			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	280	230	90	220	250	115	150	1245	0	80	1245	195			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.65	1.35	1.00	1.00	2.05	0.95	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	2347	1928	1425	1425	2928	1347	1425	2850	1425	1425	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.12	0.12	0.06	0.15	0.09	0.09	0.11	0.44	0.00	0.06	0.44	0.14			
Crit Volume:	170			220			150			623					
Crit Moves:	****			****			****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.656								
Loss Time (sec):	0 (Y+R=4.0 sec)			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	54			Level Of Service:			B								
Street Name:	Alameda St						Anaheim St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ovl			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0 1	1 1	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0			
Volume Module:															
Base Vol:	10	180	610	30	140	165	95	1110	15	310	1225	35			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	10	180	610	30	140	165	95	1110	15	310	1225	35			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	10	180	610	30	140	165	95	1110	15	310	1225	35			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	10	180	610	30	140	165	95	1110	15	310	1225	35			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	10	180	610	30	140	165	95	1110	15	310	1225	35			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	10	180	610	30	140	165	95	1110	15	310	1225	35			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.94	0.06			
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2771	79			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.13	0.21	0.02	0.05	0.12	0.07	0.39	0.01	0.11	0.44	0.44			
Crit Volume:		180			30			95			630				
Crit Moves:		****			****			****			****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	275	60	120	425	40	45	0	80	80	0	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	275	60	120	425	40	45	0	80	80	0	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	275	60	120	425	40	45	0	80	80	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	275	0	120	425	40	45	0	80	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	275	0	120	425	40	45	0	80	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	275	0	120	425	40	45	0	80	80	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2513	237	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.04	0.17	0.17	0.03	0.00	0.06	0.06	0.00	0.00
Crit Volume:	65				233				80	80		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	5	10	135	25	5	45	75	525	0	60	495	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	135	25	5	45	75	525	0	60	495	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	135	25	5	45	75	525	0	60	495	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	135	25	5	45	75	525	0	60	495	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	135	25	5	45	75	525	0	60	495	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	135	25	5	45	75	525	0	60	495	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.10	0.90	0.25	1.75	0.00	0.19	1.61	0.20
Final Sat.:	1500	103	1397	1500	150	1350	375	2625	0	293	2415	293
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.02	0.03	0.03	0.20	0.20	0.00	0.20	0.20	0.20
Crit Volume:			145	25			75			307		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	80	30	5	5	160	140	225	605	85	50	580	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:	80	30	5	5	160	140	225	605	85	50	580	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:	80	30	5	5	160	140	225	605	85	50	580	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:	80	30	5	5	160	140	225	605	85	50	580	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	30	5	5	160	140	225	605	85	50	580	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:	80	30	5	5	160	140	225	605	85	50	580	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	0.03	1.05	0.92	0.49	1.32	0.19	0.16	1.83	0.01
Final Sat.:	1500	1370	130	49	1574	1377	738	1984	279	236	2740	24
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.04	0.10	0.10	0.10	0.30	0.30	0.31	0.21	0.21	0.21
Crit Volume:	80			153			225			318		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	120	20	135	10	10	20	15	660	20	65	780	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	135	10	10	20	15	660	20	65	780	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	135	10	10	20	15	660	20	65	780	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	20	135	10	10	20	15	660	20	65	780	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	135	10	10	20	15	660	20	65	780	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	20	135	10	10	20	15	660	20	65	780	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.33	0.67	0.04	1.90	0.06	0.15	1.83	0.02
Final Sat.:	1500	194	1306	1500	500	1000	65	2849	86	228	2737	35
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.01	0.02	0.02	0.23	0.23	0.23	0.28	0.28	0.28
Crit Volume:			155	10			15			427		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	0	0	10	15	0	15	15	790	5	10	875	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	15	0	15	15	790	5	10	875	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	15	0	15	15	790	5	10	875	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	15	0	15	15	790	5	10	875	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	15	0	15	15	790	5	10	875	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	15	0	15	15	790	5	10	875	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	0.00	1.00	0.04	1.95	0.01	0.02	1.96	0.02
Final Sat.:	0	1500	1500	1500	0	1500	56	2926	19	34	2933	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.01	0.00	0.01	0.27	0.27	0.27	0.30	0.30	0.30
Crit Volume:			10	15			15					448
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	160	100	875	0	0	920	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	160	100	875	0	0	920	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	160	100	875	0	0	920	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	160	100	875	0	0	920	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	160	100	875	0	0	920	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	160	100	875	0	0	920	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.22	0.78	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	267	933	1200	1200	2400	0	1200	2300	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.36	0.00	0.00	0.40	0.40
Crit Volume:	0					160	100				480	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	350	0	710	115	565	0	0	630	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	710	115	565	0	0	630	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	710	115	565	0	0	630	440
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	115	565	0	0	630	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	115	565	0	0	630	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	115	565	0	0	630	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.08	0.19	0.00	0.00	0.21	0.29
Crit Volume:		0		350			115					440
Crit Moves:				****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	160	0	105	270	1580	0	0	1475	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	105	270	1580	0	0	1475	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	105	270	1580	0	0	1475	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	105	270	1580	0	0	1475	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	105	270	1580	0	0	1475	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	105	270	1580	0	0	1475	240
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3677	598
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.07	0.19	0.55	0.00	0.00	0.40	0.40
Crit Volume:		0		160			270				572	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	385	0	0	5	0	1630	5	0	1570	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	385	0	0	5	0	1630	5	0	1570	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	385	0	0	5	0	1630	5	0	1570	400
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1630	5	0	1570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1630	5	0	1570	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1630	5	0	1570	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	2.99	0.01	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3589	11	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.44	0.00
Crit Volume:	0			0					545	0		
Crit Moves:									****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: E

Street Name:	Santa Fe Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	475	135	5	485	100	170	1590	25	30	1585	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	475	135	5	485	100	170	1590	25	30	1585	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	475	135	5	485	100	170	1590	25	30	1585	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	475	135	5	485	100	170	1590	25	30	1585	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	475	135	5	485	100	170	1590	25	30	1585	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	475	135	5	485	100	170	1590	25	30	1585	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.08	0.00	0.15	0.06	0.11	0.50	0.02	0.02	0.50	0.08
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	35	40	300	250	60	55	20	1680	20	115	1730	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	300	250	60	55	20	1680	20	115	1730	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	300	250	60	55	20	1680	20	115	1730	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	300	250	60	55	20	1680	20	115	1730	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	300	250	60	55	20	1680	20	115	1730	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	300	250	60	55	20	1680	20	115	1730	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.81	0.19	1.00	1.00	2.96	0.04	1.00	2.65	0.35
Final Sat.:	747	853	1600	1290	310	1600	1600	4744	56	1600	4248	552
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.19	0.16	0.19	0.03	0.01	0.35	0.35	0.07	0.41	0.41
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	25	35	30	70	160	220	980	15	60	780	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	35	30	70	160	220	980	15	60	780	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	35	30	70	160	220	980	15	60	780	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	35	30	70	160	220	980	15	60	780	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	35	30	70	160	220	980	15	60	780	690
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	35	30	70	160	220	980	15	60	780	690
OvlAdjVol:												530
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.85	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1354	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.04	0.10	0.14	0.31	0.01	0.04	0.24	0.43
OvlAdjV/S:												0.33
Crit Moves:			****			****	****					****

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Scenario Report

Scenario:	2046 Reduced PM Peak
Command:	2046 Reduced PM Peak
Volume:	2046 Reduced PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Ocean Blvd / Terminal Island F	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 2	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000
# 3 Pier S Ave / Ocean Blvd	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000
# 4	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 5 Seaside Ave / Navy Way	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 7 Pico Ave / Pier B St / 9th St	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 8 Anaheim St / Harbor Ave	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000
# 9 Anaheim St / Santa Fe Ave	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000
# 10 Anaheim St / E I St-W 9th St	E	xxxxx	0.939	E	xxxxx	0.939	+ 0.000
# 11 Anaheim St / Farragut Ave	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 12 Anaheim St / Henry Ford Ave	F	xxxxx	1.011	F	xxxxx	1.011	+ 0.000
# 13 Anaheim St / Alameda St	F	xxxxx	1.105	F	xxxxx	1.105	+ 0.000
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 16 Harry Bridges Blvd / Avalon Bl	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 19 Harry Bridges Blvd / Wilmingto	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000
# 21 PCH / Alameda St Ramp	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
# 23 Pacific Coast Hwy / Santa Fe A	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000

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Intersection	Base Del/ LOS	Base V/ C	Future Del/ LOS	Future V/ C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.943	E xxxxx	0.943	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	2	0 2	0 0	0	0 0	1 0	2	0 1
Volume Module:												
Base Vol:	10	140	0	0	215	690	0	0	0	20	300	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	0	0	215	690	0	0	0	20	300	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	140	0	0	215	690	0	0	0	20	300	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	140	0	0	215	690	0	0	0	20	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	140	0	0	215	690	0	0	0	20	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	140	0	0	215	690	0	0	0	20	300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.00	0.00	0.07	0.24	0.00	0.00	0.00	0.01	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1	1 0	0 0	2	0 1	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	0	0	235	0	0	150	605	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	235	0	0	150	605	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	235	0	0	150	605	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	235	0	0	150	605	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	0	150	605	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	235	0	0	150	605	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.19	0.00	0.00	0.00	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Pier S Ave						Ocean Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	435	0	0	245	185	0	0	0	0	490	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	0	0	245	185	0	0	0	0	490	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	0	0	245	185	0	0	0	0	490	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	0	0	245	185	0	0	0	0	490	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	0	0	245	185	0	0	0	0	490	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	0	0	245	185	0	0	0	0	490	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.08	0.12	0.00	0.00	0.00	0.00	0.15	0.09
Crit Moves:		****			****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	245	0	0	435	510	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	245	0	0	435	510	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	245	0	0	435	510	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	245	0	0	435	510	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	0	435	510	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	245	0	0	435	510	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.27	0.16	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Navy Way						Seaside Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 3	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	640	0	775	0	0	0	0	2745	440	0	2520	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	0	775	0	0	0	0	2745	440	0	2520	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	0	775	0	0	0	0	2745	440	0	2520	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	640	0	0	0	0	0	0	2745	0	0	2520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	0	0	0	0	0	0	2745	0	0	2520	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	640	0	0	0	0	0	0	2745	0	0	2520	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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.56	0.00
Crit Volume:	320			0				915		0		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Ferry St / Seaside Ave						Harbor Fwy Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	525	200	0	225	0	0	0	0	220	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	200	0	225	0	0	0	0	220	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	200	0	225	0	0	0	0	220	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	200	0	225	0	0	0	0	220	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	200	0	225	0	0	0	0	220	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	200	0	225	0	0	0	0	220	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.14	0.00	0.08	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:		525		0				0		110		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Pier B St-Pico Ave						I-710 Ramps-9th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 1	1	0 1	1 0	0	1 1	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	125	0	150	60	0	15	45	250	205	335	380	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	150	60	0	15	45	250	205	335	380	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	0	150	60	0	15	45	250	205	335	380	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	125	0	150	60	0	15	45	250	0	335	380	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	150	60	0	15	45	250	0	335	380	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	125	0	150	60	0	15	45	250	0	335	380	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.31	1.69	1.00	0.72	0.83	0.45
Final Sat.:	2880	1600	1600	1600	1600	1600	488	2712	1600	1159	1315	726
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.09	0.04	0.00	0.01	0.09	0.09	0.00	0.29	0.29	0.29
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: D

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	0	1! 0	1	0	2 1	0	1	0 1
Volume Module:												
Base Vol:	80	65	135	180	40	170	35	1725	35	55	1715	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	65	135	180	40	170	35	1725	35	55	1715	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	65	135	180	40	170	35	1725	35	55	1715	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	65	135	180	40	170	35	1725	35	55	1715	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	65	135	180	40	170	35	1725	35	55	1715	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	65	135	180	40	170	35	1725	35	55	1715	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.46	0.10	0.44	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	520	1080	738	164	697	1600	4705	95	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.24	0.24	0.02	0.37	0.37	0.03	0.36	0.13
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: E

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	3 0 1
Volume Module:												
Base Vol:	25	275	120	480	315	125	85	1565	10	45	1455	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	275	120	480	315	125	85	1565	10	45	1455	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	275	120	480	315	125	85	1565	10	45	1455	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	275	120	480	315	125	85	1565	10	45	1455	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	275	120	480	315	125	85	1565	10	45	1455	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	275	120	480	315	125	85	1565	10	45	1455	425
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4770	30	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.08	0.30	0.10	0.08	0.05	0.33	0.33	0.03	0.30	0.27
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name:	E I St - W 9th St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	2 0 1	1	0	2 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	405	215	35	255	210	130	135	1395	485	25	1330	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	215	35	255	210	130	135	1395	485	25	1330	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	405	215	35	255	210	130	135	1395	485	25	1330	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	215	0	255	210	0	135	1395	485	25	1330	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	215	0	255	210	0	135	1395	485	25	1330	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	215	0	255	210	0	135	1395	485	25	1330	255
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.23	0.77	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3562	1238	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.25	0.07	0.00	0.16	0.07	0.00	0.08	0.39	0.39	0.02	0.42	0.16
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Farragut Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	75	0	405	185	1835	0	0	1845	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	405	185	1835	0	0	1845	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	405	185	1835	0	0	1845	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	405	185	1835	0	0	1845	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	405	185	1835	0	0	1845	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	405	185	1835	0	0	1845	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.13	0.43	0.00	0.00	0.43	0.05
Crit Volume:	0					405	0				615	
Crit Moves:						****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Henry Ford Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	325	345	220	275	300	105	105	1505	160	95	1675	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	345	220	275	300	105	105	1505	160	95	1675	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	345	220	275	300	105	105	1505	160	95	1675	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	345	220	275	300	105	105	1505	0	95	1675	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	345	220	275	300	105	105	1505	0	95	1675	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	345	220	275	300	105	105	1505	0	95	1675	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.46	1.54	1.00	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2074	2201	1425	1425	3167	1108	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.19	0.09	0.09	0.07	0.53	0.00	0.07	0.59	0.11
Crit Volume:		223		275			105				838	
Crit Moves:	****			****			****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.105
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Alameda St						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	25	625	620	20	410	160	315	1170	30	435	1575	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	625	620	20	410	160	315	1170	30	435	1575	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	625	620	20	410	160	315	1170	30	435	1575	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	625	620	20	410	160	315	1170	30	435	1575	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	625	620	20	410	160	315	1170	30	435	1575	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	625	620	20	410	160	315	1170	30	435	1575	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.51	1.49	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	2146	2129	1425	2850	1425	1425	2850	1425	2850	2720	130
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.14	0.11	0.22	0.41	0.02	0.15	0.58	0.58
Crit Volume:		415		20			315					825
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp						Henry Ford Ave-Pier A Wy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	80	310	75	110	320	40	75	0	10	130	0	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	310	75	110	320	40	75	0	10	130	0	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	310	75	110	320	40	75	0	10	130	0	415
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	80	310	0	110	320	40	75	0	10	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	310	0	110	320	40	75	0	10	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	80	310	0	110	320	40	75	0	10	130	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	0	1375	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	80			180			75			130		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Broad Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	10	5	225	90	5	185	145	685	0	50	615	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	225	90	5	185	145	685	0	50	615	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	225	90	5	185	145	685	0	50	615	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	225	90	5	185	145	685	0	50	615	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	225	90	5	185	145	685	0	50	615	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	225	90	5	185	145	685	0	50	615	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.03	0.97	0.35	1.65	0.00	0.13	1.61	0.26
Final Sat.:	1500	33	1467	1500	39	1461	524	2476	0	196	2412	392
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.06	0.13	0.13	0.28	0.28	0.00	0.26	0.25	0.26
Crit Volume:			230	90			145					383
Crit Moves:			****	****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Avalon Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	90	80	5	15	105	230	440	770	35	50	765	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	15	105	230	440	770	35	50	765	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	15	105	230	440	770	35	50	765	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	15	105	230	440	770	35	50	765	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	15	105	230	440	770	35	50	765	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	15	105	230	440	770	35	50	765	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.09	0.91	1.00	0.71	1.24	0.05	0.12	1.83	0.05
Final Sat.:	1500	1414	86	129	1371	1500	1060	1855	84	180	2749	72
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.08	0.15	0.42	0.41	0.41	0.28	0.28	0.28
Crit Volume:	90					230	440				418	
Crit Moves:	****					****	****				****	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Fries Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	140	20	80	10	5	30	20	1090	15	30	1045	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	20	80	10	5	30	20	1090	15	30	1045	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	20	80	10	5	30	20	1090	15	30	1045	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	20	80	10	5	30	20	1090	15	30	1045	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	20	80	10	5	30	20	1090	15	30	1045	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	20	80	10	5	30	20	1090	15	30	1045	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.03	1.94	0.03	0.05	1.89	0.06
Final Sat.:	1500	300	1200	1500	214	1286	53	2907	40	81	2824	95
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.01	0.02	0.02	0.38	0.37	0.38	0.37	0.37	0.37
Crit Volume:	140					35			563	30		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	45	0	40	10	5	30	20	1050	25	15	1260	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	40	10	5	30	20	1050	25	15	1260	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	40	10	5	30	20	1050	25	15	1260	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	40	10	5	30	20	1050	25	15	1260	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	40	10	5	30	20	1050	25	15	1260	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	40	10	5	30	20	1050	25	15	1260	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.06	0.94	0.44	0.56	1.00	0.04	1.92	0.04	0.02	1.96	0.02
Final Sat.:	1500	88	1412	667	833	1500	55	2877	68	35	2930	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.02	0.37	0.36	0.37	0.43	0.43	0.43
Crit Volume:	45					30	20					645
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / Wilmington Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Wilmington Blvd						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	65	0	205	205	995	0	0	1100	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	205	205	995	0	0	1100	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	65	0	205	205	995	0	0	1100	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	205	205	995	0	0	1100	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	205	205	995	0	0	1100	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	205	205	995	0	0	1100	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.48	0.52	1.00	1.00	2.00	0.00	1.00	1.57	0.43
Final Sat.:	0	1200	0	578	622	1200	1200	2400	0	1200	1886	514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.17	0.41	0.00	0.00	0.58	0.58
Crit Volume:	0					205	205					700
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Figueroa St						Harry Bridges Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	350	0	235	90	840	0	0	1030	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	235	90	840	0	0	1030	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	235	90	840	0	0	1030	350
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	90	840	0	0	1030	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	90	840	0	0	1030	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	90	840	0	0	1030	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.06	0.28	0.00	0.00	0.34	0.23
Crit Volume:		0			350			90			515	
Crit Moves:					****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name:	Alameda St Ramp						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	170	0	185	290	1705	0	0	1390	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	185	290	1705	0	0	1390	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	170	0	185	290	1705	0	0	1390	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	170	0	185	290	1705	0	0	1390	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	185	290	1705	0	0	1390	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	170	0	185	290	1705	0	0	1390	255
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3612	663
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.13	0.20	0.60	0.00	0.00	0.38	0.38
Crit Volume:		0				185		853			0	
Crit Moves:						****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Site Entrance						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			WideBypass			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	195	0	0	0	0	1740	0	0	1485	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	195	0	0	0	0	1740	0	0	1485	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	195	0	0	0	0	1740	0	0	1485	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1740	0	0	1485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1740	0	0	1485	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1740	0	0	1485	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	0.00	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.41	0.00
Crit Volume:	0			0			580			0		
Crit Moves:							****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: E

Street Name:	Santa Fe Ave									Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	565	120	5	380	105	225	1700	20	165	1465	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	565	120	5	380	105	225	1700	20	165	1465	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	565	120	5	380	105	225	1700	20	165	1465	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	565	120	5	380	105	225	1700	20	165	1465	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	565	120	5	380	105	225	1700	20	165	1465	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	565	120	5	380	105	225	1700	20	165	1465	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.08	0.00	0.12	0.07	0.14	0.53	0.01	0.10	0.46	0.06
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Harbor Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	80	330	325	125	35	30	1945	25	90	1570	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	80	330	325	125	35	30	1945	25	90	1570	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	80	330	325	125	35	30	1945	25	90	1570	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	80	330	325	125	35	30	1945	25	90	1570	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	80	330	325	125	35	30	1945	25	90	1570	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	80	330	325	125	35	30	1945	25	90	1570	265
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.96	0.04	1.00	2.57	0.43
Final Sat.:	487	1113	1600	1156	444	1600	1600	4739	61	1600	4107	693
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.21	0.20	0.28	0.02	0.02	0.41	0.41	0.06	0.38	0.38
Crit Moves:			****	****				****		****		

Port of Los Anageles
SCIG
Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp						Sepulveda Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	25	35	20	150	185	1205	0	5	945	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	25	35	20	150	185	1205	0	5	945	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	25	35	20	150	185	1205	0	5	945	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	25	35	20	150	185	1205	0	5	945	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	25	35	20	150	185	1205	0	5	945	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	25	35	20	150	185	1205	0	5	945	435
OvlAdjVol:												285
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.92	0.77	1.27	0.73	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1477	1231	2036	1164	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.12	0.38	0.00	0.00	0.30	0.27
OvlAdjV/S:												0.18
Crit Moves:	****					****	****				****	

Appendix D: Intermodal Facility Trip Generation Methodology

February 20, 2009

MEMORANDUM

TO: Kerry Cartwright and Lisa Ochsner, Port of Los Angeles

FROM: Sean Daly, Iteris, Inc.

CC: Lit Chan and Amnon Bar-Ilan, Environ; Susan Nakamura, SCAQMD

DATE: February 20, 2009

SUBJECT: Off-Dock Intermodal Facility Trip Generation and ICTF Driveway Counts

J/P NUMBER: J08-2116 and J08-2128

In order to determine the appropriate trip generation for the traffic studies associated with the environmental documentation for the proposed Southern California International Gateway (SCIG) and the Intermodal Container Transfer Facility Expansion (ICTF Expansion), empirical driveway counts were taken at the Union Pacific Railroad's (UPRR) ICTF facility in January and February 2009. While intermodal lifts can be easily correlated to loaded container truck trips (one loaded container trip can be assumed to equal one intermodal lift), the relationship between total truck trips including chassis and bobtail generation and intermodal facilities is not as clear.

This memorandum recommends the adjustment of two assumptions of the Quicktrip model as it pertains to off-dock rail: double cycle percentage (affecting bobtail generation) and chassis reuse percentage (affecting chassis generation). For the environmental analysis of the proposed SCIG facility and proposed ICTF Expansion project, we recommend:

- Using a 100 percent chassis reuse percentage for off-dock intermodal imports and exports
- Following POLA/JPA direction regarding double cycle percentage for off-dock intermodal imports and exports

Given the proposed intermodal facilities will operate differently than ICTF currently operates, the existing double cycle percentage at the ICTF facility does not directly relate to the estimated future double cycle percentage at the proposed facilities. Therefore it is recommended that each intermodal facility operation plan should be consulted to determine the appropriate double cycle percentage for use in the traffic studies associated with the environmental documentation of the proposed SCIG and proposed ICTF Expansion projects.

In order to proceed with the traffic studies associated to the environmental documentation of the two intermodal facilities, Iteris requests a review of these finding by POLA staff and guidance regarding specific assumptions for use in the Port Area travel demand model.

Support Data

The following section presents the supporting data used for the memo.

Table 1 shows the results of two recent ICTF driveway counts and compares the trucks per lift derived from those empirical counts to the assumptions recently provided by the railroads for the proposed SCIG and ICTF Expansion projects, as well as the Port's 2035 Quicktrip model assumptions.

Table 1: Intermodal Facility Trip Generation Assumptions

#	Name	Source	Daily Truck Trips	Daily Lifts	% Import	Trucks per Lift
1a	ICTF Count (6AM-7PM)	January 2009 Count	3,342	1,763	61.3%	1.90
1b	ICTF Data (24-hour)	February 2009 Count	4,770	2,340	42.1%	2.01
2a	SCIG Data	BNSF Data/Assumptions	2,571	2,132	46.6%	1.21
2b	SCIG Data Adjusted	Adjusted BNSF Data (61% Imports)	2,815	2,132	61.0%	1.32
3	ICTF Expansion Data	UPRR Data/ Assumptions	6,214	4,110	61.0%	1.51
4	Quicktrip Model (2035)	YML 2035 Assumptions	3,895	1,365	60.2%	2.85

The range of truck trips generated per intermodal lift is from 2.85 trucks//lift (Quicktrip) to 1.21 trucks/lift (SCIG assumptions). The data indicate there are a few factors that are key to the number of truck generated by each intermodal lift:

- Balance of trade (the percentage of imports vs. exports)
- Chassis reuse
- Double cycle trucks (single cycle trucks produce bobtail trips)

The percentage of imports vs. exports affects the number of chassis generated by the facility to account of the imbalance of trade. The only data set that was an outlier in the balance of trade was the SCIG assumptions provided by BNSF, which show a closer balance of trade and therefore fewer chassis are generated under those assumptions. This data was adjusted for 61 percent imports (keeping total container trips/lifts constant) to avoid skewing in the overall truck trip generation. This adjusted data is shown in **Table 1**.

The key remaining factors involved in the generation of bobtails and chassis from intermodal facilities are 1) double cycle percentage (affecting bobtail generation) and 2) chassis reuse. Four Quicktrip test scenarios were run using various double cycle and chassis reuse values to replicate similar trucks per lift values as are shown in **Table 1**. The four scenarios are:

1. ICTF Counts (35 to 40 percent double cycle, 100 percent chassis reuse)
2. BNSF assumptions for SCIG (90 percent double cycle, 100 percent chassis reuse)
3. UPRR assumptions for ICTF Expansion (75 percent double cycle, 100 percent chassis reuse)
4. 2035 Quicktrip Model (45 percent double cycle, 20 percent chassis reuse)

Table 2: Quick Trip Model Scenarios for YML Terminal

#	Name	Double Cycle	Chassis Reuse	Trucks per Lift
1a	ICTF Count (6AM-7PM)	40%	100%	1.93
1b	ICTF Count (24-hour)	35%	100%	2.01
2	BNSF Assumptions	90%	100%	1.33
3	UPRR Assumptions	75%	100%	1.51
4	Quicktrip Model	45%	20%	2.85

Two conclusions can be drawn from **Table 2:**

1. The empirical data shows very high chassis reuse at the ICTF facility, indicating that the Quicktrip model is overestimating chassis trips associated with intermodal facilities.
2. Double cycle percentage (bobtail production) has a high degree of variability among the counts and assumptions.

The empirical data from the January 2009 and February 2009 counts at ICTF indicate that Quicktrip is overestimating chassis trips associated with intermodal facilities, which supports the higher chassis reuse shown in the BNSF and UPRR estimates for their intermodal facility projects (see **Table 3**). It is recommended that the Quicktrip model input assumptions for off-dock rail be modified to 100 percent chassis reuse at the proposed intermodal facilities.

Given the proposed intermodal facilities will operate differently than ICTF currently operates, the existing double cycle percentage at the ICTF facility does not directly relate to the estimated future double cycle percentage at the proposed facilities. It is recommended that each intermodal facility operation plan should be consulted to determine the appropriate double cycle percentage for use in the traffic studies associated with the environmental documentation of the proposed SCIG and proposed ICTF Expansion projects.

Each set of data used in this memo is explained below:

January 2009 ICTF Counts

Vehicles entering and exiting the three ICTF driveways were counted on January 26, 2009 from 6AM to 7PM, which represents 89 percent of the ICTF daily throughput (according to the ICTF Expansion Application for Development Project Approval document). Trips were classified as international containers, domestic containers, chassis, bobtails, and autos/other. Domestic containers and autos/other were removed for the calculation of truck trips per intermodal lift. Chassis accounted for less than the difference of the in-gate and out-gate trips during the count period.

Table 3: January 2009 ICTF Count Data

	Lifts	In-Gate Load	Out-Gate Load	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	1763	1,081	682	306	1,273	3342
One Lift	1	0.613	0.387	0.174	0.722	**1.896**

February 2009 ICTF Counts

In order to account for the 24-hour operations at the ICTF facility, a second, 24-hour count was taken on February 17, 2009. Trips were classified as loaded containers, chassis, bobtails, and autos/other. Since domestic containers accounted for approximately one percent of all containers in the January 2009 count, there was no distinguishing between domestic and international containers for the 24-hour count. Autos/other were removed for the calculation of truck trips per intermodal lift. In-gate chassis balanced out the in-gate containers and the out-gate containers as would be expected.

Table 4: January 2009 ICTF Count Data

	Lifts	In-Gate Load	Out-Gate Load	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	2340	984	1,356	436	1,932	4,708
One Lift	1	0.421	0.579	0.186	0.826	**2.012**

BNSF Assumptions

BNSF data supplied for the trip generation of the SCIG site was derived from the total 2035 buildout) lifts relating to SCIG in-gate, out-gate, chassis and bobtail assumptions as follows:

- Chassis are the balance of the In-gate and Out-gate loaded trips
- Bobtails represent 10% of daily loaded trips

These numbers are exclusive of employee trips and vendor trips.

Table 5: BNSF Data for SCIG Project

	Lifts	In-Gate Load (Depart Port)	Out-Gate Load (Arrive Port)	Chassis (Depart Port)	Bobtails (In and Out)	Total
Daily	2132	994	1139	225	213	2571
One Lift	1	0.466	0.534	0.106	0.100	**1.205**

Table 6: BNSF Data for SCIG Project Adjusted for 61 percent Imports

	Lifts	In-Gate Load (Depart Port)	Out-Gate Load (Arrive Port)	Chassis (Depart Port)	Bobtails (In and Out)	Total
Daily	2132	1301	832	469	213	2815
One Lift	1	0.610	0.390	0.220	0.100	**1.320**

ICTF Expansion Assumptions
Annual lift and truck trip generation assumptions for the ICTF Expansion were provided by UPRR.

Table 7: UPRR Data for ICTF Expansion Project

	Annual	Daily
Lifts	1,500,000	4110
Truck Trips	2,268,000	6214
Truck Trips Per Lift	1.512	1.512

2035 Quicktrip Model
The POLA terminal at Berths100-131 was chosen for this analysis due to the projected high off-dock intermodal usage in the future (15.2% of total TEUs). The assumptions in the model include 45 percent double cycle (related to bobtail generation) and 20 percent chassis reuse.

Table 8: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML)

	In-Gate Load (Depart Port)	Out-Gate Load[1] (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	1148	1382	3895
One Lift	0.602	0.398	0.841	1.013	**2.854**

[1] Plus Empties

2035 Quicktrip Model with Other Assumptions

Table 9 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the January 2009 ICTF counts. The factors are Double Cycle 40 percent, Chassis Reuse 100 percent. Chassis reuse was set at 100 percent because the difference between the in-gate load and the out-gate loads were higher than the number of chassis into and out of the ICTF facility during the count period.

Table 9: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) Adjusted for January 2009 ICTF Counts

	In-Gate Load (Depart Port)	Out-Gate Load[1] (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	987	2632
One Lift	0.602	0.398	0.205	0.723	**1.928**

[1] Plus Empties

Table 10 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the February 2009 ICTF counts (24-hour counts). The factors are Double Cycle 35 percent, Chassis Reuse 100 percent.

Table 10: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) Adjusted for February 2009 ICTF Counts

	In-Gate Load (Depart Port)	Out-Gate Load[1] (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	1104	2750
One Lift	0.398	0.398	0.205	0.809	**2.014**

[1] Plus Empties

Table 11 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the proposed SCIG project assumptions. The factors are Double Cycle 90 percent, Chassis Reuse 100 percent.

Table 11: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) With SCIG Assumptions

	In-Gate Load (Depart Port)	Out-Gate Load[1] (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	164	1809
One Lift	0.602	0.398	0.205	0.121	**1.325**

[1] Plus Empties

Table 12 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the proposed ICTF Expansion project assumptions. The factors are Double Cycle 75 percent, Chassis Reuse 100 percent.

Table 12: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) With ICTF Expansion Assumptions

	In-Gate Load (Depart Port)	Out-Gate Load[1] (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	411	2056
One Lift	0.602	0.398	0.205	0.301	**1.506**

[1] Plus Empties

cc: File

ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
Tuesday, February 17, 2009

	ICTF ENTERING VEHICLES				
Interval Beginning	*Bobtail Truck*	*Chassis Truck*	*Loaded Truck*	*Other/ Autos*	***Total***
0:00	6	0	19	0	25
0:15	0	1	8	0	9
0:30	6	0	7	1	14
0:45	5	0	5	0	10
1:00	7	0	9	0	16
1:15	8	0	7	0	15
1:30	2	0	4	0	6
1:45	0	0	5	1	6
2:00	1	0	1	0	2
2:15	1	0	1	0	2
2:30	1	0	5	0	6
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	1	0	0	0	1
3:45	2	0	0	0	2
4:00	5	0	0	0	5
4:15	2	0	0	1	3
4:30	2	0	0	0	2
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	8	0	0	1	9
5:30	4	0	0	1	5
5:45	12	0	0	0	12
6:00	8	0	0	1	9
6:15	12	0	1	0	13
6:30	15	0	0	0	15
6:45	13	0	1	0	14
7:00	9	0	1	0	10
7:15	9	0	0	0	9
7:30	17	0	0	0	17
7:45	11	0	0	0	11
8:00	11	0	1	0	12
8:15	38	0	0	0	38
8:30	20	0	9	1	30
8:45	14	3	8	0	25
9:00	17	4	14	0	35
9:15	23	3	14	2	42
9:30	25	7	16	0	48
9:45	24	4	11	0	39
10:00	20	1	15	0	36
10:15	25	11	18	0	54
10:30	23	6	23	2	54
10:45	20	8	15	0	43
11:00	14	14	37	0	65
11:15	27	9	29	0	65
11:30	15	16	24	0	55
11:45	24	12	17	1	54

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
Tuesday, February 17, 2009

	ICTF ENTERING VEHICLES				
Interval Beginning	*Bobtail Truck*	*Chassis Truck*	*Loaded Truck*	*Other/ Autos*	***Total***
12:00	18	7	24	1	50
12:15	14	4	11	0	29
12:30	12	12	8	0	32
12:45	10	4	5	0	19
13:00	12	4	9	0	25
13:15	7	7	11	0	25
13:30	23	11	21	0	55
13:45	26	15	33	2	76
14:00	18	18	30	0	66
14:15	13	14	21	1	49
14:30	11	13	36	0	60
14:45	18	15	25	0	58
15:00	11	18	28	1	58
15:15	9	14	19	0	42
15:30	8	6	21	1	36
15:45	8	6	13	0	27
16:00	16	5	19	0	40
16:15	13	3	22	0	38
16:30	16	7	30	1	54
16:45	24	8	21	1	54
17:00	19	0	8	0	27
17:15	11	1	6	0	18
17:30	5	0	6	1	12
17:45	4	0	4	0	8
18:00	4	0	5	0	9
18:15	11	0	12	1	24
18:30	9	1	7	0	17
18:45	11	4	15	0	30
19:00	7	4	18	1	30
19:15	10	2	11	0	23
19:30	12	1	13	0	26
19:45	11	3	16	0	30
20:00	7	3	14	1	25
20:15	11	0	11	0	22
20:30	3	0	10	0	13
20:45	9	1	8	0	18
21:00	7	1	11	0	19
21:15	7	4	15	2	28
21:30	4	6	11	3	24
21:45	9	4	7	0	20
22:00	7	0	5	0	12
22:15	6	0	8	1	15
22:30	7	0	4	0	11
22:45	6	3	3	0	12
23:00	3	0	4	1	8
23:15	3	2	4	0	9
23:30	5	2	8	0	15
23:45	13	3	8	0	24
TOTALS	**859**	**334**	**910**	**25**	**2373**

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ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
Tuesday, February 17, 2009

	ICTF EXITING VEHICLES				
Interval Beginning	*Bobtail Truck*	*Chassis Truck*	*Loaded Truck*	*Other/ Autos*	***Total***
0:00	4	1	8	0	13
0:15	5	3	7	0	15
0:30	9	1	4	0	14
0:45	9	0	6	0	15
1:00	5	1	6	1	13
1:15	4	0	13	0	17
1:30	4	0	14	1	19
1:45	6	0	5	0	11
2:00	5	1	2	2	10
2:15	2	1	1	0	4
2:30	2	0	0	0	2
2:45	3	0	2	0	5
3:00	0	0	1	0	1
3:15	0	0	1	1	2
3:30	0	0	1	0	1
3:45	0	1	0	0	1
4:00	0	0	1	0	1
4:15	0	0	1	0	1
4:30	0	0	4	1	5
4:45	0	0	1	0	1
5:00	0	0	2	0	2
5:15	1	0	4	0	5
5:30	0	0	4	0	4
5:45	2	0	5	1	8
6:00	0	0	3	0	3
6:15	0	0	8	0	8
6:30	2	0	9	0	11
6:45	0	0	17	0	17
7:00	1	0	17	0	18
7:15	0	0	11	0	11
7:30	0	0	7	0	7
7:45	0	0	12	1	13
8:00	2	0	9	0	11
8:15	1	0	16	0	17
8:30	2	0	28	0	30
8:45	7	5	38	0	50
9:00	8	0	17	0	25
9:15	18	0	17	0	35
9:30	16	1	22	1	40
9:45	23	0	21	1	45
10:00	11	0	22	0	33
10:15	16	1	27	0	44
10:30	16	0	22	0	38
10:45	19	1	36	0	56
11:00	14	4	31	0	49
11:15	22	0	17	2	41
11:30	15	3	36	0	54
11:45	10	3	51	1	65

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12:00	13	4	45	0	62
12:15	12	0	28	0	40
12:30	9	3	28	3	43
12:45	11	3	26	0	40
13:00	6	4	10	0	20
13:15	7	6	10	0	23
13:30	23	2	17	0	42
13:45	27	2	21	0	50
14:00	23	2	35	1	61
14:15	33	1	30	1	65
14:30	29	2	19	1	51
14:45	37	6	23	0	66
15:00	21	1	28	0	50
15:15	24	5	35	0	64
15:30	30	1	21	0	52
15:45	24	1	8	0	33
16:00	19	1	19	0	39
16:15	19	1	25	1	46
16:30	16	1	17	1	35
16:45	24	5	30	0	59
17:00	22	2	20	0	44
17:15	5	2	30	0	37
17:30	11	2	20	0	33
17:45	4	2	9	2	17
18:00	10	1	6	0	17
18:15	2	0	4	1	7
18:30	11	1	4	0	16
18:45	10	4	13	0	27
19:00	6	0	9	1	16
19:15	22	1	9	2	34
19:30	13	1	18	1	33
19:45	8	0	11	0	19
20:00	11	1	8	1	21
20:15	11	1	11	0	23
20:30	8	2	8	1	19
20:45	12	1	14	0	27
21:00	5	1	13	0	19
21:15	11	0	7	0	18
21:30	11	1	10	0	22
21:45	12	0	8	0	20
22:00	2	0	11	0	13
22:15	5	0	8	0	13
22:30	5	0	9	0	14
22:45	9	0	9	0	18
23:00	4	0	5	0	9
23:15	2	0	7	0	9
23:30	1	0	5	0	6
23:45	6	0	8	0	14
TOTALS	**846**	**92**	**1191**	**23**	**2397**

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
951-485-7934

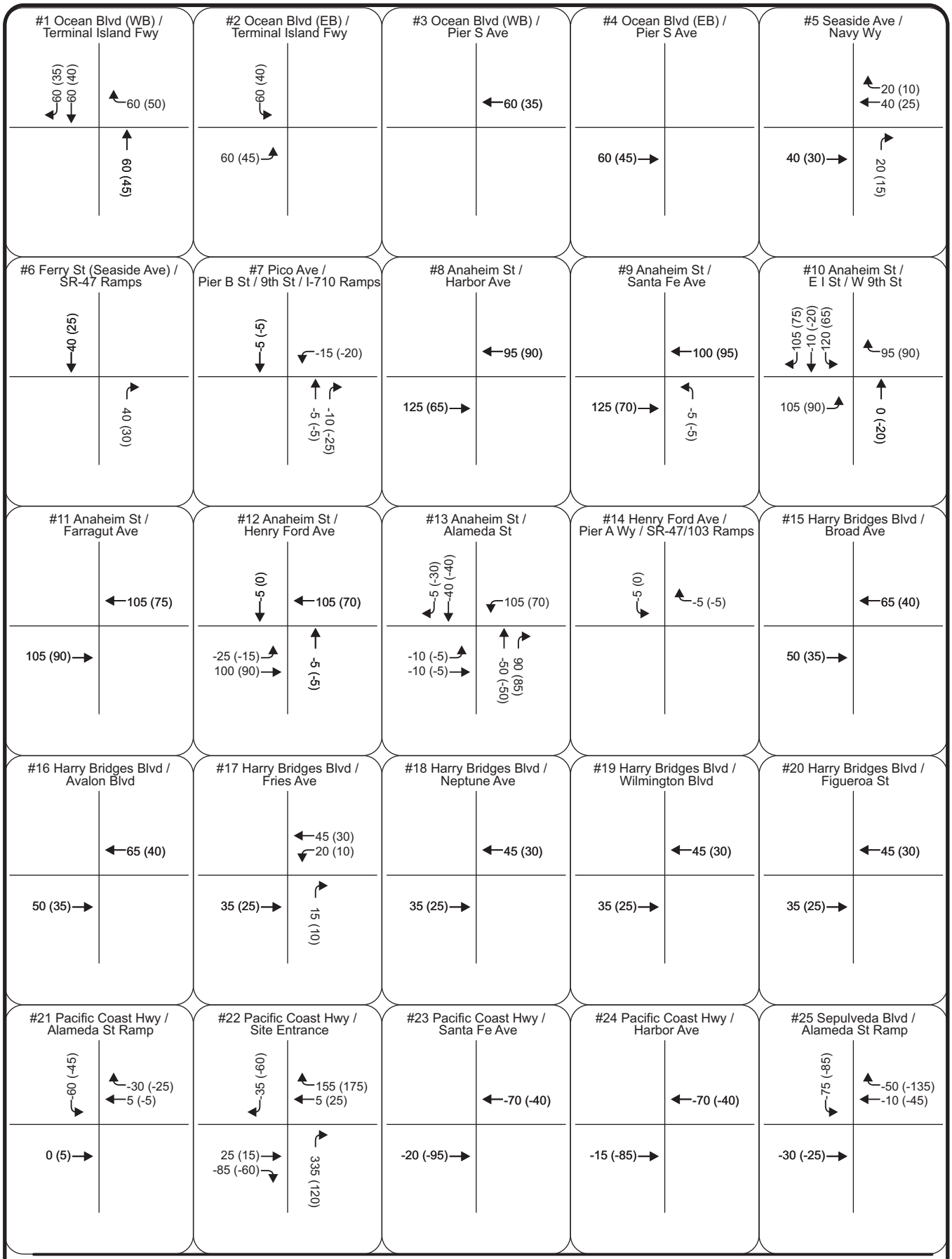

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Figure 1

AM & PM Net Project Peak Hour Volumes

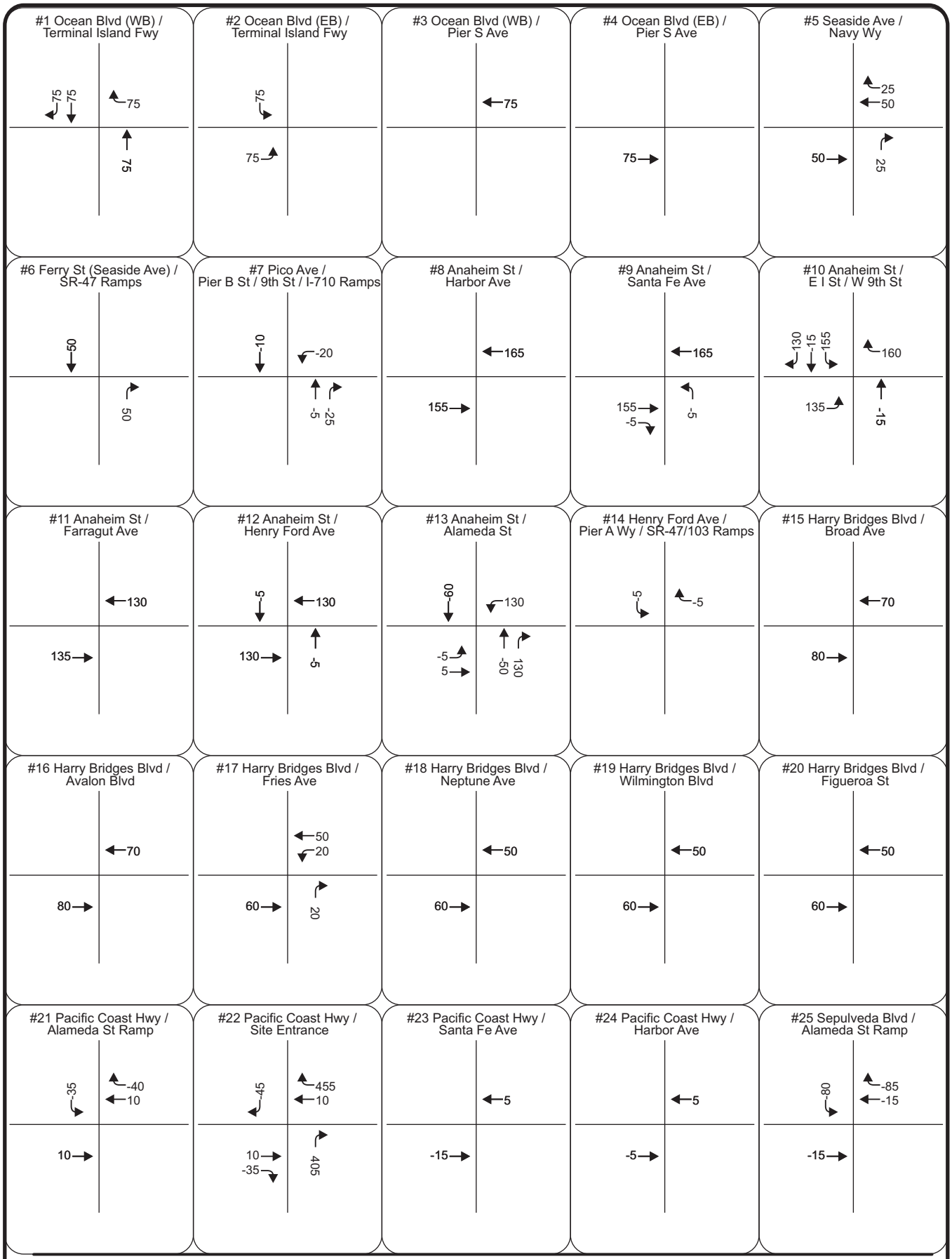

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Figure 2

Mid-Day Net Project Peak Hour Volumes