Appendix B

Ground Transportation

This page intentionally left blank.

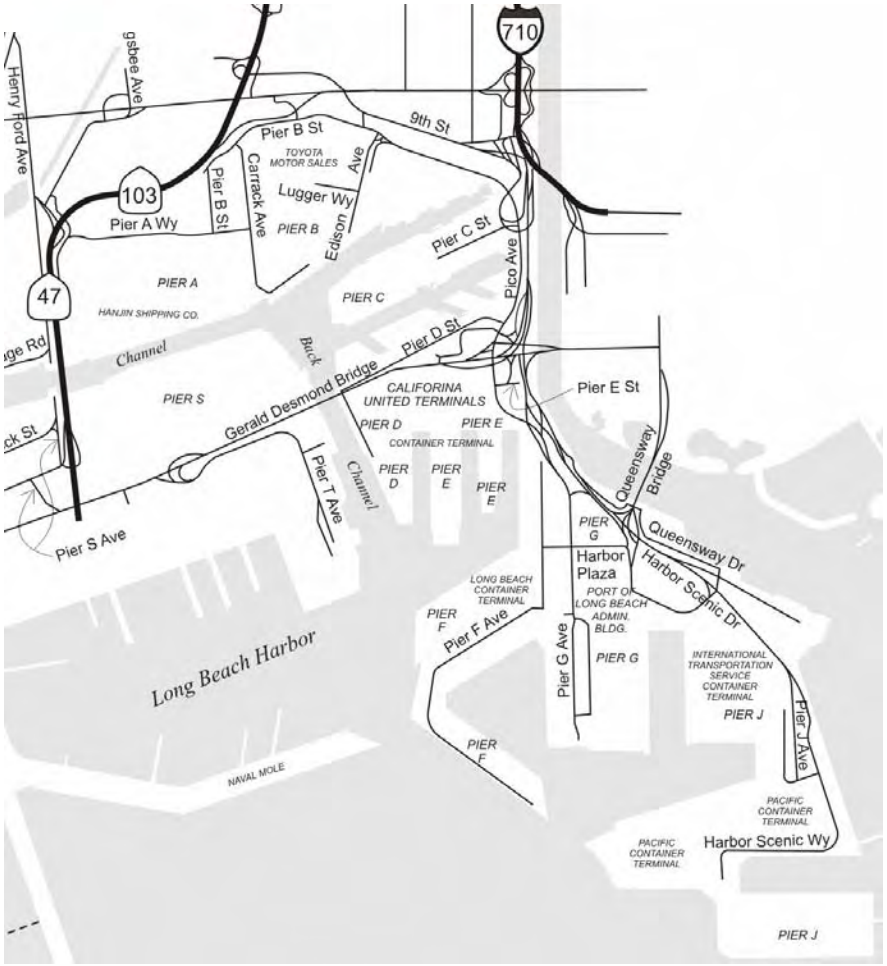
Traffic Impact Analysis

For

Port of Long Beach
Middle Harbor Redevelopment Project

Conducted for

The Port of LONG BEACH
Your Environmentally Friendly Port



By

ITERIS *Innovation for better mobility*

Traffic Impact Analysis

For

Port of Long Beach
Middle Harbor Redevelopment Project

Conducted for

The Port of LONG BEACH
Your Environmentally Friendly Port

By

ITERIS *Innovation for better mobility*

1700 Carnegie Avenue, Suite 100
Santa Ana, CA, 92705

Table of Contents

List of Figures

(Additional traffic assignment Figures can be found in Appendix A.)

List of Tables

1.0 Executive Summary

This traffic study has been prepared to identify and evaluate the potential environmental impacts associated with implementation of the proposed Middle Harbor Redevelopment Project (hereinafter "Project" or "proposed Project"). The Project is part of a continued effort to optimize and expand Port facilities to accommodate increasing volumes of cargo efficiently. The Project would consolidate and expand the existing 294-acre Project site, consisting of the Pier E terminal (170 acres), the Pier F terminal (101 acres), 18 acres of underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard, and the Berth E24 subsided oil area (five acres), into a single, modern, 345-acre container terminal. The Project would incorporate environmental practices and equipment pursuant to the Port's Green

The Project would be constructed over a 10-year timeframe (2009 through 2019) with anticipated Project buildout occurring in 2019. The Project site would reach full operational capacity by 2025. The Project is also referred to in the EIS/EIR as the 345-Acre Alternative. The other alternatives analyzed in detail in this document are the 315-Acre Alternative, the Landside Improvements Alternative (also listed as NEPA Baseline), and the No Project Alternative.

This report describes the affected transportation resources and evaluates the potential impacts to those resources as a result of constructing and operating the Project or the proposed alternatives to the Project. This document will be used to inform agencies and the public of significant transportation effects associated with the Project and reasonable alternatives, and to propose mitigation measures that would avoid or reduce significant effects.

1.1 DESCRIPTION OF THE PROJECT AND ALTERNATIVES

Project Location

The Project is located in the Middle Harbor and Northeast Harbor Planning Districts within the highly industrialized inner Port complex (Figure 1-1). The Project comprises Middle Harbor, and is bordered by Pier D Street and Ocean Boulevard to the north, Pico Avenue/Harbor Scenic Drive to the east, Pier F Avenue to the south, and the Back Channel to the west. The Project would be built on land owned by the Port.

Project Alternatives

The alternatives evaluated in this study include:

- Alternative 1 – 345-Acre Alternative (the Project);
- Alternative 2 – 315-Acre Alternative;
- Alternative 3 – Landside Improvements Alternative; and
- Alternative 4 – No Project Alternative.

Alternative 1 – 345-Acre Alternative (the Project)

The Project would rehabilitate or replace deteriorated and obsolete terminal facilities; provide deeper water at berths and in basins and channels; create new land; modernize marine terminal facilities; and implement environmental controls, including the Port's Green Port Policy, to accommodate a portion of the predicted future increases in containerized cargo volume and the modern, larger cargo vessels that are expected to transport these goods to and from the Port.

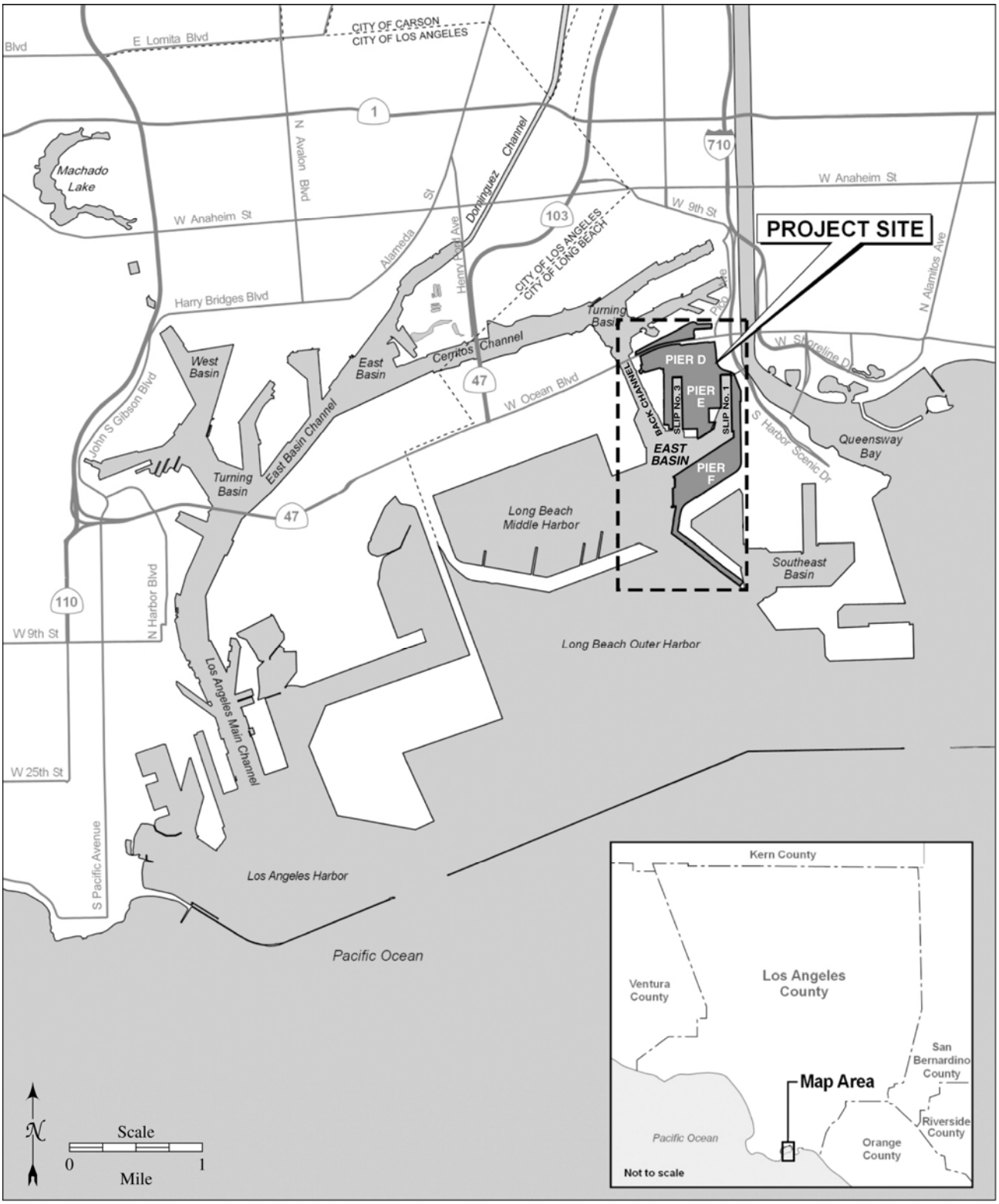


Figure 1.1: Project Site Location

Project construction would be scheduled for completion in 2019 (i.e., Project build-out year). However, the proposed Middle Harbor container terminal is forecasted to be fully optimized at maximum capacity by 2025.

When completed, the Project would consist of one consolidated container terminal (proposed Project) that would be designed to load and unload containerized cargo to and from marine vessels. When optimized at maximum throughput capacity (by year 2025), the consolidated container terminal would be designed to accommodate approximately 3,320,000 twenty-foot equivalent units (TEUs), representing standard-sized shipping containers, per year. The proposed expanded Pier F intermodal railyard would handle approximately 26.3 percent (873,160 TEUs per year) of the terminal's expected throughput.

Alternative 2 – 315-Acre Alternative

The 315-Acre Alternative would add 21 net acres of newly created land to the existing 294-acre Project site by filling Slip 1 between Piers E and F (Berths E12-E14 and F1-F4). This alternative would include terminal expansion on adjacent areas of existing and newly created land. Under the 315-Acre Alternative, a new wharf would be constructed to handle increased cargo throughput and accommodate deep-draft container ships, and to replace existing, insufficient wharves.

When completed, the 315-Acre Alternative would consist of one consolidated container terminal (proposed Project) that would be designed to load and offload containerized cargo from marine vessels. When optimized at maximum throughput capacity (anticipated by approximately 2025), the consolidated container terminal would be designed to accommodate approximately 2,870,000 TEUs per year. The proposed expanded Pier F intermodal railyard would handle approximately 30.4 percent (872,480 TEUs per year) of the terminal's expected throughput.

Alternative 3 – Landside Improvements Alternative

The Landside Improvements Alternative would add 18 net acres of land to the existing 294-acre Project site by redeveloping underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard as a container yard area. The alternative would include construction of upland site improvements.

When completed, the Landside Improvements Alternative would consist of two consolidated container terminals (Piers E and F) that would be operated by one terminal operator. The terminals would be operated under a new lease between the terminal operator and the Port that would include environmental controls imposed pursuant to the Port's Green Port Policy. When optimized at maximum throughput capacity (anticipated by approximately 2025), the terminals would be designed to accommodate a combined total of about 2,910,000 TEUs per year. The Landside Improvements Alternative is equivalent to a No Federal Action Alternative because it only includes construction and operational activities that would not require issuance of federal permits. As no federal action or permit would be required, there would be no significance determination under NEPA for this alternative.

Alternative 4 – No Project Alternative

This alternative considers what would reasonably be expected to occur on the site if the Port did not implement, or federal action did not permit, the proposed Project. This alternative would not allow implementation of the proposed Project or other physical improvements at Middle Harbor. The No Project Alternative would maintain the current container terminal size at a maximum of 294 acres and in its current configuration. Forecasted increases in cargo would still occur as greater operational efficiencies are implemented.

Under this alternative no construction would occur. However, daily operational impacts associated with daily activities would occur under this alternative. The No Project Alternative would result in a maximum throughput of approximately 2,600,000 TEUs per year.

1.2 GROUND TRANSPORTATION IMPACTS

Throughout Project construction, there would be temporary adverse impacts on area roadways. There would not be any temporary delays due to lane closures; however, traffic generated by construction workers' vehicles would slightly increase the usage of surrounding roadways and intersections. The Port will implement standard traffic control measures to minimize short-term construction impacts, such as having work shifts start and end outside of peak traffic hours. Therefore, construction-related impacts on ground transportation would be less than significant under CEQA and NEPA.

During Project operations, the additional on-site employees would result in a negligible increase in work-related public transit trips. Additionally, there would be no ground transportation impacts associated with additional rail traffic generated due to recent regional improvements associated with the Alameda Corridor and the Alameda Corridor East projects. Project operations would result in significant impacts on various intersections; however, these impacts would be mitigated with the installation of traffic signals at these intersections. Additionally, Project operations would add 150 or more trips during either the a.m. or p.m. weekday peak hours at two CMP freeway monitoring locations. Therefore, impacts would be significant under CEQA and NEPA.

Existing levels of service at some of the intersections that would be affected by the Project would be degraded from acceptable operating (LOS D or better) conditions to unacceptable levels (LOS E or F) under the future No Project conditions, and would be further deteriorated under the proposed Project. Therefore, the proposed Project's contribution to the existing levels of service at the study intersections and highway segments would be significant.

Based on the analysis results, the Project will have significant impacts at the following four intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

The impacts at all four locations will be mitigated to less than significant levels by the installation of traffic signals.

The Project is expected to have significant impacts on the following study highway segments using the future baseline comparison:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions
- SR-91 west of I-710, westbound only

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the following on-going regional transportation programs which are intended to address future regional traffic growth and resulting congestion on area freeways:

I-710 Corridor EIS/EIR 2008

The Port is presently working with Caltrans, Metro, SCAG, and Gateway Cities Council of Governments (COG) (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed $5 million to this $34-million, 42-month study, which was commenced in early 2008. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, State, and Metro funds for the I-710 Corridor.

Advanced Transportation Management, Information and Security (ATMIS)

The POLB/POLA will also be implementing an Intelligent Transportation Systems project by 2009. This $11-million program will provide real-time information to travelers in the port vicinity and on adjacent regional transportation facilities. The ATMIS System will monitor vehicle traffic conditions through the use of closed circuit television cameras and vehicle detection devices at the terminal gates. The ATMIS System will distribute the traffic information to truck drivers, motorists, other agencies, and intermodal industry information systems through the use of strategically placed changeable message signs, internet video, and appropriate data sharing means. The ATMIS System will be a major component in an overall intelligent transportation systems (ITS) program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This planned project will help to mitigate the I-710 impacts of the Project.

SR-91 Corridor Study

The Gateway Cities COG has begun a SR-91 Corridor Study to explore options that will improve traffic conditions on this freeway. POLB continues to work in concert with the COG, Caltrans, and other agencies to find solutions to improving operating conditions on SR-91.

No additional feasible mitigation measures are available at this time.

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

2. Introduction

This traffic study has been prepared to identify and evaluate the potential environmental impacts associated with implementation of the proposed Middle Harbor Redevelopment Project (hereinafter "Project" or "proposed Project"). The Project is part of a continued effort to optimize and expand Port facilities to accommodate increasing volumes of cargo efficiently. The Project would consolidate and expand the existing 294-acre Project site, consisting of the Pier E terminal (170 acres), the Pier F terminal (101 acres), 18 acres of underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard, and the Berth E24 subsided oil area (five acres), into a single, modern, 345-acre container terminal. The Project would incorporate environmental practices and equipment pursuant to the Port's Green

The Project would be constructed over a 10-year timeframe (2009 through 2019) with anticipated Project buildout occurring in 2019. The Project site would reach full operational capacity by 2025; however, since full-capacity operation would continue from 2025 to 2030, 2030 is analyzed as the Project's horizon year. The Project is also referred to in the EIS/EIR as the 345-Acre Alternative. The other alternatives analyzed in detail in this document are the 315-Acre Alternative, the Landside Improvements Alternative (also listed as NEPA Baseline), and the No Project Alternative.

This report describes the affected transportation resources and evaluates the potential impacts to those resources as a result of constructing and operating the Project or the proposed alternatives to the Project. This document will be used to inform agencies and the public of significant transportation effects associated with the Project and reasonable alternatives, and to propose mitigation measures that would avoid or reduce significant effects.

2.1 PROJECT SITE AND VICINITY

The Project site (Figure 1) is in the Middle Harbor and Northeast Harbor Planning Districts within the highly industrialized inner Port complex. The Project site is bordered by Pier D Street and Ocean Boulevard to the north, Pico Avenue/Harbor Scenic Drive to the east, Pier F Avenue to the south, and the Back Channel to the west. The site is entirely owned by the Port.

The Pier D and Pier E portions of the Project site are currently operated by California United Terminals (CUT) as a break-bulk and container cargo terminal with a combined area of approximately 170 acres and a total wharf length of 6,200 feet. Berths D28-31 and D34 occupy the southern portion of Pier D and support a general break-bulk facility, while Berths E24-E26 support container terminal operations on Pier E. Backlands are used for storage and handling of containerized cargo. The Pier F portion of the Project site is operated by Long Beach Container Terminal, Inc. (LBCT). The Pier F terminal has a total area of approximately 101 acres, a total wharf length of 2,490 feet (Berths F6 through F10), and an existing 10,000 track-feet intermodal rail facility.

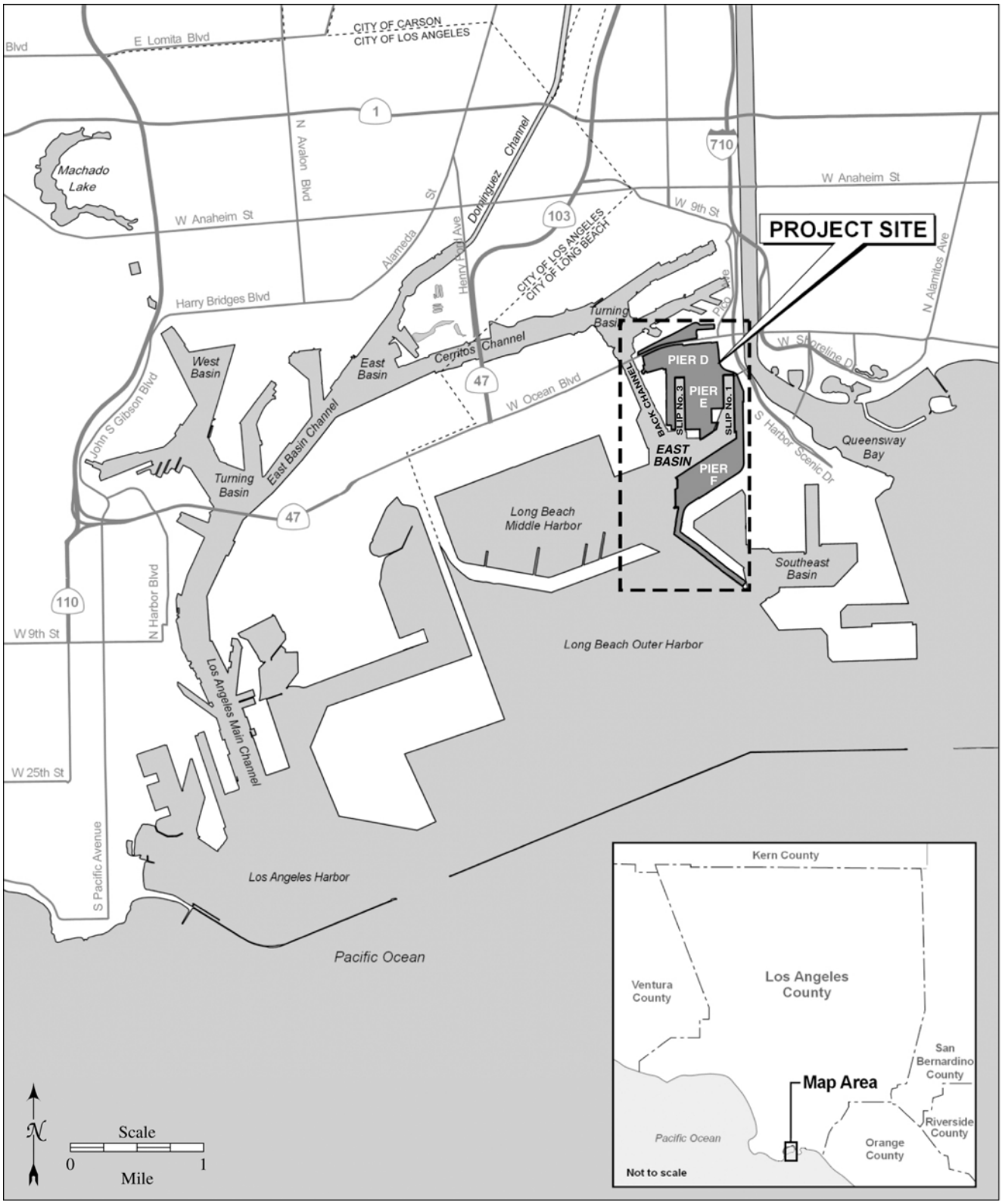


Figure 2-1: Project Site Location

The Project site vicinity includes additional containerized cargo and dry- and liquid-bulk terminals and various industrial/commercial uses. Two break-bulk facilities located at Berths D32-D33 and D46 are operated by Cemex USA and G-P Gypsum Corp, respectively, and are not within the Project area. Surrounding areas to the north on Pier D include the Catalyst Terminal (newsprint importer); G-P Gypsum Corp. (bulk gypsum); and L.G. Everist, Inc., a private-property concern that leases space to various businesses. Commercial and industrial uses to the east include Loren Scale Company, Memorial Maritime Clinic, Port Petroleum, Inc., and Quick Stop Commercial Oil and Lube Service. In addition, areas farther east on Pier H provide several commercial and recreational opportunities (hotels, restaurants, and public viewing areas).

Surrounding areas to the south on Pier F include break-bulk terminals operated by SSA Marine-Crescent and Cooper/T. Smith Stevedoring, a liquid-bulk terminal operated by Chemoil Marine Terminal, and the Koch Carbon dry-bulk terminal (petroleum coke and bulk organic compost). On Pier G a containerized cargo terminal is operated by International Transportation Service; and dry- and liquid-bulk goods terminals are operated by B.P. Wilmington Calciner (petroleum coke), Metropolitan Stevedore Company (petroleum coke, coal, and borax), and Oxbow Carbon & Mineral (petroleum coke). Container, neo-bulk, and liquid-bulk terminals to the west, on the other side of the Back Channel, include BP Pipelines North America Inc. (crude oil), Pacific Coast Recycling (scrap metal), Total Terminals International (containerized cargo), and Weyerhaeuser Co. (lumber).

2.2 ALTERNATIVES AND PROJECT DESCRIPTION

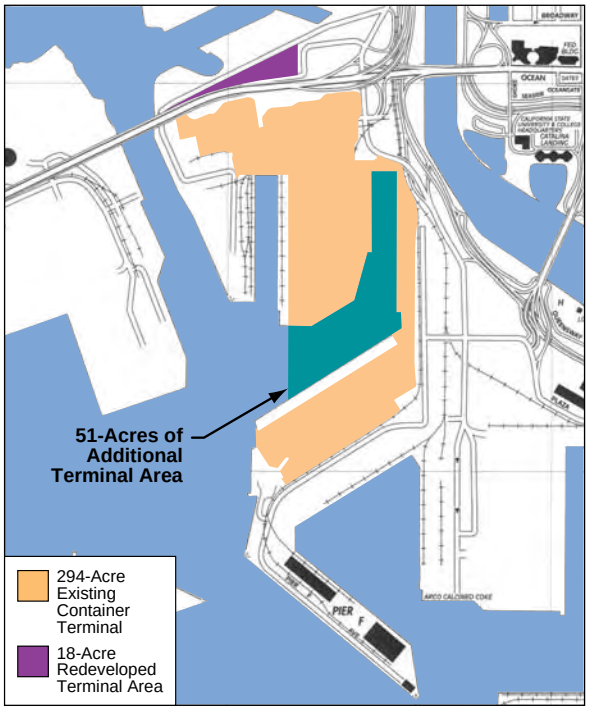
The alternatives discussed in this section include: Alternative 1 – 345-Acre Alternative (the Project); Alternative 2 – 315-Acre Alternative; Alternative 3 – Landside Improvements Alternative; and Alternative 4 – No Project Alternative, A summary of the operating characteristics of each alternative is provided in Table 2-1.

2.2.1 Alternative 1 – 345-Acre Alternative (the Project)

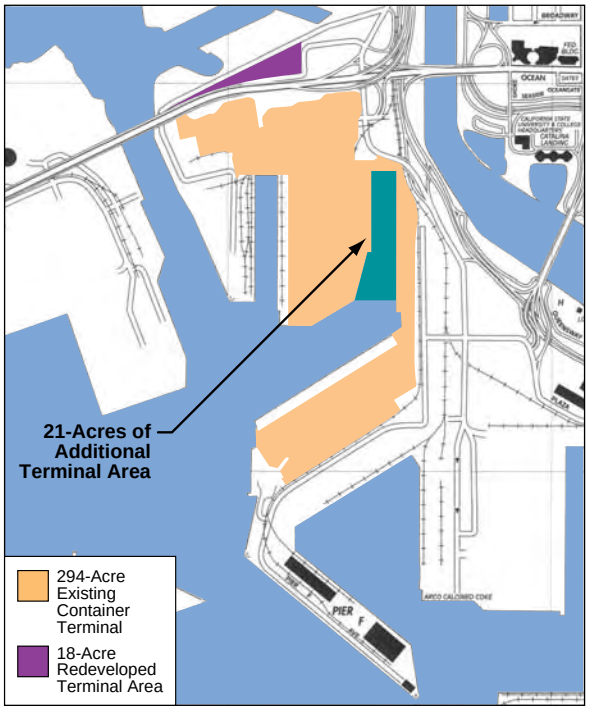
The Project would rehabilitate old terminal facilities; provide deeper water at berths; improve and expand rail infrastructure; create new land; modernize marine terminal facilities; and implement environmental controls, including the Port's Green Port Policy and CAAP. The Project would include construction of a 66kV substation (Pier E Substation) to provide power to support Middle Harbor container terminal operations, including supplying shore-to-ship power. The existing 294-acre Project site would be increased to 345 acres, by creating approximately 51 net acres of new land (Figure 2-2); the net acreage estimate takes into account the proposed fill areas, new wharf construction to create four deep water berths with -55 feet MLLW depths, and the demolition of existing wharves and land that would not be replaced).

Project construction would occur in two phases, the first phase in five stages and the second phase in four stages, and is scheduled to be completed in 2019 (i.e., Project build-out year); however, the proposed Middle Harbor marine terminal is forecasted to be fully optimized at maximum capacity by 2025.

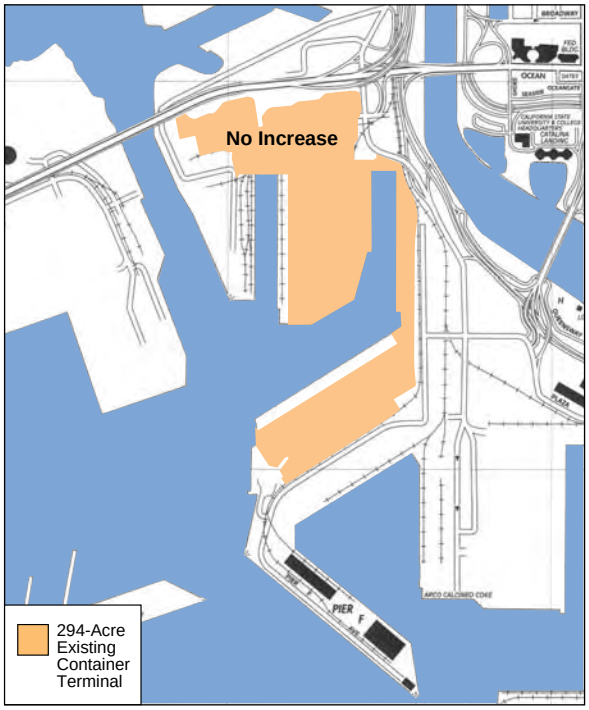
When completed, the Project would consist of one consolidated container terminal (proposed Project) that would load and unload containerized cargo to and from marine vessels. When optimized at maximum throughput capacity (by year 2025), the terminal would accommodate approximately 3,320,000 TEUs per year. The proposed expanded Pier F intermodal railyard would handle approximately 26.3 percent (873,160 TEUs per year) of the terminal's expected throughput.



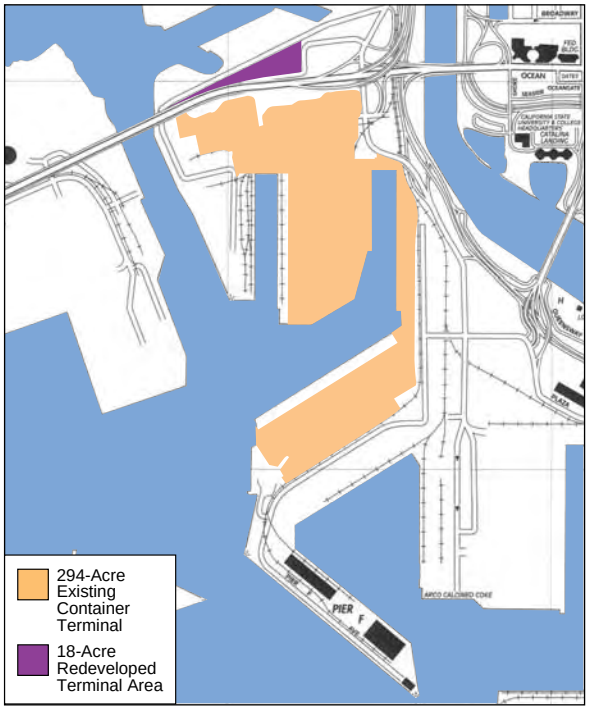
Alternative 1:
345-Acre Alternative (The Project)



Alternative 2:
315-Acre Alternative



Alternative 3:
No Project Alternative



Alternative 4:
Landside Improvements Alternative

Figure 2-2. Proposed Project and Alternatives Container Terminal Areas

Table 2-1: Project Alternatives Operations Summary											
	Project Site Gross Acreage	**Total Container Terminal Acreage[1]**	**TEUs[2] per Acre**	**TOTAL TEUs**	**Annual Vessel Calls**	**Average Daily Truck Trips**	**Total Access Gates**	**Annual Trains[3]**	**Total Container Berth Length (LF)[4]**	**Joint Terminal Intermodal Yard Acreage**	**Employees**
CEQA Baseline (2005)	294	244	5,180	1,264,021	185	6,528	2	138	4,480	0	625
NEPA Baseline											
Year 2010	294	244	6,497	1,611,260	208	6,796	2	122	4,480	25	847
Year 2015	294	267	8,043	2,165,212	260	7,170	2	1,092	4,480	25	1,931
Year 2020	294	267	9,355	2,518,396	312	8,014	2	1,412	4,480	25	2,246
Year 2030[5]	294	267	10,810	2,910,000	416	9,830	2	1,380	4,480	25	2,595
345-Acre Alternative											
Year 2010	308	244	6,776	1,666,946	208	7,032	2	126	4,590	0	876
Year 2015	328	250	8,847	2,211,751	260	6,119	2	1,648	2,900	47	1,972
Year 2020	345	322	8,836	2,845,333	312	7,911	2	2,098	4,250	47	2,537
Year 2030[5]	345	322	10,311	3,320,000	364	10,112	2	2,098	4,250	47	2,961
315-Acre Alternative											
Year 2010	308	244	6,480	1,594,083	208	6,724	2	120	4,590	0	838
Year 2015	320	275	7,946	2,185,185	260	5,996	2	1,653	2,900	47	1,949
Year 2020	315	292	8,514	2,486,157	260	6,276	2	2,114	4,250	47	2,217
Year 2030[5]	315	292	9,829	2,870,000	364	8,026	2	2,095	4,250	47	2,559
Landside Improvements Alternative											
Year 2010	294	244	6,497	1,611,260	208	6,796	2	122	4,480	25	847
Year 2015	294	267	8,043	2,165,212	260	7,170	2	1,092	4,480	25	1,931
Year 2020	294	267	9,355	2,518,396	312	8,014	2	1,412	4,480	25	2,246
Year 2030[5]	294	267	10,810	2,910,000	416	9,830	2	1,380	4,480	25	2,595
No Project Alternative											
Year 2010	294	244	5,710	1,524,550	208	6,381	2	144	4,480	0[6]	847
Year 2015	294	244	6,929	1,850,036	208	6,737	2	619	4,480	0[6]	1,931
Year 2020	294	244	8,460	2,258,739	260	8,113	2	801	4,480	0[6]	2,246
Year 2030[5]	294	244	9,738	2,600,000	312	9,594	2	786	4,480	0[6]	2,595

Notes:

1. The total container yard acreage is assumed to be slightly smaller than the Project site area due to other uses on the site (e.g., break-bulk cargo). The container yard is defined as the area dedicated to container activities, wharves, and spaces related to buildings and personal vehicles.
2. TEUs = Twenty-foot Equivalent Units. The TEU-per-acre estimates are based on the approximate size of the container yard projected for each year noted (2010, 2015, 2020, and 2030).
3. Estimate assumes 25 rail cars per train.
4. All Pier D berths and E-12-13 are break-bulk berths and are not included in container berth length. The total container berth lengths include both Pier E and Pier F berths.
5. Full-capacity level of operation would continue from 2025 to 2030.
6. Assumes the existing LBCT nine acre intermodal railyard would remain operational.

Source: Moffatt & Nichol 2006b.

Operations

Terminal Operations

At full operation (anticipated in approximately year 2025), the proposed container terminal would operate approximately 21 hours per day, 365 days per year, and would accommodate approximately 3,320,000 TEUs per year (Table 2-2). Proposed terminal operations would result in a 62 percent increase from the 2005 baseline average of 1,264,021 TEUs per year.

Truck Operations

Preliminary estimates indicate that the total number of truck trips to and from the Middle Harbor container terminal would increase from the 2005 baseline average of 6,528 trips per day to an average of approximately 10,112 trips per day in the year 2025 (i.e., a 36 percent increase) as a result of increased import and export of containerized cargo (Table 2-2). At maximum terminal capacity in 2025, approximately 76 percent of the containers (about 2,523,200 TEUs) would be moved to and from the terminal via truck. About 10 percent of those truck movements would transport containers to and from off-dock and near-dock railyards. The remaining truck-hauled containers would be transported to and from warehouses and distribution centers in the Los Angeles Basin, southern California, and nearby western states. Middle Harbor container terminal operations include use of an automated appointment system that would enable trucks to reschedule their trips to avoid peak hour traffic and congestion.

Rail Operations

When the Project terminal is fully optimized at maximum throughput capacity in 2025, the railyard would operate approximately 21 hours per day, 365 days per year, and handle approximately 873,160 TEUs per year, which would represent approximately 26.3 percent of the terminal's expected throughput. Preliminary estimates indicate that annual train trips would increase from the 2005 baseline average of 138 trips per day to an average of approximately 2,098 trips per day at maximum capacity in 2025 Rail operations assume three line haul locomotives per train for each inbound/outbound trip and that one switch locomotive would be in operation within the expanded Pier F intermodal railyard for each inbound/outbound trip. Intermodal export cargo would either arrive directly at the Pier F intermodal railyard or at another local railyard (e.g., the Intermodal Container Transfer Facility [ICTF], Hobart, City of Industry, East L.A., and Los Angeles Transportation Center [LATC]) and then be trucked to the terminal gate for receiving.

Table 2-2: 345-Acre Alternative (Project) Operations Summary

Middle Harbor	CEQA Baseline (2005)	NEPA Baseline				345-Acre Alternative (Project)			
		Year 2010	*Year 2015*	*Year 2020*	*Year 2030*[4]	*Year 2010*	*Year 2015*	*Year 2020*	*Year 2030*[4]
Project Site Gross Acreage	294	294	294	294	294	308	328	345	345
Total Container Terminal Acreage[1]	244	244	267	267	267	244	250	322	322
TEUs[2] per Acre	5,180	6,497	8,043	9,355	10,810	6,776	8,847	8,836	10,311
TOTAL TEUs	1,264,021	1,611,260	2,165,212	2,518,396	2,910,000	1,666,946	2,211,751	2,845,333	3,320,000
Annual Vessel Calls	185	208	260	312	416	208	260	312	364
Average Daily Truck Trips	6,528	6,796	7,170	8,014	9,830	7,032	6,119	7,911	10,112
Total Access Gates	2	2	2	2	2	2	2	2	2
Annual Trains[3]	138	122	1,092	1,412	1,380	126	1,648	2.098	2,098
Operating Berths	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E26, D28, F6, F10	E24, E25, E26, D28,	E23, E24, E25, E26, D28	E23, E24, E25, E26, D28
Total Container Berth Length (LF)[5]	4,480	4,480	4,480	4,480	4,480	4,590	2,900	4,250	4,250
Joint Terminal Intermodal Yard Acreage	0	25	25	25	25	0	47	47	47
Employees	625	847	1,931	2,246	2,595	876	1,972	2,537	2,961

Notes:

1. The total container yard acreage is assumed to be slightly smaller than the Project site area due to other uses on the site (e.g., break-bulk cargo). The container yard is defined as the area dedicated to container activities, wharves, and spaces related to buildings and personal vehicles.
2. TEUs = Twenty-foot Equivalent Units. The TEU-per-acre estimates are based on the approximate size of the container yard projected for each year noted (2010, 2015, and 2020).
3. Estimate assumes 25 rail cars per train.
4. Full-capacity level of operation would continue from 2025 to 2030.
5. All Pier D berths and E-12-13 are break-bulk berths and are not included in container berth length. The total container berth lengths include both Pier E and Pier F berths.

Source: Moffatt & Nichol 2006b.

2.2.2 Alternative 2 – 315-Acre Alternative

The 315-Acre Alternative would be designed to minimize significant, adverse impacts on air quality, biological resources, and noise. This alternative is the same as the proposed Project except that the 33-acre East Basin area would not be filled and the berth E23 wharf would not be constructed. Elimination of the East Basin fill and berth E23 wharf would result in decreased container movement efficiency compared to the Project. However, the 315-Acre Alternative would at least in part meet Project purpose and need/objectives of maximizing the use of existing waterways and available shorelines within the Port and would optimize cargo handling efficiency necessary to accommodate the projected growth in containerized cargo. Therefore, this alternative was carried forward for detailed analysis in the EIS/EIR.
The 315-Acre Alternative would add 21 net acres of newly created land to the existing 294-acre Project site by filling Slip 1 between Piers E and F (Berths E12-E14 and F1-F4) (Figure 1.6-9). This alternative would include dredge and fill operations to create new land and deeper berths, terminal expansion on adjacent existing land and newly created land, and new wharf construction. The alternative would include the rail improvements identified for the Project (i.e., expanded Pier F Intermodal Railyard, mainline track realignment at Ocean Boulevard/Harbor Scenic Drive, Pier F tail track, and Pier F storage yard and tracks.

When completed, the 315-Acre Alternative would consist of one consolidated container terminal that would load and unload containerized cargo to and from marine vessels. When optimized at maximum throughput capacity (anticipated in approximately year 2025), the consolidated terminal would handle approximately 2,870,000 TEUs per year (Table 2-3). The proposed expanded Pier F intermodal railyard would handle approximately 30.4 percent (872,480 TEUs per year) of the terminal's expected throughput.
Dredging and excavation would be required to: deepen Slip 3 to a minimum of -55 feet MLLW; widen Slip 3 by 114 feet to accommodate two deep-water berths; fill the 25.6-acre Slip 1; and fill approximately four acres of the existing Tidelands subsided oil area located at Berth E24 with suitable materials dredged and excavated from Slip 3. The net result of these construction activities would be to create approximately 21 acres of new land which, when added to the existing 294-acre Project site, would total 315 acres.

Operations

Terminal Operations

Middle Harbor container terminal operations would include the same activities proposed for the Project. Under the 315-Acre Alternative, the Middle Harbor container terminal would operate approximately 21 hours per day, 365 days per year. The terminal could handle approximately 2,870,000 TEUs per year when operating at maximum throughput capacity in 2025 (Table 2-3). Proposed terminal operations would result in a 56 percent increase from the 2005 baseline average of 1,264,021 TEUs per year.

Truck Operations

Preliminary estimates indicate the total truck trips to and from the Middle Harbor container terminal would increase from the 2005 baseline average of 6,528 trips per day to an average of approximately 8,026 trips per day at maximum capacity in 2025 (i.e., a 19 percent increase) as a result of increased import and export of containerized cargo under proposed operations. When operating at maximum throughput capacity in 2025, approximately 72 percent of the containers (about 2,080,750 TEUs) would be moved to and from the terminal via truck. About six percent of the truck movements would represent the transport of offloaded and loaded containers via truck to and from off-dock and near-dock railyards. The remaining containers would be hauled via truck to and from warehouses, distribution centers, and container freight stations in the Los Angeles Basin, southern California, and nearby states. Middle Harbor container terminal operations include use of an automated appointment system that would enable trucks to reschedule their trips to avoid peak hour traffic and congestion.

Table 2-3: 315-Acre Alternative Operations Summary									
Middle Harbor	**CEQA Baseline (2005)**	**NEPA Baseline**				**315-Acre Alternative**			
		Year 2010	*Year 2015*	*Year 2020*	*Year 2030*[4]	*Year 2010*	*Year 2015*	*Year 2020*	*Year 2030*[4]
Project Site Gross Acreage	294	294	294	294	294	308	320	315	315
Total Container Terminal Acreage[1]	244	244	267	267	267	244	275	292	292
TEUs[2] per Acre	5,180	6,497	8,043	9,355	10,810	6,480	7,946	8,514	9,829
TOTAL TEUs	1,264,021	1,611,260	2,165,212	2,518,396	2,910,000	1,594,083	2,185,185	2,486,157	2,870,000
Annual Vessel Calls	185	208	260	312	416	208	260	260	364
Average Daily Truck Trips	6,528	6,796	7,170	8,014	9,830	6,724	5,996	6,276	8,026
Total Access Gates	2	2	2	2	2	2	2	2	2
Annual Trains[3]	138	122	1,092	1,412	1,380	120	1,653	2,114	2,095
Operating Berths	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E26, D28, F6, F10	E24, E25, E26, D28,	E23, E24, E25, E26, D28	E23, E24, E25, E26, D28, F6-F10
Total Container Berth Length (LF)[5]	4,480	4,480	4,480	4,480	4,480	4,590	2,900	4,250	4,250
Joint Terminal Intermodal Yard Acreage	0	25	25	25	25	0	47	47	47
Employees	625	847	1,931	2,246	2,595	838	1,949	2,217	2,559

Notes:

1. The total container yard acreage is assumed to be slightly smaller than the Project site area due to other uses on the site (e.g., break-bulk cargo). The container yard is defined as the area dedicated to container activities, wharves, and spaces related to buildings and personal vehicles.
2. TEUs = Twenty-foot Equivalent Units. The TEU-per-acre estimates are based on the approximate size of the container yard projected for each year noted (2010, 2015, 2020, and 2030).
3. Estimate assumes 25 rail cars per train.
4. Full-capacity level of operation would continue from 2025 to 2030.
5. All Pier D berths and E-12-13 are break-bulk berths and are not included in container berth length. The total container berth lengths include both Pier E and Pier F berths.

Source: Moffatt & Nichol 2006b.

Rail Operations

The railyard would be planned for operation approximately 21 hours per day, 365 days per year. Preliminary estimates indicate that annual train trips would increase from the 2005 baseline average of 138 trips per day to an average of approximately 2,095 trips per day at the maximum capacity in 2025 . When the Middle Harbor container terminal is fully optimized at maximum throughput capacity in 2025, preliminary estimates indicate the proposed intermodal railyard would transport approximately 872,480 TEUs, which would represent approximately 30.4 percent of the terminal's expected throughput. Middle Harbor rail operations would include the same assumptions proposed for the Project.

2.2.3 Alternative 3 – Landside Improvements Alternative

The Landside Improvements Alternative would redevelop existing underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard within the Project site as container yard area (Figure 2-2). The alternative would include construction of the following upland site improvements: redevelopment and backland expansion on existing lands within the Project site (i.e., the Berth E23 oil area would be abandoned and redeveloped as container yard area); construction of a new 66 kV Pier E Substation; and construction of shore-to-ship infrastructure at Piers E and F to cold-iron vessels while at berth. This alternative would also include construction of a mainline track realignment at Ocean Boulevard/Harbor Scenic Drive and the Pier F storage yard and tracks. The alternative would expand the existing Pier F intermodal railyard to six tracks that would be part of a 25-acre railyard. Construction of the Landside Improvements Alternative would consist of five construction stages that would begin in 2009 and continue until 2018 (Table 2-4). When completed, the Landside Improvements Alternative would consist of two consolidated container terminals (Piers E and F) that would be operated by one terminal operator.

Under this alternative, there would be no in-water activities (e.g., dredging, filling Slip 1 and the East Basin, and/or new wharf construction as proposed for the Project), no wharf upgrades would occur, and channel and berth deepening would not occur. The Landside Improvements Alternative is equivalent to a No Federal Action Alternative because it only includes construction and operational activities that would not require issuance of federal permits. As no federal action or permit would be required, there would be no significance determination under NEPA for this alternative.

Table 2-4: Landside Improvements Alternative Operations Summary									
Middle Harbor	**CEQA Baseline (2005)**	**NEPA Baseline**				**Landside Improvements Alternative**			
		Year 2010	*Year 2015*	*Year 2020*	*Year 2030*[4]	*Year 2010*	*Year 2015*	*Year 2020*	*Year 2030*[4]
Project Site Gross Acreage	294	294	294	294	294	294	294	294	294
Total Container Terminal Acreage[1]	244	244	267	267	267	244	267	267	267
TEUs[2] per Acre	5,180	6,497	8,043	9,355	10,810	6,497	8,043	9,355	10,810
TOTAL TEUs	1,264,021	1,611,260	2,165,212	2,518,396	2,910,000	1,611,260	2,165,212	2,518,396	2,910,000
Annual Vessel Calls	185	208	260	312	416	208	260	312	416
Average Daily Truck Trips	6,528	6,796	7,170	8,014	9,830	6,796	7,170	8,014	9,830
Total Access Gates	2	2	2	2	2	2	2	2	2
Annual Trains[3]	138	122	1,092	1,412	1,380	122	1,092	1,412	1,380
Operating Berths	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10
Total Container Berth Length (LF)[5]	4,480	4,480	4,480	4,480	4,480	4,480	4,480	4,480	4,480
Joint Terminal Intermodal Yard Acreage	0	25	25	25	25	25	25	25	25
Employees	625	847	1,931	2,246	2,595	847	1,931	2,246	2,595

Notes:

1. The total container yard acreage is assumed to be slightly smaller than the Project site area due to other uses on the site (e.g., break-bulk cargo). The container yard is defined as the area dedicated to container activities, wharves, and spaces related to buildings and personal vehicles.
2. TEUs = Twenty-foot Equivalent Units. The TEU-per-acre estimates are based on the approximate size of the container yard projected for each year noted (2010, 2015, 2020, and 2030).
3. Estimate assumes 25 rail cars per train.
4. Full-capacity level of operation would continue from 2025 to 2030.
5. All Pier D berths and E-12-13 are break-bulk berths and are not included in container berth length. The total container berth lengths include both Pier E and Pier F berths.

Source: Moffatt & Nichol 2006b.

2.2.4 Alternative 4 – No Project Alternative

This alternative considers what would reasonably be expected to occur on the site if no Port or federal action were to occur. The Port would take no further action to construct and develop additional backlands (other than the 294 acres that currently exist). The USACE would not issue permits for dredge and fill actions that would be needed for construction of wharves. This alternative would not allow implementation of the proposed Project or other physical improvements at Middle Harbor. The No Project Alternative would maintain the current container terminal size at a maximum of 294 acres and in its current configuration. Forecasted increases in cargo would still occur as greater operational efficiencies were implemented.

Under this alternative no construction and, consequently, no construction-related impacts would occur. However, operational impacts associated with the following activities would occur: cargo ships that currently berth and load/unload at the terminal would continue to do so; terminal equipment would continue to handle cargo containers; and trucks would continue to transport containers to outlying distribution facilities. No rail improvements, including the mainline track realignment at Ocean Boulevard/Harbor Scenic Drive, the Pier F storage yard and tracks, the expanded Pier F intermodal railyard, and the Pier F tail track would occur under this alternative, which would result in increased short-haul trips to near-dock and off-dock railyards. In addition, the Pier E Substation would not be constructed. However, in addition to environmental controls imposed by federal, state, and local regulatory agencies, the terminal would implement the POLB/POLA VSRP (CAAP measure OGV1) under this alternative.

The No Project Alternative would result in a maximum throughput of about 2,600,000 TEUs per year, which would be a 52 percent increase from the 2005 baseline average of approximately 1,264,021 TEUS per year (Table 2-5).

Table 2-5: No Project Alternative Operations Summary									
Middle Harbor	**CEQA Baseline (2005)**	**NEPA Baseline**				**No Project Alternative**			
		Year 2010	*Year 2015*	*Year 2020*	*Year 2030*[4]	*Year 2010*	*Year 2015*	*Year 2020*	*Year 2030*[4]
Project Site Gross Acreage	294	294	294	294	294	294	294	294	294
Total Container Terminal Acreage[1]	244	244	267	267	267	244	244	244	244
TEUs[2] per Acre	5,180	6,497	8,043	9,355	10,810	5,710	6,929	8,460	9,738
TOTAL TEUs	1,264,021	1,611,260	2,165,212	2,518,396	2,910,000	1,524,550	1,850,036	2,258,739	2,600,000
Annual Vessel Calls	185	208	260	312	416	208	208	260	312
Average Daily Truck Trips	6,528	6,796	7,170	8,014	9,830	6,381	6,737	8,113	9,594
Total Access Gates	2	2	2	2	2	2	2	2	2
Annual Trains [3]	138	122	1,092	1,412	1,380	144	619	801	786
Operating Berths	E24, E25, E26, D28-31,F6,F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10	E24, E25, E26, D28-31, F6, F10
Total Container Berth Length (LF)[5]	4,480	4,480	4,480	4,480	4,480	4,480	4,480	4,480	4,480
Joint Terminal Intermodal Yard Acreage	0	0	25	25	25	0	0	0	0
Employees	625	847	1,931	2,246	2,595	847	1,931	2,246	2,595

Notes:

(1) The total container yard acreage is assumed to be slightly smaller than the Project site area due to other uses on the site (e.g., break-bulk cargo). The container yard is defined as the area dedicated to container activities, wharves, and spaces related to buildings and personal vehicles.

(2) TEUs = Twenty-foot Equivalent Units. The TEU-per-acre estimates are based on the approximate size of the container yard projected for each year noted (2005, 2010, 2015, 2020, and 2030).

(3) Estimate assumes 25 rail cars per train.

(4) Full-capacity level of operation would continue from 2025 to 2030.

(5) All Pier D berths and E-12-13 are break-bulk berths and are not included in container berth length. The total container berth lengths include both Pier E and Pier F berths.

Source: Moffatt & Nichol 2006b.

3. Transportation Analysis

3.1 ENVIRONMENTAL SETTING

3.1.1 Area of Influence

The area of influence for ground transportation consists of the streets and intersections that could be affected by automobile, truck and rail traffic to gain access to and from the POLB Middle Harbor terminal project site. This area is generally bounded by Anaheim Street to the north, I-710 to the east, SR-47 and SR-103 to the west, and the waterfront to the south (Figure 3-1). The area of influence also includes freeway segments outside the study area along I-405, SR-91, and I-110 (Table 3-1). In the case of rail lines, the area of influence extends along the Alameda Corridor as far as the downtown Los Angeles rail yards.

3.1.2 Setting

Regional and Local Access

Regional access to the Middle Harbor is provided by a network of freeway and arterial facilities. The freeways include the Harbor Freeway (I-110), the Long Beach Freeway (I-710), and the Terminal Island Freeway (SR-47 and SR-103). The arterial street network includes Ocean Boulevard, Seaside Avenue, Alameda Street, Anaheim Street, and Pacific Coast Highway.

I-110 and I-710 are north-south highways that extend from the Port area to downtown Los Angeles. They each have six lanes in the vicinity of the harbor and widen to eight lanes to the north. SR-47 is a short state route that extends from Terminal Island across the Heim Bridge and terminates at Willow Street. It has six lanes on the southern segment and four lanes approaching Anaheim Street.

The key access streets serving the Project site are Harbor Scenic Drive, Ocean Boulevard, Pico Avenue, Pier D Street, Pier G Avenue, Pier F Avenue, Broadway, Pier E Street, and Harbor Plaza Drive.

Harbor Scenic Drive provides direct access to the Project area. It connects the Project site and the Pier G-H-J portion of the harbor to I-710. It has from one to three lanes in each direction, depending on location.

Ocean Boulevard is the primary east-west corridor to the north of the Project site and connects the study area to Terminal Island with three lanes in each direction.

Pico Avenue is a north-south corridor with two lanes in each direction and provides direct access to Broadway, Pier E Street, and Pier D Street.

Harbor Plaza runs east/west and connects Harbor Scenic Drive with Pico Avenue/Pier G Avenue. It has one to two lanes in each direction, depending on location.

On-street curbside parking is prohibited on all of the streets in the study area.

Existing Transit Services

Long Beach Transit (LBT) provides limited transit service to the Port area due to the non-typical nature of marine terminal work schedules. The only public transit service near the Project is LBT's Passport Route C, which primarily serves visitors to the area and connects downtown Long Beach to waterfront attractions, such as the Queen Mary. There are no other regular LBT routes serving the Harbor area, including the proposed Project site.

Figure 3-1: Study Area

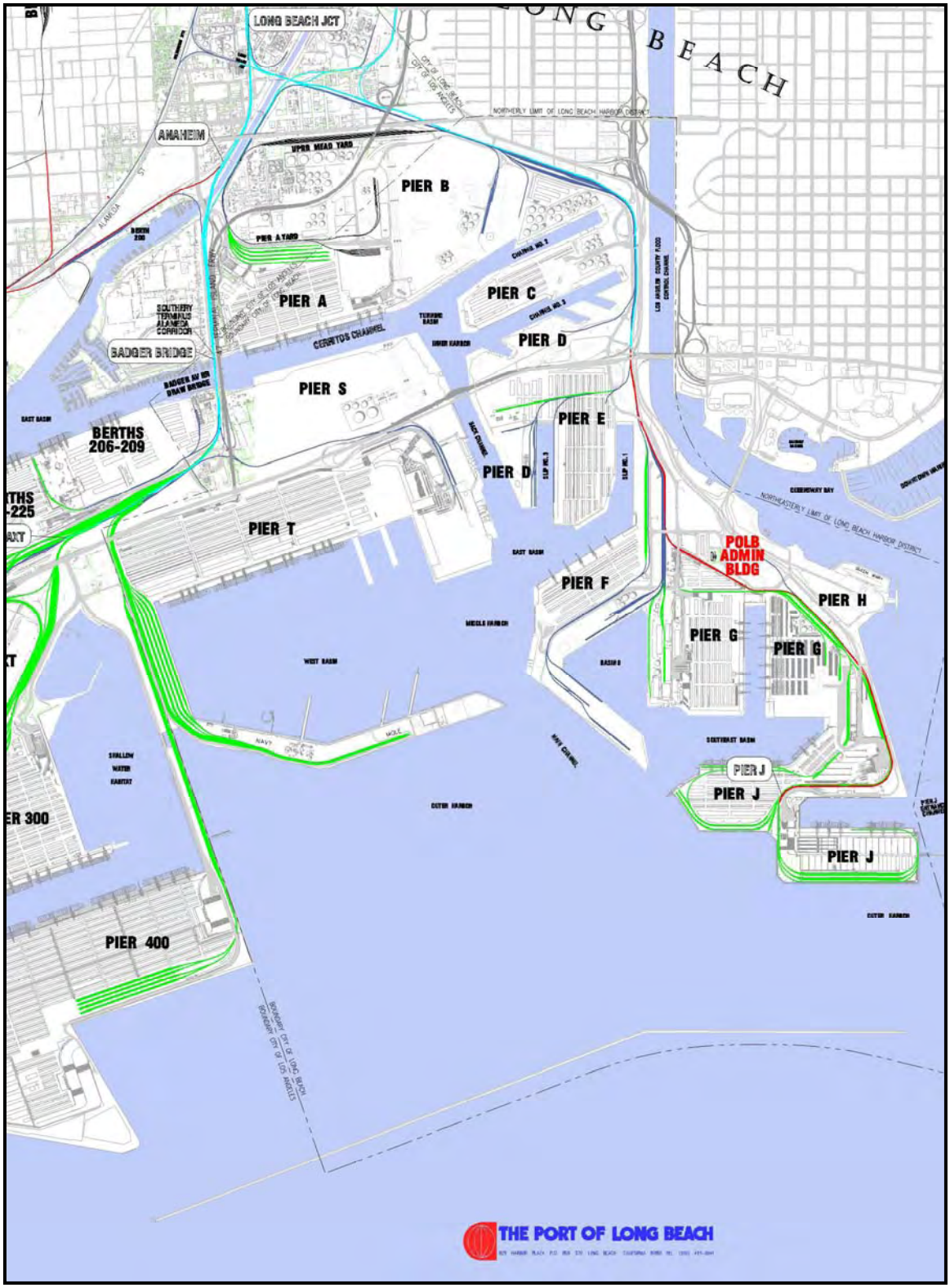
Table 3-1: Study Intersections and Highway Links
Intersections
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (existing conditions) (c)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (future conditions) (c) (d)
3b. Pico Avenue and New Ocean Boulevard Westbound On-Ramp (future conditions) (c) (d)
4. Pico Avenue and Broadway (c)
5. Pico Avenue and Pier D Street (a)
6. Pico Avenue and Pier C Street (b)
7. Pico Avenue and Pier B Street and 9th Street (b)
8. Anaheim Way and Pier B Street (a)
9. Farragut Avenue and Anaheim Street (b)
Highway/Freeway Links
1. I-405 Freeway north of I-710 Freeway
2. I-405 Freeway south of I-710 Freeway
3. I-710 Freeway between Willow Street and Pacific Coast Highway
4. I-110 Freeway north of C-Street
5. SR-47 Freeway at Heim Bridge
6. SR-91 Freeway east of I-710 Freeway
7. SR-91 Freeway west of I-710 Freeway
Notes: (a) All-way stop-controlled intersection (b) Signalized intersection (c) Stop controlled on minor street only (d) Intersection does not currently exist or will be significantly modified prior to project opening

Existing Rail Facilities

Port Vicinity Rail

Regional rail access to and from the study area is provided by two Class I rail carriers on four rail lines. A single-track line is owned and operated by Burlington Northern/Santa Fe Railroad (BNSF), two single-track lines are owned and operated by Union Pacific Railroad (UP), and one double-track line is owned and operated by the Alameda Corridor Transportation Authority. Figure 3-2 shows the existing rail facilities in the Port's vicinity.

Figure 3-2: Port Vicinity Rail Facilities



Pacific Harbor Lines (PHL) Railroad is a third-party rail operator serving both Ports. PHL provides support to UP and BNSF and is responsible for dispatching all train moves south of the West Thenard Control Point, which is located just north of Anaheim Street. PHL also provides services to individual terminal operators and performs maintenance on rail infrastructure owned by the both Ports.

The existing Pier F lead track is operated by PHL and supports railcar switching operations that connect to the Port's mainline tracks in the vicinity of the Pico Avenue overcrossing. The existing LBCT railyard on Pier F occupies 15.4 acres and is comprised of four tracks totaling approximately 10,000 feet and a side/passing track that is approximately 7,000 feet long.

Alameda Corridor

The Alameda Corridor is located in southern Los Angeles County, running 20 miles from the ports of Long Beach and Los Angeles to downtown Los Angeles, primarily along and adjacent to Alameda Street. This dedicated double-track, grade-separated, high-speed rail is owned and operated by the Alameda Corridor Transportation Authority and used by both BNSF and UP. Since its completion, the Alameda Corridor eliminated all of the regional at-grade rail/highway crossings between POLB, POLA, and the downtown rail yards. The Alameda Corridor has a daily capacity of 150 trains. Currently, the corridor carries between 50 and 65 trains per day.

Existing Traffic Conditions

A series of traffic counts were collected in 2005 (NOP year) at nine intersections and seven highway segments in the vicinity of the proposed Project site. Specifically, traffic counts were gathered during peak-periods of 6-9 a.m. and 2-6 p.m., on a typical weekday covering the three analysis peak hours: 8-9 a.m., 2-3 p.m., and 4-5 p.m. per the *Port of Long Beach Environmental Protocol* (Port Protocol, POLB 2006).

These study locations were selected because they are situated along key access routes to and from the Project site. In addition to traffic counts, travel lane configuration and type of traffic control at each of these study locations were verified and documented.

For planning purposes, the ability to handle traffic at an intersection or along a segment of roadway is generally estimated based on the volume of traffic versus the carrying capacity of the facility. The volume measure is a collection of either existing or forecasted traffic counts. The intersection and roadway capacity reflects the maximum amount of traffic that can be served, typically measured as the number of vehicles per hour per travel lane. The ratio between volume and roadway/intersection capacity yields a volume-to-capacity (V/C) ratio and that ratio has a corresponding Level of Service (LOS) descriptor.

For signalized intersections, LOS is determined by the *V/C* ratio. For non-signalized intersections, LOS is determined by estimated delay time per vehicle. For highway segments, LOS is determined by the Demand-to-Capacity ratio (D/C, generally referred to as V/C ratio in this document). LOS A reflects minimum delay at an intersection or free-flow condition on a highway segment. LOS F reflects long delay at an intersection or stop-and-go condition on a highway segment. In most urbanized regions, LOS D (*V/C* between 0.8 and 0.9; and D/C between 0.78 and 0.93) is considered acceptable.

Tables 3-2, 3-3, and 3-5.4 illustrate the level of service criteria for signalized intersections, non-signalized intersections, and highway segments, respectively. Table 3-5 shows the summary of existing levels of service at study intersections and highway segments. Capacity analysis worksheets are presented in the Appendix.

One of the nine study intersections i.e., Pico Avenue and Pier D Street, is currently operating at LOS E or F during one or more of the three analyzed peak hours.

Five of the seven freeway segments have at least one direction operating at LOS E or F during one or more of the three analyzed peak hours, including I-405 north and south of I-710, I-710 between Willow Street and PCH, and SR-91 near I-710.

Table 3-2: Level Of Service Criteria For Signalized Intersections		
LOS	**V/C Ratio**	**Description of Conditions**
A	0 to 0.60	Little or no delay/congestion
B	>0.60 to 0.70	Slight congestion/delay
C	>0.70 to 0.80	Moderate delay/congestion
D	>0.80 to 0.90	Significant delay/congestion
E	>0.90 to 1.00	Extreme congestion/delay
F	1.00 +	Intersection failure/gridlock

Table 3-3: Level Of Service Criteria For Non-Signalized Intersections		
LOS	**Average Delay (seconds/veh)**	**Description of Conditions**
A	≤10”	Little or no delay
B	>10” and ≤15”	Slight delay
C	>15” and ≤25”	Moderate delay
D	>25” and ≤35”	Significant delay
E	>35” and ≤50”	Extreme congestion
F	>50”	Intersection gridlock
Source: Chapter 17, Highway Capacity Manual, Transportation Research Board, 2000		

Table 3-4: Level Of Service Criteria For Highway Segment		
LOS	**D/C Ratio**	**Description of Conditions**
A	0.01-0.35	“Free-flow” condition
B	0.36-0.54	Slight congestion
C	0.55-0.77	Moderate congestion
D	0.78-0.93	Significant congestion
E	0.94-1.00	Extreme congestion
F	>1.00	Gridlock/Stop-and-Go Condition

Table 3-5: Existing Intersection / Highway Link Level Of Service Analysis

Intersection / Highway Links	2005 Existing Peak Hour Conditions					
	AM		MD		PM	
	LOS	V/C or Delay*	LOS	V/C or Delay*	LOS	V/C or Delay*
Intersection						
1. Pico Ave/Pier G Ave & Harbor Plaza (a)	B	14.0	C	21.7	B	14.6
2. Pico Ave & Pier E St/Ocean Blvd EB On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3
3. Pico Ave & Ocean Blvd WB On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5
4. Pico Ave & Broadway (c)	B	10.6	B	12.7	B	11.5
5. Pico Ave & Pier D Street (a)	A	9.8	E	47.3	F	106.8
6. Pico Ave & Pier C Street (b)	A	0.231	A	0.263	A	0.266
7. Pico Ave & Pier B Street & 9th Street (b)	A	0.356	A	0.385	A	0.426
8. Anaheim Way & Pier B St (a)	A	8.1	A	8.8	A	9.1
9. Farragut Ave & Anaheim St (b) (d)	A	0.348	A	0.333	A	0.450
Highway/Freeway Segments						
1. NB I-405 Fwy n/o I-710 Fwy	F	1.243	F	1.138	F	1.119
SB I-405 Fwy n/o I-710 Fwy	E	0.943	F	1.062	F	1.221
2. NB I-405 Fwy s/o I-710 Fwy	F	1.199	F	1.121	F	1.137
SB I-405 Fwy s/o I-710 Fwy	D	0.929	F	1.024	F	1.173
3. NB I-710 Fwy between Willow St & PCH	E	0.980	F	1.031	F	1.089
SB I-710 Fwy between Willow St & PCH	F	1.080	F	1.072	F	1.091
4. NB I-110 Fwy n/o C-Street	D	0.828	C	0.757	C	0.673
SB I-110 Fwy n/o C-Street	C	0.587	C	0.667	D	0.788
5. NB SR-47 at Heim Bridge	A	0.175	A	0.291	A	0.252
SB SR-47 at Heim Bridge	A	0.233	A	0.241	A	0.150
6. EB SR-91 Fwy e/o I-710 Fwy	D	0.860	F	1.008	F	1.165
WB SR-91 Fwy e/o I-710 Fwy	F	1.202	F	1.084	F	1.056
7. EB SR-91 Fwy w/o I-710 Fwy	C	0.691	D	0.847	E	0.988
WB SR-91 Fwy w/o I-710 Fwy	E	0.972	D	0.852	D	0.814

Notes:
(a) All-way stop-controlled intersection (weighted average intersection delay in seconds)
(b) Signalized intersection (V/C reported)
(c) Stop controlled on minor street only (calculated average delay on minor approach in seconds)
(d) Intersection does not currently exist or will be significantly modified prior to project opening
w/o=West of; e/o=east of; n/o=north of; s/o=south of

3.1.3 Regulatory Setting

The traffic analysis was prepared in conformance with the Port Protocol, which complies with City of Long Beach procedures and Los Angeles County Metropolitan Transportation Authority Traffic Impact Analysis (CMPTIA) procedures.

3.2 IMPACTS AND MITIGATION MEASURES

3.2.1 Significance Criteria

Impacts to ground transportation would be significant if the Project would:

TRANS-1 Increase an intersection's V/C ratio in accordance with the following guidelines:

LOS without the project	LOS or Change in V/C with the project
City/Port of Long Beach Guidelines	
A, B, C, or D	To E or F
E, F	0.02 or greater
City of Los Angeles Dept. of Transportation Guidelines	
C	≥ 0.040
D	≥ 0.020
E or F	≥ 0.010

TRANS-2 Cause an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS E or F at a CMP monitoring station or on non-CMP segments analyzed in this traffic study.

TRANS-3 Increase the demand for transit services beyond the supply of services available to the Project site.

TRANS-4 Increase rail activity in a manner that causes delays at study area at-grade railroad crossings.

3.2.2 Methodology

The nine intersections and seven freeway locations chosen for analysis of existing conditions were also used to forecast Year 2010 conditions. For years 2015 through 2030, those nine intersections were analyzed as ten intersections by separating the Pico Avenue and Ocean Boulevard Westbound On/Off Ramps into two intersections (on-ramp and off-ramp). The same seven freeway locations were analyzed for all years.

Similar to the existing traffic condition analysis, the LOS values for signalized intersections were determined by using the intersection capacity utilization (ICU) methodology. Unsignalized (stop-sign controlled) intersections were analyzed using methodologies contained in the Highway Capacity Manual in which LOS is based on average vehicular delay. Freeway segments are analyzed in accordance with the County of Los Angeles Congestion Management Plan (CMP). The CMP uses demand-to-capacity (D/C) ratio to determine LOS.

According to the CMP, a traffic impact analysis is required at a CMP arterial monitoring intersection, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either

the AM. or P.M. weekday peak hour. Traffic impact analysis for freeway segments is also required at CMP freeway monitoring locations where the proposed project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

The closest CMP arterial monitoring station to the Project is Alameda Street / Pacific Coast Highway (PCH). Since the Project-related trips do not exceed the CMP minimum threshold at that location, no CMP analysis of the Alameda/PCH station for future conditions was required. Therefore, no existing conditions analysis was performed for this intersection either.

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street. The Project would add less than 150 trips at these two freeway monitoring locations, therefore a CMP analysis for these two freeway locations was not required.

The need for additional transit services and the project-related increase in demand for such services was evaluated. The project-related rail activity on the local rail lines and the impacts on at-grade crossings also were qualitatively evaluated.

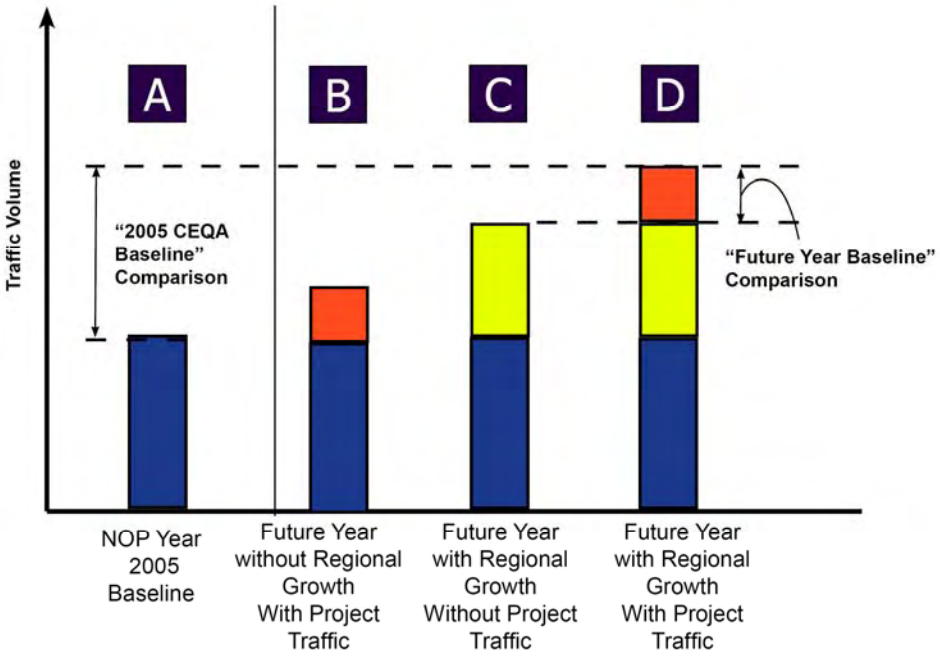
Analytical Framework

Comparison to Future Baseline

The first analysis was conducted to evaluate the effect of each alternative on traffic conditions in the context of future background traffic. These future-year traffic conditions, indicated by the column labeled "C" in Figure 3-3, includes the NOP Year 2005 traffic volumes plus other growth not related to the proposed Project, including traffic from approved and locally funded development projects, regional traffic growth, and traffic increases resulting from throughput growth at other terminals in both ports.

This analysis consists of comparing Column "D", future conditions plus project-related traffic, to Column "C" in Figure 3-3. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed above.

Figure 3-3 Analytical Framework for Comparison



Comparison to CEQA Baseline

The second analysis was conducted to evaluate the effect of each alternative on traffic conditions as they existed at the time of the NOP, i.e., the CEQA Baseline. These traffic conditions, indicated by the column labeled "A" in Figure 3-3, reflect the traffic conditions present in the NOP year of 2005, with no additional growth.

This analysis consists of comparing Column "D", future conditions plus project-related traffic, to Column "A", year 2005 conditions. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed above.

Comparison to NEPA Baseline

The third analysis was conducted to evaluate the effect of each alternative on traffic conditions in the context of the NEPA Baseline. The NEPA Baseline differs from the CEQA Baseline because it is not fixed in time but rather reflects what would happen in the absence of federal permits.

For this analysis, each alternative, except the Landside Improvements Alternative, was compared to the NEPA Baseline. Because the NEPA Baseline corresponds to the Landside Improvements Alternative, no comparison was necessary. This analysis consists of comparing future conditions plus project-related traffic to the NEPA Baseline for each corresponding year. A separate analysis was conducted for each horizon year (2010, 2015, 2020, and 2030) and for each alternative. Impacts under this analysis were determined by using the significance criteria discussed above.

Modeling and Model Inputs

This analysis uses the Port Travel Demand Model which was originally developed for the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). The Port model is based on the Southern California Association of Governments (SCAG) Regional Travel Demand Forecasting Model.

The SCAG model was adjusted to incorporate proposed/planned developments in the vicinity of the project that were not defined in the original SCAG model forecasts. A list of the additional non-Port projects is provided in the Appendix. The use of the SCAG model to account for regional and sub-regional traffic growth beyond the general proximity of the project site is an accepted practice by agencies/jurisdictions. The SCAG model is used for the region's federally required RTP, as well as the SIP and SCAB AQMP.

Vehicular Trip Generation

The proposed Project site is currently a fully functional terminal, which serves as a destination and origin of vehicular trips. The terminal will remain in operation during the construction period of the proposed Project. New vehicular trips will be generated by activities in the terminal during and after each phase of the proposed Project. Since the construction is anticipated to occur over twelve years, the Project vicinity will experience both construction-related automobile and truck trips, and new automobile and truck trips generated due to incremental completion of the proposed Project.

Construction-related traffic was estimated based on similar terminal construction projects in the POLB. The estimates for this Project include both worker and truck traffic and are based upon (1) the estimated size of the workforce, the number of work shifts, and the shift hours; and (2) the estimated number of construction-related truck trips to and from the Project site.

The workforce estimates assume, consistent with standard construction industry practice, that workers will arrive on-site before the A.M. peak-hour traffic and leave the jobsite before 4 p.m., the start of the P.M. peak-hour traffic. To yield the most conservative estimate, it is assumed that each worker will arrive separately without any ride-sharing or use of public transit.

The Project will require only limited construction-related daily truck deliveries. Since earthwork and dredging will be done primarily within the Project site, the Project is not expected to require recurrent heavy trucks hauling material to and from the site.

In order to more accurately estimate the performance of a roadway carrying a mixed traffic stream of automobiles and trucks, adjustments were applied to trucks to account for their sizes, accelerations, and braking capabilities. For purposes of this traffic analysis, each truck trip generated by the Project is converted to passenger-car equivalents (PCE) by applying a factor of 2.0, per the Port Protocol.

The daily truck trips associated with equipment are estimated to equal approximately ten percent (10%) of the daily trips by construction workers. Additionally, construction-related truck trips expected during peak analysis hours were assumed to be ten percent (10%) of the total daily truck trips, based on Chapter 22 of the Highway Capacity Manual.

Future-year terminal traffic was estimated by using the QuickTrip model. QuickTrip is a spreadsheet truck trip generation model that was developed for use in the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). QuickTrip estimates terminal truck flows by hour of the day based on Twenty-foot Equivalent Units (TEUs) throughput and using assumed terminal operating parameters. For each of the analysis years, the terminal's operating parameters, which influence the amount of truck traffic generated by the terminal, were varied as follows:

- increased activity;
- expanded terminal operating hours (more second shift and hoot [night-time] shift activity);
- increased on-dock rail use; and
- increased dual transactions within the terminal

This approach is based on the expectation that with the increase in forecasted cargo volume (throughput), the terminals would be forced to change their operations. Some of these changes have already started to occur. For example, terminals have increased hoot shift activity and gate activity during non-peak hours in reaction to the Pier-Pass program. It should be noted that increased throughput does not directly translate into increased truck trips proportionately due to the different terminal operating parameters.

Tables 3-6 and 3-7 summarize the work shift hours and mode splits assumed for all of the analysis scenarios respectively. All employee trip rates for the various alternatives are based upon the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001) trip generation methodology which estimates employment trips based on TEU throughput. The TEU throughput estimates for this analysis are set forth in Table 2-1.

Vehicular Trip Distribution

Port traffic was estimated and assigned to the roadway system using trip generation methodologies contained in the *Ports of Long Beach and Los Angeles Transportation Study* (July 2001). The truck trip distribution patterns were developed based upon origin-destination surveys conducted by the POLB/POLA in December 2004. Employee trip distribution patterns were developed based on longshoremen zip code data.

Rail Trip Generation

The proposed Project is expected to utilize the rail system to move a portion of the anticipated increase in container throughput. A rail yard capacity analysis was conducted for the terminal to ensure that the railyard facilities could accommodate the projected on-dock container volumes. The number of rail trips generated by the proposed Project and alternatives for the analysis years was calculated using the methodologies contained in the San Pedro Bay Ports Rail Study Update (December 2006) and are presented in Table 3-8. To provide a worst case truck estimate over the regional roadway network, a constrained rail network was assumed, i.e., no future off-port improvements to the rail infrastructure are included in the analysis.

Table 3-6: Work Shifts			
Year	Percentage of Throughput in Each Shift		
	Day	Second	Night
2010	70%	30%	0%
2015	65%	30%	5%
2020	60%	20%	20%
2030	60%	20%	20%

Table 3-7: Mode Splits[1] Under Alternatives And Analysis Years								
Year	Percentage of Total Throughput							
	No Project		345-Acre		315-Acre		Landside Improvements/ NEPA Baseline	
	Rail	Truck	Rail	Truck	Rail	Truck	Rail	Truck
2010	10.1%	89.9%	10.0%	90.0%	10.0%	90.0%	10.0%	90.0%
2015	10.1%	89.9%	31.0%	69.0%	31.4%	68.6%	21.9%	78.1%
2020	10.1%	89.9%	30.7%	69.3%	35.0%	65.0%	24.1%	75.9%
2030	10.1%	89.9%	26.3%	73.7%	30.4%	69.6%	20.8%	79.2%

[1] In order to present a worst case analysis for truck trips no future off-site rail improvements were assumed to be in place, i.e., a constrained rail network was assumed.

Table 3-8: Number Of Daily Train[1] Trips Generated			
	345-Acre	315-Acre	Landside Improvements/ NEPA Baseline
2010	2	2	2
2015	4	4	3
2020	5	5	4
2030	5	5	4

[1] A train consists of 25 cars

3.2.3 Alternative 1 – 345-Acre Alternative (the Project)

Construction Impacts

The 345-Acre Alternative would generate more construction-related traffic than any of the other alternatives due to the scope of the proposed Project. Therefore, the analysis of construction-related traffic impact for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative in order to generate the most conservative estimate of traffic impacts due to construction at the site.

Estimated Vehicular Trips during Construction

The Project would be constructed in two phases with a total of nine stages over a span of nearly twelve years. Although construction activities would vary over this time period, they likely will peak during Phase 1 Stages 1-4 in the first six years.

Using the methodology described in Section 3.2.2, potential construction traffic impacts were analyzed based on a construction workforce of 182 workers. A workforce of this size could result in up to 436 daily PCE trips (364 PCE auto trips plus 72 PCE truck trips converted from 36 truck trips). The workers could generate a maximum of 182 inbound trips during early mornings and a maximum of 182 outbound trips in mid-afternoons, assuming none of these trips would be shifted to public transit.

In order to estimate the potential impact of construction-related traffic during Phase 1, the maximum daily construction-related PCE are compared against the year 2005 (CEQA Baseline) trips to derive the maximum share of construction trips on study locations. Based on the 436 construction PCE's and a 2005 trip estimate of 10,994 PCE's, the estimated maximum percentage contribution of construction traffic to the background traffic volume would result in an increase of approximately 3.8 percent PCE's.

Impact TRANS-1: Construction would result in short-term, temporary increases in auto and truck traffic at the study intersections.

Future Baseline Impact Determination

This analysis assumes that all study intersections would experience a 3.8 percent increase in traffic volumes from construction activities. Therefore, the most conservative approach was to increase the volume to capacity ratio of each study intersection by 3.8 percent over the operational traffic for each analysis peak hour and horizon year up to 2020 when the construction would be complete.

As shown in Tables 3.9-1 to 3.9-3, construction is expected to have significant impacts on the following study intersections:

- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps ((2020)
- Pico Avenue and Pier D Street (2010)

Mitigation Measures

The following measures are recommended to mitigate traffic impacts due to construction-related traffic:

MM TRANS-1: Prior to beginning construction, the construction contractor shall prepare a detailed traffic management plan, which in addition to work shift start/end times, shall include the following: detour plans, coordination with emergency services, coordination with adjacent property owners and tenants, advanced notice of temporary parking loss, identification of temporary parking replacement or alternative adjacent parking within a reasonable walking distance, use of designated haul routes, use of truck staging areas, observance of hours of operations restrictions and appropriate signing for construction activities. The traffic management plan shall be submitted to Port of Long Beach for approval before beginning construction.

MM TRANS-2: Consistent with City of Long Beach Department of Public Works practice, the construction-related traffic to/from the Project site will be restricted during morning and afternoon peak commute hours. Furthermore, no closure of major road corridors will be permitted as a result of construction activities.

MM TRANS-3: Install a signal at the intersection of Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps.

MM TRANS-4: Install a signal at the intersection of Pico Avenue and Pier D Street

With the application of **MM TRANS-1 through MM TRANS-4**, the intersection impacts would be reduced to less than significant. The mitigated levels of service are presented in Table 3-12.

Because **MM TRANS-3 and MM TRANS-4** are local measures, construction work related to these improvements can be completed primarily during the off-peak hours. Hence, there will not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Impacts would be mitigated to a level less than significant.

CEQA Baseline Impact Determination

The impact analysis under CEQA Baseline conditions uses the same methodology as the Future Baseline analysis.

As shown in Tables 3.10-1 to 3.10-3, construction is expected to have significant impacts on the following study intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza (2010)
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps (2020)
- Pico Avenue and Pier D Street (2020)

Mitigation Measures

In addition to proposed construction mitigation measures **MM TRANS-1 through MM TRANS-4** identified under the Future Baseline analysis, the CEQA Baseline comparison would require the following additional mitigation measure:

MM TRANS-5: Install a signal at the intersection of Pico Avenue/Pier G Avenue and Harbor Plaza.

With the application of **MM TRANS-1 through MM TRANS-5**, the intersection impacts would be reduced to less than significant. The mitigated levels of service are presented in Table 3-12.

Because **MM TRANS-3 and MM TRANS-5** are local measures, construction work related to these improvements can be completed primarily during the off-peak hours. Hence, there will not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Impacts would be mitigated to a level less than significant.

NEPA Baseline Impact Determination

The impact analysis under NEPA Baseline conditions uses the same methodology as the Future Baseline analysis.

As shown in Tables 3.11-1 to 3.11-3, construction is expected to have significant impacts on the following study intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza (2010)
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps (2020)
- Pico Avenue and Pier D Street (2020)

Mitigation Measures

The proposed CEQA Baseline construction mitigation measures **MM TRANS-1 through MM TRANS-5** would apply to the NEPA Baseline as well.

With the application of **MM TRANS-1 through MM TRANS-5**, the intersection impacts would be reduced to less than significant. The mitigated levels of service are presented in Table 3-12.

Significance of Impacts after Mitigation

Impacts would be mitigated to a level less than significant.

Impact TRANS-2: Additional traffic generated by construction activities will have short-term significant impacts on highway locations in the study area.

Future Baseline Impact Determination

The proposed Project's construction traffic would have short-term significant impacts on study highway segments up to the horizon year 2020. To be conservative, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Therefore, as shown in Table 3-19, the proposed Project is expected to have significant impacts on the following study highway segments:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions

Tables 3-20.1 through 3-20.3 summarize the operating conditions at each study highway segment in Years 2010, 2015, and 2020 compared to the Future Baseline.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

Table 3-9.1: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	22.2	F	68.6	D	31.1	-10.6	-16.0	-5.8	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.9	B	12.1	B	12.6	0.6	-0.2	0.3	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	B	10.4	B	13.8	B	12.8	1.0	5.5	1.0	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	11.3	B	11.8	B	10.1	1.1	1.3	0.8	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	29.7	E	42.8	C	21.5	6.3	28.5	9.5	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.385	A	0.340	A	0.295	0.052	0.060	0.054	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.583	A	0.565	A	0.580	0.047	0.089	0.071	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.5	A	7.9	A	8.0	0.3	0.3	0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.313	A	0.267	A	0.407	0.017	0.005	0.016	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-9.2: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	21.7	F	75.4	C	23.1	-16.8	-19.7	-16.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	13.1	B	15.5	C	19.9	1.5	-0.3	2.7	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	13.1	C	18.3	C	19.4	3.1	2.1	9.2	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.2	A	9.9	B	10.3	0.8	0.8	1.0	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.4	B	12.6	B	10.7	1.3	1.1	0.5	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	26.2	C	24.2	C	17.7	0.6	8.3	4.6	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.405	A	0.352	A	0.335	0.055	0.038	0.047	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	B	0.616	B	0.630	B	0.607	0.051	0.049	0.064	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.3	A	8.4	A	9.0	0.4	0.3	0.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.376	A	0.359	A	0.492	0.020	0.010	0.016	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-9.3: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	58.8	F	104.4	E	38.9	-4.6	-4.1	-15.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	17.3	C	19.9	E	41.4	2.5	0.7	13.3	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	17.1	C	22.4	D	30.7	6.1	4.1	10.6	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.8	B	10.7	B	11.5	1.0	1.1	1.8	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.5	B	14.2	B	11.4	1.6	1.8	0.8	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	E	43.1	D	34.7	C	24.9	13.7	17.8	9.9	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.439	A	0.402	A	0.404	0.051	0.050	0.059	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.650	A	0.592	B	0.649	0.024	0.043	0.077	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.6	B	11.0	B	12.9	1.0	1.1	2.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.487	A	0.508	B	0.679	0.051	0.067	0.072	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-10.1: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	22.2	F	68.6	D	31.1	8.2	46.9	16.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.9	B	12.1	B	12.6	1.0	0.3	1.3	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	B	10.4	B	13.8	B	12.8	0.8	3.9	3.3	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.3	B	11.8	A	10.1	0.7	-0.9	-1.4	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	29.7	E	42.8	C	21.5	19.9	-4.5	-85.3	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.385	A	0.340	A	0.295	0.154	0.077	0.029	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.583	A	0.565	A	0.580	0.227	0.180	0.154	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.5	A	7.9	A	8.0	-0.6	-0.9	-1.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.313	A	0.267	A	0.407	-0.035	-0.066	-0.043	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-10.2: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21.7	F	75.4	C	23.1	7.7	53.7	8.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	13.1	B	15.5	C	19.9	3.2	3.7	8.6	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-	-	-	-	-
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	B	13.1	C	18.3	C	19.4	N/A	N/A	N/A	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.2	A	9.9	A	10.3	N/A	N/A	N/A	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.4	B	12.6	B	10.7	0.8	-0.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	26.2	C	24.2	C	17.7	16.4	-23.1	-89.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.405	A	0.352	A	0.335	0.174	0.089	0.069	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.616	B	0.630	A	0.607	0.260	0.245	0.181	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8.3	A	8.4	A	9.0	0.2	-0.4	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.376	A	0.359	A	0.492	0.028	0.026	0.042	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

(d) intersection configuration different in 2005 so no direct comparison is available AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-10.3: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	56.6	F	100.6	E	37.5	42.6	78.9	22.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.7	C	19.2	E	39.9	6.8	7.4	28.6	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	16.5	C	21.6	D	29.6	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.4	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.0	B	13.7	B	11.0	1.4	1	-0.5	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	41.5	D	33.4	C	24.0	31.7	-13.9	-82.8	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.423	A	0.387	A	0.389	0.192	0.124	0.123	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.626	A	0.570	B	0.625	0.27	0.19	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11.2	B	10.6	B	12.4	3.1	1.8	3.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.469	A	0.489	B	0.654	0.121	0.156	0.204	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

(d) intersection configuration different in 2005 so no direct comparison is available AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-11.1: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	21.4	F	66.1	D	30	0.4	2.6	1.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.5	B	11.7	B	12.1	-0.1	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	B	10	B	13.3	B	12.3	0.1	0.2	0	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.9	B	11.4	A	9.7	0.1	0.2	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	28.6	E	41.2	C	20.7	3.1	2.4	0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.371	A	0.328	A	0.284	0.001	0.003	0.001	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.562	A	0.544	A	0.559	0.006	0	0.001	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.7	0	0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.368	A	0.329	A	0.449	0.010	-0.004	0.006	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-11.2: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.9	F	72.6	C	22.3	-1.9	3.1	-4.3	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	B	14.9	C	19.2	0.1	-0.2	0.2	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.6	C	17.6	C	18.7	-0.3	-0.6	-0.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.5	A	9.9	-0.1	-0.3	-0.2	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11	B	12.1	B	10.3	-0.1	-0.4	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.2	C	23.3	C	17.1	-2.4	-7	-2	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.39	A	0.339	A	0.323	-0.008	-0.007	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.593	B	0.607	A	0.585	-0.001	-0.019	-0.015	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.7	0	-0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.426	A	0.408	A	0.532	0.001	0.003	0.014	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-11.3: 345-Acre Alternative - Construction-Related Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	56.6	F	100.6	E	37.5	-2.8	-1.6	1.2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.7	C	19.2	E	39.9	2.1	-0.2	4.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	16.5	C	21.6	D	29.6	-2.6	0.1	2.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.4	B	10.3	B	11.1	-0.5	0	0	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12	B	13.7	B	11	-0.5	-0.1	0.3	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	E	41.5	D	33.4	C	24	-2.4	-0.7	-0.3	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.423	A	0.387	A	0.389	-0.008	0.003	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.626	A	0.57	B	0.625	-0.025	-0.061	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11.2	B	10.6	B	12.4	-1.5	-0.8	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.469	A	0.489	B	0.654	-0.039	-0.017	0.045	No

Notes:

(a) all-way stop-controlled intersection; (weighted average delay in seconds for entire intersection reported)

(b) signalized intersection (V/C ratio is reported)

(c) stop controlled on minor street only (worst minor street approach delay in seconds is reported)

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-12: 345-Acre Alternative - Construction-Related Mitigated Intersection Level Of Service Analysis						
Year	8-9 a.m.		2-3 p.m.		4-5 p.m.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.569	B	0.721	A	0.588
2015	A	0.556	C	0.764	A	0.620
2020	B	0.722	D	0.838	B	0.710
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.366	A	0.435	A	0.494
2015	A	0.458	A	0.529	B	0.689
2020	A	0.535	B	0.601	D	0.841
Pico Ave / Pier D St						
2010	B	0.686	B	0.665	B	0.606
2015	B	0.649	A	0.588	A	0.556
2020	C	0.700	B	0.619	B	0.603

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the following on-going regional transportation programs which are intended to address future regional traffic growth and resulting congestion on area freeways:

I-710 Corridor EIS/EIR 2008

The Port is presently working with Caltrans, Metro, SCAG, and Gateway Cities Council of Governments (COG) (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed $5 million to this $34-million, 42-month study, which was commenced in early 2008. This project entails analyzing potential impacts and advancing preliminary engineering of the Locally Preferred Strategy (LPS) adopted by the communities and participating agencies in 2004/2005. The LPS consists of dedicated truck lanes commencing at Ocean Boulevard, additional mixed flows on I-710 between Ocean Boulevard and Washington Street, and numerous freeway to freeway and arterial street interchange improvements. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, State, and Metro funds for the I-710 Corridor.

Advanced Transportation Management, Information and Security (ATMIS)

The POLB/POLA will also be implementing an Intelligent Transportation Systems project by 2009. This $11-million program will provide real-time information to travelers in the port vicinity and on adjacent regional transportation facilities. The ATMIS System will monitor vehicle traffic conditions through the use of closed circuit television cameras and vehicle detection devices at the terminal gates. The ATMIS System will distribute the traffic information to truck drivers, motorists, other agencies, and intermodal industry information systems through the use of strategically placed changeable message signs, internet video, and appropriate data sharing means. While the ATMIS system will assist in addressing recurring daily congestion, its major benefit will be providing information to inform drivers, including trucks exiting the Port gates, of non-recurring incidents and congestion and to allow them to choose, if possible, alternative routes to avoid congested areas.

The ATMIS System will be a major component in an overall intelligent transportation systems (ITS) program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This planned project will help to mitigate the I-710 impacts of the Project.

SR-91 Corridor Study

The Gateway Cities COG has begun a SR-91 Corridor Study to explore options that will improve traffic conditions on this freeway. POLB continues to work in concert with the COG, Caltrans, and other agencies to find solutions to improving operating conditions on SR-91.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

CEQA Baseline Impact Determination

The proposed Project's construction traffic would have short-term significant impacts on study highway segments up to the horizon year 2020. To be conservative, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Therefore, as shown in Table 3-19, the proposed Project is expected to have significant impacts on the all but the following three study highway segments:

- I-405 Freeway n/o I-710 Freeway, both Directions (starting 2010)
- I-405 Freeway s/o I-710 Freeway, both directions (starting 2010)
- I-710 Freeway between Willow Street and Pacific Coast Highway, both directions (starting 2010)
- SR-91 Freeway e/o I-710 Freeway, both directions (starting 2010)
- SR-91 Freeway w/o I-710 Freeway, both directions (starting 2015)

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described above, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

It can be assumed that until Caltrans implements improvements on the I-710, I-405, and SR-91, highway segments, the Project will have significant impacts at these locations. Therefore, there will be significant and unavoidable highway impacts associated with the Project.

NEPA Baseline Impact Determination

To be conservative in the assessment of construction impacts, the same highway segments identified under the operational analysis are assumed to be impacted by the increase in construction-related traffic. Tables 3-22.1 through 3-22.3 summarize the operating conditions at each study highway segment in Years 2010, 2015, and 2020 compared to the NEPA Baseline.

As shown in Table 3-19 the proposed Project is expected to have significant impact on the following study highway segment by using the NEPA Baseline comparison:

- I-405 south of I-710, northbound only

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. The POLB fair share calculations are set forth in Table 3-23. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described above, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements the I-710 and SR-91 improvements, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

Impact TRANS-3: Construction would not increase the demand for transit services.

Future Baseline Impact Determination

The construction-related activities are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

CEQA Baseline Impact Determination

The construction-related activities are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

NEPA Baseline Impact Determination

The construction-related activities are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by construction workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

Impact TRANS-4: Construction would not result in any increases in rail activity.

Future Baseline Impact Determination

The construction-related activities are not expected to use the rail services. There are currently two grade crossings in the port vicinity. Because the contractor will propose construction truck routes to avoid the grade crossings in order to minimize delays, the additional traffic associated with construction will be negligible at the grade crossings. Therefore, the proposed Project is not expected to have a significant effect on rail services nor on vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on the rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity and at-grade railroad crossings would be less than significant.

CEQA Baseline Impact Determination

The construction-related activities are not expected to use the rail services. There are currently two grade crossings in the port vicinity. Because the contractor will propose construction truck routes to avoid the grade crossings in order to minimize delays, the additional traffic associated with construction will be negligible at the grade crossings. Therefore, the proposed Project is not expected to have a significant effect on rail services nor on vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on the rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity and at-grade railroad crossings would be less than significant.

NEPA Baseline Impact Determination

The construction-related activities are not expected to use the rail services. There are currently two grade crossings in the port vicinity. Because the contractor will propose construction truck routes to avoid the grade crossings in order to minimize delays, the additional traffic associated with construction will be negligible at the grade crossings. Therefore, the proposed Project is not expected to have a significant effect on rail services nor on vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on the rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity and at-grade railroad crossings would be less than significant.

Operational Impacts

Traffic levels related to the 345-Acre Alternative were developed using the "QuickTrip" truck generation model in order to determine potential impacts of the proposed Project at study locations. The trip generation estimates were developed based on the assumed operating parameters, previously presented in Section 3.2.2. The net increase in truck trip generation takes into account the increased percent of cargo moved via the expanded on-dock rail facilities. A rail yard capacity analysis, per the methodologies contained in the San Pedro Bay Rail Study Update (December, 2006), was conducted for the expanded terminal to ensure that the proposed new rail yard could accommodate the projected on-dock container volumes.

The proposed Project trip generation estimates are summarized in Table 3-13. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage will increase and work shift splits will change as described above.

Impact TRANS-1: Additional traffic generated by the Project would have significant impacts at the study area intersections.

As described in section 3.2.2, Project impacts associated with the Future Baseline were determined by comparing the future without- and with-Project traffic conditions. The Project impacts associated with the CEQA Baseline were determined by comparing the future with-Project traffic conditions to the CEQA Baseline. The impacts associated with the NEPA Baseline were determined by comparing the future with-project traffic conditions to the NEPA Baseline

Table 3-14 summarizes the intersection and time periods by analysis year where the project is expected to have significant impacts under the Future Year, CEQA, and NEPA Baselines.

Future Baseline Impact Determination

A detailed analysis using the Future Baseline was performed to assess the Project's impact on study intersections. Tables 3-15.1 through 3-15.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the Future Baseline.

As indicated in Table 3-14 the Project will have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp

- Pico Avenue and Pier D Street

Mitigation Measures

In addition to **MM TRANS-3 through MM TRANS-5,** the following intersection traffic control measure would mitigate project-related impacts:

MM TRANS-6: Install a signal at the intersection of Pico Avenue and Ocean Blvd WB Off-Ramp.

Table 3-18 summarizes the intersection operating conditions with mitigation. Because ***MM TRANS-3*** **through** ***MM TRANS-6*** are local measures, construction work related to these improvements can be completed primarily during the off-peak hours. Hence, there will not be any secondary impacts associated with the construction of these mitigation measures.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

CEQA Baseline Impact Determination

Tables 3-16.1 through 3-16.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3-14, the proposed Project would have significant impacts at the following four study area intersections.

-
- -Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

By implementing **MM TRANS-3** through **MM TRANS-6**, project-related impacts under the CEQA Baseline analysis will be less than significant.

Table 3-18 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

Table 3-13: 345-Acre Proposed Project Trip Generation

Vehicle Type	8-9 a.m.			2-3 p.m.			4-5 p.m.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010										
Pier D/E Container Terminal – Trucks	168	92	260	195	207	402	106	143	249	4,271
Pier D/E Container Terminal – Auto	72	72	144	27	46	73	67	131	198	876
Pier D/E Container Terminal Total	240	164	404	222	253	475	173	274	447	5,147
Pier D/E Container Terminal Total P.C.E.	353	201	554	353	338	691	243	333	576	8,053
Pier F Container Terminal – Trucks	108	61	169	126	133	258	68	92	160	2,760
Pier F Container Terminal – Auto	50	50	100	19	32	51	47	91	138	610
Pier F Container Terminal Total	158	111	269	145	165	309	115	183	298	3,370
Pier F Container Terminal Total P.C.E.	231	136	367	229	219	448	161	221	381	5,249
Total PCE Vehicles	***584***	***337***	***921***	***582***	***557***	***1,139***	***404***	***554***	***957***	***13,302***
Year 2015										
Pier D/E/F Container Terminal – Trucks	223	144	367	258	277	535	140	196	336	6,119
Pier D/E/F Container Terminal – Auto	163	163	326	60	103	163	151	294	445	1,972
Pier D/E/F Container Terminal Total	386	307	693	318	380	698	291	490	781	8,091
Total PCE Vehicles	***534***	***366***	***900***	***491***	***493***	***984***	***384***	***570***	***954***	***12,256***
Year 2020										
Pier D/E/F Container Terminal – Trucks	266	233	499	308	328	636	167	235	402	7,912
Pier D/E/F Container Terminal – Auto	210	210	420	78	132	210	194	378	572	2,537
Pier D/E/F Container Terminal Total	476	443	919	386	460	846	361	613	974	10,449
Total PCE Vehicles	***653***	***538***	***1,192***	***592***	***593***	***1,185***	***473***	***709***	***1,182***	***15,834***
Year 2030										
Pier D/E/F Container Terminal – Trucks	340	299	639	394	403	797	214	346	560	10,112
Pier D/E/F Container Terminal – Auto	245	245	490	91	154	245	227	441	668	2,961
Pier D/E/F Container Terminal Total	585	544	1,129	485	557	1,042	441	787	1,228	13,073
Total PCE Vehicles	***812***	***667***	***1,479***	***749***	***721***	***1,470***	***584***	***929***	***1,513***	***19,956***

Note: Truck trips have been converted to Passenger Car Equivalent (P.C.E.) using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3-14: 345-ACRE ALTERNATIVE - INTERSECTION SIGNIFICANT IMPACTS					
Intersections		**2010**	**2015**	**2020**	**2030**
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Baseline				✓(M)
	CEQA Baseline	✓(M)	✓(M)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	✓(M)	✓(M)	✓(P)	✓(A,M,P)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Baseline			✓(P)	✓(M,P)
	CEQA Baseline			✓(P)	✓(M,P)
	NEPA Baseline			✓(P)	✓(P)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Baseline				✓(P)
	CEQA Baseline				✓(P)
	NEPA Baseline				✓(P)
6. Pico Avenue and Pier D Street	Future Baseline	✓(M)		✓(A)	✓(A,M,P)
	CEQA Baseline			✓(A)	✓(A,M,)
	NEPA Baseline	✓(M)			✓(A,M,P)
A = AM Peak Hour *M = Midday Peak Hour* *P = PM Peak Hour*					

Table 3-15.1: 345-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	21.4	F	66.1	D	30.0	-11.4	-18.5	-6.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.5	B	11.7	B	12.1	0.2	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	B	10.0	B	13.3	B	12.3	0.6	5.0	0.5	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.9	B	11.4	A	9.7	0.7	0.9	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	28.6	E	41.2	C	20.7	5.2	26.9	8.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.371	A	0.328	A	0.284	0.038	0.048	0.043	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.562	A	0.544	A	0.559	0.026	0.068	0.050	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.7	0.0	0.0	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.302	A	0.257	A	0.392	0.006	-0.005	0.001	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-15.2: 345-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	20.9	F	72.6	C	22.3	-17.6	-22.5	-16.9	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.6	B	14.9	C	19.2	1.0	-0.9	2.0	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	12.6	C	17.6	C	18.7	2.6	1.4	8.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	8.9	A	9.5	A	9.9	0.5	0.4	0.6	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.0	B	12.1	B	10.3	0.9	0.6	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	25.2	C	23.3	C	17.1	-0.4	7.4	4.0	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.390	A	0.339	A	0.323	0.040	0.025	0.035	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.593	B	0.607	A	0.585	0.028	0.026	0.042	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.1	A	8.7	0.1	0.0	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.362	A	0.346	A	0.474	0.006	-0.003	-0.002	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m

Table 3-15.3: 345-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	56.6	F	100.6	E	37.5	-6.8	-7.9	-17.3	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.7	C	19.2	E	39.9	1.9	0.0	11.8	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	16.5	C	21.6	D	29.6	5.5	3.3	9.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.4	B	10.3	B	11.1	0.6	0.7	1.4	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.0	B	13.7	B	11.0	1.1	1.3	0.4	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	E	41.5	D	33.4	C	24.0	12.1	16.5	9.0	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.423	A	0.387	A	0.389	0.035	0.035	0.044	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.626	A	0.570	B	0.625	0.000	0.021	0.053	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.2	B	10.6	B	12.4	0.6	0.7	1.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.469	A	0.489	B	0.654	0.033	0.048	0.047	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-15.4: 345-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	89.8	F	157.2	F	64.2	-1.0	15.9	-4.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	21.3	E	35.6	F	57.8	3.6	3.7	15.1	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	22.9	D	26.3	E	41.8	11.4	14.3	18.2	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.5	B	11.4	B	13.7	1.2	1.1	2.4	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	13.6	C	15.7	B	11.5	1.9	1.5	0.3	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	F	58.6	F	50.4	E	39.8	26.4	31.0	22.8	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.464	A	0.420	A	0.422	0.049	0.025	0.053	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.700	B	0.686	B	0.644	0.030	0.054	0.042	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	15.8	B	13.9	C	17.4	1.0	-0.5	0.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.532	A	0.553	B	0.688	0.023	0.053	0.016	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

NEPA Baseline Impact Determination

Tables 3-17.1 through 3-17.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3-14 the Project will have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

By implementing **MM TRANS-3 through MM TRANS-6**, project-related impacts under the NEPA Baseline analysis will be less than significant.

Table 3-18 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of recommended mitigation measures.

Impact TRANS-2: Additional traffic generated by the project will have significant impacts on highway locations in the study area.

For all analysis years, the proposed Project's impacts on highway locations are determined based upon comparing the LOS for the project alternative to that of the Future, CEQA and NEPA Baselines.

Table 3-19 summarizes the highway segments and time periods by analysis year where the project is expected to have significant impacts under the Future Year and NEPA Baselines.

Future Baseline Impact Determination

Tables 3-20.1 through 3-20.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030 compared to the Future Baseline analysis.

As shown in Table 3-19 the Project is expected to have significant impacts on the following study highway segments using the future baseline comparison:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions
- SR-91 west of I-710, westbound only

Table 3-16.1: 345-Acre Alternative - Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21.4	F	66.1	D	30.0	7.4	44.4	15.4	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.5	B	11.7	B	12.1	0.6	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	B	10.0	B	13.3	B	12.3	0.4	3.4	2.8	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.9	B	11.4	A	9.7	0.3	-1.3	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	28.6	E	41.2	C	20.7	18.8	-6.1	-86.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.371	A	0.328	A	0.284	0.14	0.065	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.562	A	0.544	A	0.559	0.206	0.159	0.133	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.7	-0.9	-1.2	-1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.302	A	0.257	A	0.392	-0.046	-0.076	-0.058	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-16.2: 345-Acre Alternative - Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.9	F	72.6	C	22.3	6.9	50.9	7.7	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	12.6	B	14.9	C	19.2	2.7	3.1	7.9	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	B	12.6	C	17.6	C	18.7	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	8.9	A	9.5	A	9.9	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.0	B	12.1	B	10.3	0.4	-0.6	-1.2	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.2	C	23.3	C	17.1	15.4	-24	-89.7	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.390	A	0.339	A	0.323	0.159	0.076	0.057	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.593	B	0.607	A	0.585	0.237	0.22	0.159	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8.0	A	8.1	A	8.7	-0.1	-0.7	-0.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.362	A	0.346	A	0.474	0.014	0.013	0.024	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-16.3: 345-Acre Alternative - Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	56.6	F	100.6	E	37.5	42.6	78.9	22.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.7	C	19.2	E	39.9	6.8	7.4	28.6	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	16.5	C	21.6	D	29.6	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.4	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.0	B	13.7	B	11.0	1.4	1	-0.5	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	41.5	D	33.4	C	24.0	31.7	-13.9	-82.8	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.423	A	0.387	A	0.389	0.192	0.124	0.123	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.626	A	0.570	B	0.625	0.27	0.19	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11.2	B	10.6	B	12.4	3.1	1.8	3.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.469	A	0.489	B	0.654	0.121	0.156	0.204	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-16.4: 345-Acre Alternative - Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	89.8	F	157.2	F	64.2	75.8	135.5	49.6	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	21.3	E	35.6	F	57.8	11.4	23.8	46.5	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	22.9	D	26.3	E	41.8	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.5	B	11.4	B	13.7	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	13.6	C	15.7	B	11.5	3	3	0	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	58.6	F	50.4	E	39.8	48.8	3.1	-67.0	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.464	A	0.420	A	0.422	0.233	0.157	0.156	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.700	B	0.686	B	0.644	0.344	0.30	0.218	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.8	B	13.9	C	17.4	7.7	5.1	8.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.532	A	0.553	B	0.688	0.184	0.22	0.238	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-17.1: 345-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	21.4	F	66.1	D	30	0.4	2.6	1.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.5	B	11.7	B	12.1	-0.1	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	B	10	B	13.3	B	12.3	0.1	0.2	0	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.9	B	11.4	A	9.7	0.1	0.2	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	28.6	E	41.2	C	20.7	3.1	2.4	0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.371	A	0.328	A	0.284	0.001	0.003	0.001	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.562	A	0.544	A	0.559	0.006	0	0.001	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.7	0	0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.368	A	0.329	A	0.449	0.010	-0.004	0.006	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-17.2: 345-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.9	F	72.6	C	22.3	-1.9	3.1	-4.3	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	B	14.9	C	19.2	0.1	-0.2	0.2	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.6	C	17.6	C	18.7	-0.3	-0.6	-0.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.5	A	9.9	-0.1	-0.3	-0.2	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11	B	12.1	B	10.3	-0.1	-0.4	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.2	C	23.3	C	17.1	-2.4	-7	-2	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.39	A	0.339	A	0.323	-0.008	-0.007	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.593	B	0.607	A	0.585	-0.001	-0.019	-0.015	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.7	0	-0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.426	A	0.408	A	0.532	0.001	0.003	0.014	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-17.3: 345-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	56.6	F	100.6	E	37.5	-2.8	-1.6	1.2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.7	C	19.2	E	39.9	2.1	-0.2	4.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	16.5	C	21.6	D	29.6	-2.6	0.1	2.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.4	B	10.3	B	11.1	-0.5	0	0	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12	B	13.7	B	11	-0.5	-0.1	0.3	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	E	41.5	D	33.4	C	24	-2.4	-0.7	-0.3	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.423	A	0.387	A	0.389	-0.008	0.003	0.018	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.626	A	0.57	B	0.625	-0.025	-0.061	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11.2	B	10.6	B	12.4	-1.5	-0.8	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.469	A	0.489	B	0.654	-0.039	-0.017	0.045	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-17.4: 345-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	89.8	F	157.2	F	64.2	5.3	5.8	10.3	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	C	21.3	E	35.6	F	57.8	1.2	-0.3	6.9	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	22.9	D	26.3	E	41.8	3.1	0.8	6.6	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	10.5	B	11.4	B	13.7	0.1	0.2	0.8	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	13.6	C	15.7	B	11.5	0.2	0.5	0.4	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	F	58.6	F	50.4	E	39.8	0.8	1.7	7.9	Yes AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.464	A	0.42	A	0.422	0.001	0.003	0.023	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.7	B	0.686	B	0.644	0.006	-0.024	0.005	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	C	15.8	B	13.9	C	17.4	0.4	-1.5	0.9	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.532	A	0.553	B	0.688	0.003	0.031	0.031	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-18: 345-Acre Alternative - Mitigated Intersection Level Of Service Analysis						
Year	8-9 a.m.		2-3 p.m.		4-5 p.m.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.548	B	0.695	A	0.566
2015	A	0.536	C	0.736	A	0.597
2020	B	0.696	D	0.807	B	0.684
2030	C	0.766	D	0.891	C	0.760
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.353	A	0.419	A	0.476
2015	A	0.441	A	0.510	B	0.664
2020	A	0.515	A	0.579	D	0.810
2030	A	0.566	B	0.666	D	0.869
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.301	A	0.274	A	0.251
2015	A	0.284	A	0.286	A	0.327
2020	A	0.333	A	0.325	A	0.403
2030	A	0.398	A	0.372	A	0.439
Pico Ave / Pier D St						
2010	B	0.661	B	0.641	A	0.584
2015	B	0.625	A	0.566	A	0.536
2020	B	0.674	A	0.596	A	0.581
2030	C	0.748	B	0.667	B	0.661

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the following on-going regional transportation programs which are intended to address future regional traffic growth and resulting congestion on area freeways:

I-710 Corridor EIS/EIR 2008

The Port is presently working with Caltrans, Metro, SCAG, and Gateway Cities Council of Governments (COG) (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed $5 million to this $34-million, 42-month study, which was commenced in early 2008. This project entails analyzing potential impacts and advancing preliminary engineering of the Locally Preferred Strategy (LPS) adopted by the communities and participating agencies in 2004/2005. The LPS consists of dedicated truck lanes commencing at Ocean Boulevard, additional mixed flows on I-710 between Ocean Boulevard and Washington Street, and numerous freeway to freeway and arterial street interchange improvements. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, State, and Metro funds for the I-710 Corridor.

Advanced Transportation Management, Information and Security (ATMIS)

The POLB/POLA will also be implementing an Intelligent Transportation Systems project by 2009. This $11-million program will provide real-time information to travelers in the port vicinity and on adjacent regional transportation facilities. The ATMIS System will monitor vehicle traffic conditions through the use of closed circuit television cameras and vehicle detection devices at the terminal gates. The ATMIS System will distribute the traffic information to truck drivers, motorists, other agencies, and intermodal industry information systems through the use of strategically placed changeable message signs, internet video, and appropriate data sharing means. While the ATMIS system will assist in addressing recurring daily congestion, its major benefit will be providing information to inform drivers, including trucks exiting the Port gates, of non-recurring incidents and congestion and to allow them to choose, if possible, alternative routes to avoid congested areas.

The ATMIS System will be a major component in an overall intelligent transportation systems (ITS) program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This planned project will help to mitigate the I-710 impacts of the Project.

SR-91 Corridor Study

The Gateway Cities COG has begun a SR-91 Corridor Study to explore options that will improve traffic conditions on this freeway. POLB continues to work in concert with the COG, Caltrans, and other agencies to find solutions to improving operating conditions on SR-91.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

Table 3-19: 345-Acre Alternative - Highway Link Significant Impacts

Highway Segments	Baseline	2010	2015	2020	2030
1. NB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	✓(M)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Baseline	✓(A)	-	-	-
	CEQA Baseline	✓(A)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	✓(A)	-
SB I-405 Freeway s/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	✓(M)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	✓(M)	✓(P)
	CEQA Baseline	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	-	-
	CEQA Baseline	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	✓(A)
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	✓(P)	-	-
	CEQA Baseline	✓(M)	✓(M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	✓(M,P)	✓(M,P)	✓(M,P)
	CEQA Baseline	✓(A,P)	✓(A,M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	-	-	-	✓(P)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	✓(P)	✓(M,P)	✓(M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	-	-	✓(M)
	CEQA Baseline	-	✓(A)	✓(A,M)	✓(A,M,P)
	NEPA Baseline	-	-	-	-

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3-20.1: 345-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.262	F	1.159	F	1.132	0.003	-0.001	0.002	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.954	F	1.081	F	1.224	0.001	-0.001	0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.232	F	1.135	F	1.142	0.073	0.004	0.009	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.943	F	1.048	F	1.178	0.005	0.010	0.010	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.006	F	1.060	F	1.117	0.000	0.007	0.002	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.104	F	1.098	F	1.115	0.009	0.005	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.840	C	0.754	C	0.683	0.001	0.001	0.002	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.595	C	0.662	D	0.793	-0.002	0.004	-0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.171	A	0.278	A	0.251	-0.001	0.003	0.000	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.224	A	0.229	A	0.145	-0.001	-0.003	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.867	F	1.048	F	1.098	-0.003	0.002	-0.026	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.232	F	1.039	F	1.092	0.005	-0.001	0.004	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.693	D	0.860	E	0.950	-0.001	-0.001	-0.012	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.974	D	0.836	D	0.813	0.005	0.007	-0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-20.2: 345-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.327	F	1.211	F	1.196	0.003	-0.003	-0.006	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.005	F	1.121	F	1.307	-0.001	-0.008	-0.008	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.278	F	1.188	F	1.217	0.000	-0.007	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.994	F	1.088	F	1.252	0.002	-0.004	0.004	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.051	F	1.107	F	1.167	-0.001	0.007	0.009	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.157	F	1.152	F	1.170	-0.003	0.007	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.892	D	0.807	C	0.731	0.003	-0.001	0.005	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.631	C	0.714	D	0.839	0.003	0.000	0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.190	A	0.313	A	0.297	-0.002	-0.004	0.007	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.257	A	0.255	A	0.159	-0.001	0.002	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.919	F	1.066	F	1.236	0.001	-0.007	0.025	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.266	F	1.174	F	1.150	0.009	0.028	0.025	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.899	F	1.053	0.000	-0.008	0.015	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.032	D	0.893	D	0.874	0.003	-0.004	0.012	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-20.3: 345-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.386	F	1.309	F	1.262	-0.001	-0.004	0.003	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.055	F	1.217	F	1.364	-0.004	0.014	-0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.320	F	1.209	F	1.279	0.008	-0.023	-0.002	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.044	F	1.160	F	1.306	0.006	-0.001	-0.009	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.063	F	1.186	F	1.206	0.004	0.045	0.003	Yes (MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.201	F	1.215	F	1.224	0.005	0.015	0.009	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.891	D	0.856	C	0.759	0.009	-0.001	0.004	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.633	C	0.741	D	0.886	-0.001	-0.005	0.000	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	-0.004	A	0.336	A	0.280	-0.006	0.010	0.009	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.270	A	0.267	A	0.169	-0.010	0.010	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.958	F	1.084	F	1.320	0.017	-0.070	-0.022	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.326	F	1.328	F	1.202	0.004	0.034	0.022	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	D	0.781	E	0.956	F	1.128	0.002	-0.030	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.097	E	0.995	D	0.914	-0.003	-0.040	-0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-20.4: 345-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.456	F	1.337	F	1.304	0.003	-0.016	0.013	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.096	F	1.239	F	1.422	0.003	-0.004	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.399	F	1.293	F	1.323	-0.012	-0.030	0.008	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.089	F	1.198	F	1.359	0.001	-0.004	-0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.167	F	1.193	F	1.295	0.015	-0.011	0.021	Yes (PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.272	F	1.259	F	1.279	0.013	-0.001	0.009	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.969	D	0.897	D	0.796	0.002	0.006	0.012	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.691	D	0.792	D	0.924	0.005	0.002	0.006	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.221	A	0.344	A	0.301	0.009	0.011	-0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.269	A	0.281	A	0.172	0.011	0.006	0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	E	1.000	F	1.179	F	1.346	-0.004	0.000	-0.015	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.383	F	1.338	F	1.269	0.000	0.043	0.047	Yes (MD,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.810	E	0.993	F	1.146	-0.001	0.012	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.118	F	1.035	E	0.948	-0.002	0.046	-0.001	Yes (MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

CEQA Baseline Impact Determination

Tables 3-21.1 through 3-21.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline. The same significance criteria used in the Future Baseline comparison was applied to the CEQA Baseline comparison.

As shown in Table 3-19, the proposed Project is expected to have significant impacts on the following study highway segments using the CEQA Baseline comparison:

- I-405 Freeway n/o I-710 Freeway, both Directions (starting 2010, max fair share of 1% in 2020)
- I-405 Freeway s/o I-710 Freeway, both directions (starting 2010, max fair of 5% in 2010)
- I-710 Freeway between Willow Street and Pacific Coast Highway, both directions (starting 2010, max fair share of 4% in 2020)
- I-110 Freeway n/o C-Street, northbound (2030, max fair share of 1.5% in 2030)
- SR-91 Freeway e/o I-710 Freeway, both directions (starting 2010, max fair share of 4% in 2030)
- SR-91 Freeway w/o I-710 Freeway, both directions (starting 2015, max fair share of 3.5% in 2030)

The Project shows an impact on more highway segments in this scenario because the 2005 traffic levels are compared to future traffic levels that include not only Project traffic but also all forecasted future traffic on these highway segments resulting from regional growth and other area projects and activities unrelated to this Project. Although total highway traffic will increase substantially in the future, this Project contributes only a small portion of the anticipated future traffic. Table 3-23 indicates the Project's share of the future traffic on the impacted study highway segments. The Project's maximum share of the future traffic on each individual link, ranges from approximately 1% to 5%.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the on-going regional transportation programs, as described in the Future Baseline section, which are intended to address future regional traffic growth and resulting congestion on area freeways.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

NEPA Baseline Impact Determination

Tables 3-22.1 through 3-22.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3-19, the proposed Project is expected to have significant impact on the following study highway segments using the NEPA Baseline comparison:

- I-405 south of I-710, northbound only
- SR-91 east of I-710, westbound only

Mitigation measures

As discussed in the Future Baseline section, the POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. The POLB fair share calculations are set forth in Table 3-23. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, POLB is currently participating in the on-going regional transportation programs discussed in the Future Baseline, which will contribute toward mitigating any potential impacts of the Project.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

Impact TRANS-3: Project operations would not increase the demand for transit services.

Future Baseline Impact Determination

Although the proposed Project would result in additional on-site employees, these additional employees are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

Table 3-21.1: 345-Acre Alternative - CEQA Baseline Highway Link Level-Of-Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.262	F	1.159	F	1.132	0.019	0.021	0.013	Yes(MD)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.954	F	1.081	F	1.224	0.011	0.019	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.135	F	1.142	0.033	0.014	0.005	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.943	F	1.048	F	1.178	0.014	0.024	0.005	Yes(MD)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.006	F	1.06	F	1.117	0.026	0.029	0.028	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.104	F	1.098	F	1.115	0.024	0.026	0.024	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.84	C	0.754	C	0.683	0.012	-0.003	0.01	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.595	C	0.662	D	0.793	0.008	-0.005	0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.171	A	0.278	A	0.251	-0.004	-0.013	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.224	A	0.229	A	0.145	-0.009	-0.012	-0.005	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.867	F	1.048	F	1.098	0.007	0.04	-0.067	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.232	F	1.039	F	1.092	0.03	-0.045	0.036	Yes(AM,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.693	D	0.86	E	0.95	0.002	0.013	-0.038	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.974	D	0.836	D	0.813	0.002	-0.016	-0.001	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-21.2: 345-Acre Alternative - CEQA Baseline Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.327	F	1.211	F	1.196	0.084	0.073	0.077	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.005	F	1.121	F	1.307	0.062	0.059	0.086	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.278	F	1.188	F	1.217	0.079	0.067	0.08	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.994	F	1.088	F	1.252	0.065	0.064	0.079	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.051	F	1.107	F	1.167	0.071	0.076	0.078	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.157	F	1.152	F	1.17	0.077	0.08	0.079	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.892	D	0.807	C	0.731	0.064	0.05	0.058	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.839	0.044	0.047	0.051	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.19	A	0.313	A	0.297	0.015	0.022	0.045	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.257	A	0.255	A	0.159	0.024	0.014	0.009	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.066	F	1.236	0.059	0.058	0.071	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.266	F	1.174	F	1.15	0.064	0.09	0.094	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.738	D	0.899	F	1.053	0.047	0.052	0.065	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.032	D	0.893	D	0.874	0.06	0.041	0.06	Yes(AM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-21.3: 345-Acre Alternative - CEQA Baseline Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.386	F	1.309	F	1.262	0.143	0.171	0.143	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.055	F	1.217	F	1.364	0.112	0.155	0.143	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.32	F	1.209	F	1.279	0.121	0.088	0.142	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.044	F	1.16	F	1.306	0.115	0.136	0.133	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.063	F	1.186	F	1.206	0.083	0.155	0.117	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.201	F	1.215	F	1.224	0.121	0.143	0.133	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.891	D	0.856	C	0.759	0.063	0.099	0.086	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.633	C	0.741	D	0.886	0.046	0.074	0.098	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	-0.004	A	0.336	A	0.28	-0.179	0.045	0.028	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.27	A	0.267	A	0.169	0.037	0.026	0.019	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.958	F	1.084	F	1.32	0.098	0.076	0.155	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.326	F	1.328	F	1.202	0.124	0.244	0.146	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.781	E	0.956	F	1.128	0.09	0.109	0.14	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.097	E	0.995	D	0.914	0.125	0.143	0.1	Yes(AM,MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-21.4: 345-Acre Alternative - CEQA Baseline Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.456	F	1.337	F	1.304	0.213	0.199	0.185	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.096	F	1.239	F	1.422	0.153	0.177	0.201	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.399	F	1.293	F	1.323	0.2	0.172	0.186	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.089	F	1.198	F	1.359	0.16	0.174	0.186	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.167	F	1.193	F	1.295	0.187	0.162	0.206	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.272	F	1.259	F	1.279	0.192	0.187	0.188	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.969	D	0.897	D	0.796	0.141	0.14	0.123	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.691	D	0.792	D	0.924	0.104	0.125	0.136	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.221	A	0.344	A	0.301	0.046	0.053	0.049	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.269	A	0.281	A	0.172	0.036	0.04	0.022	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	1	F	1.179	F	1.346	0.14	0.171	0.181	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.383	F	1.338	F	1.269	0.181	0.254	0.213	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.81	E	0.993	F	1.146	0.119	0.146	0.158	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.118	F	1.035	E	0.948	0.146	0.183	0.134	Yes(AM,MD, PM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-22.1: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.262	F	1.159	F	1.132	0.001	0.004	0.000	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.954	F	1.081	F	1.224	-0.002	-0.001	0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.232	F	1.135	F	1.142	0.000	0.001	0.001	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.943	F	1.048	F	1.178	0.001	0.002	0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.006	F	1.060	F	1.117	0.002	-0.002	-0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.104	F	1.098	F	1.115	-0.006	-0.001	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.840	C	0.754	C	0.683	0.001	0.000	0.001	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.595	C	0.662	D	0.793	-0.003	0.005	0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.171	A	0.278	A	0.251	0.000	0.002	0.000	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.224	A	0.229	A	0.145	-0.001	0.000	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.867	F	1.048	F	1.098	-0.003	0.003	0.002	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.232	F	1.039	F	1.092	-0.017	0.000	0.012	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.693	D	0.860	E	0.950	-0.001	-0.001	0.002	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	E	0.974	D	0.836	D	0.813	-0.009	-0.002	-0.001	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-22.2: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.327	F	1.211	F	1.196	-0.001	-0.003	-0.006	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.005	F	1.121	F	1.307	-0.001	-0.009	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.278	F	1.188	F	1.217	0.001	-0.002	0.006	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.994	F	1.088	F	1.252	0.001	-0.008	-0.002	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.051	F	1.107	F	1.167	-0.001	-0.005	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.157	F	1.152	F	1.170	-0.003	-0.002	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.892	D	0.807	C	0.731	0.005	-0.001	0.002	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.631	C	0.714	D	0.839	0.000	0.000	0.000	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.190	A	0.313	A	0.297	-0.003	-0.010	0.012	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.257	A	0.255	A	0.159	-0.002	-0.005	-0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.919	F	1.066	F	1.236	0.000	-0.007	-0.019	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.266	F	1.174	F	1.150	0.009	0.011	0.015	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.738	D	0.899	F	1.053	-0.003	-0.008	-0.007	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.032	D	0.893	D	0.874	0.003	-0.022	0.004	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-22.3: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.386	F	1.309	F	1.262	0.000	-0.001	0.003	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.055	F	1.217	F	1.364	0.000	0.000	-0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.320	F	1.209	F	1.279	0.049	-0.017	0.002	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.044	F	1.160	F	1.306	0.005	-0.007	-0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.063	F	1.186	F	1.206	-0.001	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.201	F	1.215	F	1.224	-0.011	-0.005	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.891	D	0.856	C	0.759	0.002	-0.003	0.007	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.633	C	0.741	D	0.886	-0.001	-0.016	0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	-0.004	A	0.336	A	0.280	-0.008	-0.005	0.004	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.270	A	0.267	A	0.169	-0.008	-0.002	-0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.958	F	1.084	F	1.320	0.014	-0.004	-0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.326	F	1.328	F	1.202	-0.031	0.003	0.007	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	D	0.781	E	0.956	F	1.128	0.004	0.001	-0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.097	E	0.995	D	0.914	-0.007	0.010	0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-22.4: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.456	F	1.337	F	1.304	0.004	0.008	0.001	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.096	F	1.239	F	1.422	0.001	-0.003	-0.009	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.399	F	1.293	F	1.323	0.006	0.016	-0.006	No
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.089	F	1.198	F	1.359	-0.002	-0.001	-0.013	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.167	F	1.193	F	1.295	0.003	-0.009	0.012	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.272	F	1.259	F	1.279	0.002	-0.008	-0.005	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.969	D	0.897	D	0.796	0.001	-0.004	0.006	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.691	D	0.792	D	0.924	0.002	-0.001	-0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.221	A	0.344	A	0.301	0.003	-0.003	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.269	A	0.281	A	0.172	-0.002	0.001	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	E	1.000	F	1.179	F	1.346	-0.004	-0.002	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.383	F	1.338	F	1.269	0.018	-0.025	0.032	Yes (PM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.810	E	0.993	F	1.146	0.002	0.004	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.118	F	1.035	E	0.948	0.001	-0.017	0.001	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-23: Percentage of Project-Traffic to Highway (345-Acre Alternative)

Study Highway Segment	Traffic Volume in 2005 (Base)	2010			2015			2020			2030		
		Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,220	0.22%	16,689	16,716	0.16%	17,444	17,438	-0.03%	18,304	18,334	0.16%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,220	0.05%	12,671	12,661	-0.08%	13,296	13,254	-0.32%	13,785	13,821	0.26%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,636	**4.91%**	16,106	16,101	-0.03%	16,544	16,623	0.48%	17,745	17,618	-0.72%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,075	0.43%	12,498	12,515	0.14%	13,049	13,107	0.44%	13,706	13,715	0.07%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,394	0.05%	6,628	6,622	-0.09%	6,666	6,693	0.40%	7,256	7,348	1.25%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,017	0.77%	7,307	7,285	-0.30%	7,530	7,562	0.42%	7,936	8,017	1.01%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,151	0.17%	7,469	7,495	0.35%	7,408	7,488	1.07%	8,120	8,135	0.18%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,067	-0.26%	5,270	5,297	0.51%	5,329	5,320	-0.17%	5,765	5,806	**0.71%**
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,158	-0.30%	11,568	11,577	0.08%	11,853	12,065	1.76%	12,649	12,598	-0.40%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,651	0.40%	15,831	15,950	0.75%	16,654	16,709	0.33%	17,429	17,431	0.01%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,481	-0.10%	10,857	10,859	0.02%	11,386	11,410	0.21%	11,918	11,908	-0.08%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,752	0.33%	15,164	15,194	0.20%	16,043	16,010	-0.21%	16,533	16,516	-0.10%
MIDDAY													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,769	-0.07%	15,292	15,263	-0.19%	16,416	16,369	-0.29%	16,994	16,830	-0.97%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,827	-0.04%	14,234	14,149	-0.60%	15,095	15,238	**0.94%**	15,654	15,610	-0.28%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,614	0.26%	15,054	14,977	-0.51%	15,519	15,273	-1.61%	16,636	16,319	-1.94%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,455	**0.80%**	13,771	13,731	-0.29%	14,569	14,561	-0.05%	15,138	15,099	-0.26%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,753	0.67%	6,931	6,973	0.60%	7,185	7,471	**3.83%**	7,586	7,515	-0.94%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,957	0.47%	7,211	7,255	0.61%	7,563	7,659	**1.25%**	7,937	7,932	-0.06%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,489	0.14%	6,790	6,778	-0.18%	7,203	7,199	-0.06%	7,487	7,542	0.73%
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,761	0.54%	5,993	5,989	-0.07%	6,261	6,216	-0.72%	6,628	6,645	0.26%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,242	0.15%	13,505	13,422	-0.62%	14,538	13,655	-6.47%	14,842	14,844	0.01%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,906	-0.12%	14,443	14,795	2.38%	16,305	16,727	2.52%	16,318	16,862	3.23%
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,002	-0.11%	13,322	13,241	-0.61%	14,273	13,953	-2.29%	14,456	14,582	0.86%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,960	0.59%	13,235	13,189	-0.35%	14,800	14,381	-2.91%	14,558	15,045	**3.24%**
PM PEAK													
. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,626	0.18%	15,125	15,066	-0.39%	15,804	15,836	0.20%	16,293	16,431	**0.84%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,862	0.24%	16,549	16,467	-0.50%	17,206	17,154	-0.30%	17,954	17,925	-0.16%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,911	0.64%	15,366	15,326	-0.26%	16,086	16,062	-0.15%	16,596	16,679	0.50%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,276	0.69%	15,731	15,776	0.29%	16,522	16,428	-0.57%	17,210	17,159	-0.30%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,081	0.16%	7,293	7,350	0.78%	7,578	7,600	0.29%	8,028	8,159	1.61%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,054	0.24%	7,328	7,371	0.58%	7,652	7,709	0.74%	7,998	8,056	0.72%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,839	0.22%	6,094	6,132	0.62%	6,347	6,382	0.55%	6,587	6,686	**1.48%**
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,883	-0.28%	7,034	7,051	0.24%	7,442	7,443	0.01%	7,703	7,757	0.70%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,874	-2.23%	15,248	15,559	**2.00%**	16,903	16,631	-1.64%	17,143	16,958	-1.09%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,815	0.35%	14,173	14,490	2.19%	14,871	15,142	1.79%	15,400	15,997	**3.73%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,994	-0.83%	15,334	15,492	**1.02%**	16,371	16,413	0.26%	16,933	16,879	-0.32%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,425	-0.13%	12,697	12,819	0.95%	13,382	13,359	-0.17%	13,952	13,945	-0.05%

CEQA Baseline Impact Determination

Although the proposed Project would result in additional on-site employees, these additional employees are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

NEPA Baseline Impact Determination

Although the proposed Project would result in additional on-site employees, they are not expected to affect public transit because the only public transit in the vicinity of the Project site is a tourist-oriented line that runs from downtown Long Beach to the Queen Mary. Due to the lack of available public transit options, this analysis has assumed the use of public transit by workers to be negligible. Therefore, the proposed Project is not expected to cause any increase in demand for transit services.

Mitigation Measures

Because the impact on transit services would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on transit services would be less than significant.

Impact TRANS-4: Project operations would not result in any increases in rail activity.

Future Baseline Impact Determination

As presented earlier in Table 3-8, the Project operations are expected to generate a maximum of 5 daily trains. The on-dock rail yard is designed to handle the additional trains without causing disruptions to the adjacent rail operations.

Rail activity causes delay at railroad crossings where trains pass and cause auto and truck traffic to stop. The amount of delay is related to the length of the train, the speed of the train and the amount of auto and truck traffic that is blocked. The proposed Project will cause an increase in the number of trains and the amount of auto and truck traffic. The increase in auto and truck traffic has effects only at the railroad crossings that are at-grade. The impacts associated with the increase in Project-related rail activity on the rail system and at the local grade crossings are discussed in the following sections.

Port Vicinity

Rail-related impacts due to the proposed Project are limited to the at-grade crossings that are located south of the downtown rail yards, and focus on the at-grade crossings in and near the Port between the proposed Project rail yard and the beginning of the Alameda Corridor. There are two local grade crossings which might be affected, namely, Pier B Street/9th Street and Edison Avenue.

The grade crossing at Edison Avenue will be eliminated as part of the Edison Avenue Closure project (2010). City council agenda by end of May, Harbor Development Permit has already been issued and the closure is expected by late summer 2008. Currently, at the Pier B Street/9th Street at-grade crossing, because drivers can experience long delays during the peak hours, most drivers already take different routes to avoid delays at this grade crossing. Moreover, as part of the Pier B Rail Yard expansion project this crossing will be eliminated (2015). Since both the crossings are being eliminated in the future and because alternative routes that avoid the crossings are available, the proposed Project would have less than significant impacts at either grade crossing.

Alameda Corridor

The proposed Project would have less than significant impact on regional rail corridors north of the proposed Project site. The completion of the Alameda Corridor has eliminated all of the regional at-grade rail/highway crossings between the Port and the downtown Los Angeles rail yards; therefore, there would be no change in vehicular delay at any of those crossings due to Project-related rail activity. Alameda Corridor has a daily capacity of 150 trains. Currently, the demand on the corridor is very low, about 50-65 trains per day. The Project-related increase in the number of trains could be easily accommodated by Alameda Corridor without causing any significant impact.

Therefore, the proposed Project is not expected to have a significant effect on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity and at-grade railroad crossings would be less than significant.

CEQA Baseline Impact Determination

As set forth in the Future Baseline section, the Project-related increase in number of trains can be easily accommodated by Alameda Corridor without causing any significant impact. Also, the proposed Project is not expected to have a negative impact on vehicular delays at the two grade crossings under the CEQA Baseline.

Therefore, the proposed Project is not expected to have a significant effect on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation

Impacts on rail activity and at-grade railroad crossings would be less than significant.

NEPA Baseline Impact Determination

As set forth in the Future Baseline section, the Project-related increase in number of trains can be easily accommodated by Alameda Corridor without causing any significant impact. Also, the proposed Project is not expected to have a negative impact on vehicular delays at the two grade crossings under the NEPA Baseline.

Therefore, the proposed Project is not expected to have a significant effect on rail services or vehicular delays at the two grade crossings.

Mitigation Measures

Because the impacts on rail services and grade crossings would be less than significant, no mitigation is required.

Significance of Impacts after Mitigation
Impacts on rail activity and at-grade railroad crossings would be less than significant.

3.2.4 Alternative 2 – 315-Acre Alternative

Construction Impacts

Future Baseline Impact Determination

As mentioned in Section 3.2.3, the analysis of construction-related traffic impacts for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative. Because the 345-Acre Alternative would generate more construction-related traffic than the 315-Acre Alternative, this approach generates a conservative estimate of traffic impacts due to construction at the site for this alternative.

Under this approach, construction-related **Impacts TRANS-1 through TRANS-4,** for the future baseline comparison, is the same for the 315-Acre Alternative as they were for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

CEQA Baseline Impact Determination

The impact analysis under the CEQA Baseline uses the same assumption and data as the 345-Acre CEQA Baseline comparison. Therefore, construction-related **Impacts TRANS-1 through TRANS-4,** for the CEQA baseline comparison, is the same for the 315-Acre Alternative as they were for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

NEPA Baseline Impact Determination

The impact analysis under NEPA Baseline uses the same assumption and data as the 345-Acre NEPA Baseline comparison. Therefore, construction-related **Impacts TRANS-1 through TRANS-4,** for the NEPA baseline comparison, is the same for the 315-Acre Alternative as they were for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the 315-Acre Alternative and the 345-Acre Alternative.

Operational Impacts

The trip generation estimates were developed based on the operating parameters, previously presented in Section 3.2.2.

The proposed Project trip generation estimates are summarized in Table 3-24. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage will increase and work shift splits will change as described above.

Impact TRANS-1: Additional traffic generated by the Project would have significant impacts at the study area intersections.

As described in Section 3.2.2, Project impacts associated with the Future Baseline were determined by comparing the future without- and future with-Project traffic conditions. The Project impacts associated with the CEQA Baseline were determined by comparing the future with-Project traffic conditions to the CEQA Baseline. The impacts associated with the NEPA Baseline were determined by comparing the future with-project traffic conditions to the NEPA Baseline

Table 3-25 summarizes the intersection and time periods by analysis year where the project is expected to have significant impacts under the Future Year, CEQA, and NEPA Baselines.

Future Baseline Impact Determination

Tables 3-26.1 through 3-26.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the Future Baseline.

As indicated in Table 3-25 the Project will have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

Mitigation Measures **MM TRANS-3 through MM TRANS-6** at the impacted intersections would mitigate project-related impacts. Table 3-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

CEQA Baseline Impact Determination

Tables 3-27.1 through 3-27.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3-25, the proposed Project would have significant impacts at the following four study area intersections.

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

By implementing **MM Trans-3** through **MM TRANS-6** project-related impacts under the CEQA Baseline analysis will be less than significant.

Table 3-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

Table 3-24: 315-Acre Proposed Project Trip Generation

Vehicle Type	8-9 a.m.			2-3 p.m.			4-5 p.m.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010										
Pier D/E Container Terminal – Trucks	161	81	242	186	199	385	101	140	241	4,084
Pier D/E Container Terminal – Auto	69	69	138	26	44	70	64	125	189	838
Pier D/E Container Terminal Total	230	150	380	212	243	455	165	265	430	4,922
Pier D/E Container Terminal Total P.C.E.	338	184	522	337	325	662	233	323	556	7,702
Pier F Container Terminal – Trucks	104	61	165	120	126	246	65	87	152	2,640
Pier F Container Terminal – Auto	48	48	96	18	30	48	45	87	132	584
Pier F Container Terminal Total	152	109	261	138	156	294	110	174	284	3,224
Pier F Container Terminal Total P.C.E.	221	134	355	219	207	426	154	209	363	5,020
Total PCE Vehicles	***584***	***337***	***921***	***582***	***557***	***1,139***	***404***	***554***	***957***	***13,302***
Year 2015										
Pier D/E/F Container Terminal – Trucks	218	144	362	253	272	525	137	191	328	5,996
Pier D/E/F Container Terminal – Auto	161	161	322	60	101	161	149	290	439	1,949
Pier D/E/F Container Terminal Total	379	305	684	313	373	686	286	481	767	7,945
Total PCE Vehicles	***525***	***364***	***889***	***482***	***483***	***965***	***378***	***559***	***937***	***12,026***
Year 2020										
Pier D/E/F Container Terminal – Trucks	211	176	387	244	252	496	132	210	342	6,276
Pier D/E/F Container Terminal – Auto	183	183	366	68	115	183	170	330	500	2,217
Pier D/E/F Container Terminal Total	394	359	753	312	367	679	302	540	842	8,493
Total PCE Vehicles	***534***	***430***	***964***	***475***	***469***	***944***	***391***	***625***	***1,016***	***12,765***
Year 2030										
Pier D/E/F Container Terminal – Trucks	270	240	510	313	328	641	169	248	417	8,026
Pier D/E/F Container Terminal – Auto	212	212	424	78	133	211	196	381	577	2,559
Pier D/E/F Container Terminal Total	482	452	934	391	461	852	365	629	994	10,585
Total PCE Vehicles	***622***	***550***	***1,212***	***599***	***594***	***1,193***	***479***	***729***	***1208***	***16,047***

Note: Truck trips have been converted to Passenger Car Equivalent (P.C.E.) using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3-25: 315-Acre Alternative - Intersection Significant Impacts					
Intersections		**2010**	**2015**	**2020**	**2030**
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Baseline				✓(M)
	CEQA Baseline	✓(M)	✓(M)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline		✓(M)	✓(P)	
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Baseline			✓(P)	✓(M,P)
	CEQA Baseline			✓(P)	✓(M,P)
	NEPA Baseline			✓(P)	✓(P)
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Baseline				✓(P)
	CEQA Baseline				✓(P)
	NEPA Baseline				
6. Pico Avenue and Pier D Street	Future Baseline	✓(M)			✓(A,M)
	CEQA Baseline	✓(M)			✓(A,M,P)
	NEPA Baseline				

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3-26.1: 315-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	20.7	F	61.9	D	28.1	-12.1	-22.7	-8.8	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.6	B	11.7	B	12.1	0.3	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	10.0	B	13.1	B	12.5	0.6	4.8	0.7	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.7	B	11.2	A	9.7	0.5	0.7	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	25.5	E	38.5	C	20.6	2.1	24.2	8.6	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.372	A	0.326	A	0.286	0.039	0.046	0.045	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.557	A	0.543	A	0.555	0.021	0.067	0.046	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.8	0.0	0.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.299	A	0.261	A	0.381	0.003	-.001	-.010	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-26.2: 315-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	20.7	F	72.1	C	22.1	-17.8	-23.0	-17.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.6	C	15.2	C	19.0	1.0	-0.6	18	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	10.0	C	16.2	B	10.2	B	12.5	C	17.7	C	18.9	2.5	1.5	8.7	No
4. Pico Avenue and Broadway (c)	A	8.4	A	9.1	A	9.3	A	8.9	A	9.6	A	10.0	0.5	0.5	0.7	No
5. Pico Avenue and Pier D Street (a)	B	10.1	B	11.5	B	10.2	B	10.9	B	12.2	B	10.4	0.8	0.7	0.2	No
6. Pico Avenue and Pier C Street (b)	D	25.6	C	15.9	B	13.1	D	25.4	C	23.3	C	17.0	-0.2	7.4	3.9	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.350	A	0.314	A	0.288	A	0.388	A	0.338	A	0.323	0.038	0.024	0.035	No
8. Anaheim Way and Pier B Street (a)	A	0.565	A	0.581	A	0.543	A	0.592	B	0.618	A	0.599	0.027	0.037	0.056	No
9. Farragut Avenue and Anaheim Street (b)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.1	A	8.4	0.1	0.0	0.0	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-26.3: 315-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	E	48.8	F	87.0	E	37.4	-14.6	-21.5	-17.4	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.1	C	19.3	E	37.0	1.3	0.1	8.9	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.0	C	18.3	C	20.1	C	15.3	C	20.4	D	27.1	4.3	2.1	7.0	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.2	A	10.0	B	10.7	0.4	0.4	1.0	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	11.6	B	13.4	B	10.8	0.7	1.0	0.2	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15.0	D	32.1	C	23.6	C	21.5	2.7	6.7	6.5	No
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.413	A	0.371	A	0.376	0.025	0.019	0.031	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.640	A	0.591	B	0.625	0.014	0.042	0.053	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	B	11.0	B	11.2	B	11.9	0.4	1.3	1.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.460	A	0.495	B	0.603	0.024	0.054	-0.004	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-26.4: 315-Acre Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	83.7	F	151.5	F	53.2	-7.1	10.2	-15.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	20.4	E	36.1	F	52.0	2.7	4.2	9.3	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	19.6	D	25.4	E	35.1	8.1	13.4	11.5	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.1	B	11.2	B	13.0	0.8	0.9	1.7	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	12.8	C	15.2	B	11.2	1.1	1.0	0.0	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	E	44.0	E	48.5	D	26.9	11.8	29.1	9.9	Yes (AM, MD)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.446	A	0.418	A	0.390	0.031	0.023	0.021	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.693	B	0.691	B	0.639	0.023	0.059	0.037	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	16.1	B	14.5	C	16.9	1.3	0.1	0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.525	A	0.497	B	0.671	0.016	0.025	-0.001	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

NEPA Baseline Impact Determination

Tables 3-28.1 through 3-28.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3-25 the Project will have significant impacts at the following two study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps

Mitigation Measures

By implementing **MM Trans-3 through MM TRANS-6** project-related impacts under the NEPA Baseline analysis will be less than significant.

Table 3-29 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of recommended mitigation measures.

Impact TRANS-2: Additional traffic generated by the project will have significant impacts on highway locations in the study area.

For all analysis years, the impacts on highway locations for the 315-Acre Alternative were determined based upon comparing the LOS for the alternative to that of the Future, CEQA and NEPA Baselines.

Table 3-30 summarizes the highway segments and time periods by analysis year where the project is expected to have significant impacts under the Future Year, CEQA, and NEPA Baselines.

Future Baseline Impact Determination

Tables 3-31.1 through 3-31.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030 compared to the Future Baseline conditions.

As shown in Table 3-30 the Project is expected to have significant impacts on the following study highway segments using the Future Baseline comparison:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions
- SR-91 west of I-710, both directions

Table 3-27.1: 315-Acre Alternative - Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.7	F	61.9	D	28.1	6.7	40.2	13.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	10	B	13.1	B	12.5	0.4	3.2	3	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.7	B	11.2	A	9.7	0.1	-1.5	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.5	C	20.6	15.7	-8.8	-86.2	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.372	A	0.326	A	0.286	0.141	0.063	0.02	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.557	A	0.543	A	0.555	0.201	0.158	0.129	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.299	A	0.261	A	0.381	-0.049	-0.072	-0.069	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-27.2: 315-Acre Alternative - Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	20.7	F	72.1	C	22.1	6.7	50.4	7.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	12.6	C	15.2	C	19	2.7	3.4	7.7	No
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	9.6	A	9.9	A	9.5										No
3A. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)							B	12.5	C	17.7	C	18.9	(d)	(d)	(d)	
3B. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	8.9	A	9.6	A	10	(d)	(d)	(d)	No
5. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.9	B	12.2	B	10.4	0.3	-0.5	-1.1	No
6. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.4	C	23.3	C	17	15.6	-24	-89.8	No
7. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.388	A	0.338	A	0.323	0.157	0.075	0.057	No
8. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.592	B	0.618	A	0.599	0.236	0.23	0.173	No
9. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	8	A	8.1	A	8.4	-0.1	-0.7	-0.7	No
10. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.358	A	0.349	A	0.474	0.01	0.016	0.024	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-27.3: 315-Acre Alternative - Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	E	48.8	F	87	E	37.4	34.8	65.3	22.8	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.1	C	19.3	E	37	6.2	7.5	25.7	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	15.3	C	20.4	D	27.1	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.2	A	10	B	10.7	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.6	B	13.4	B	10.8	1	0.7	-0.7	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	32.1	C	23.6	C	21.5	22.3	-23.7	-85.3	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.413	A	0.371	A	0.376	0.182	0.108	0.11	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.64	A	0.591	B	0.625	0.284	0.21	0.199	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	11	B	11.2	B	11.9	2.9	2.4	2.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.46	A	0.495	B	0.603	0.112	0.162	0.153	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-27.4: 315-Acre Alternative - Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	83.7	F	151.5	F	53.2	69.7	129.8	38.6	Yes (AM,MD,MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	20.4	E	36.1	F	52	10.5	24.3	40.7	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.6	D	25.4	E	35.1	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.1	B	11.2	B	13	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.8	C	15.2	B	11.2	2.2	2.5	-0.3	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	44	E	48.5	D	26.9	34.2	1.2	-79.9	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.446	A	0.418	A	0.39	0.215	0.155	0.124	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.693	B	0.691	B	0.639	0.337	0.31	0.213	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	16.1	B	14.5	C	16.9	8	5.7	7.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.525	A	0.497	B	0.671	0.177	0.164	0.221	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-28.1: 315-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21	F	63.5	D	28.2	C	20.7	F	61.9	D	28.1	-0.3	-1.6	-0.1	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	10.6	B	11.7	B	12.1	0	0	0	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	A	10	B	13.1	B	12.5	0.1	0	0.2	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.7	B	11.2	A	9.7	-0.1	0	0	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	25.5	E	38.5	C	20.6	0	-0.3	-0.1	No
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.372	A	0.326	A	0.286	0.002	0.001	0.003	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.557	A	0.543	A	0.555	0.001	-0.001	-0.003	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.2	A	7.6	A	7.8	0	0	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.299	A	0.261	A	0.381	0.007	0.000	-0.004	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-28.2: 315-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	C	20.7	F	72.1	C	22.1	-2.1	2.6	-4.5	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	12.6	C	15.2	C	19	0.1	0.1	0	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	12.5	C	17.7	C	18.9	-0.4	-0.5	-0.2	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9	A	9.8	B	10.1	A	8.9	A	9.6	A	10	-0.1	-0.2	-0.1	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	10.9	B	12.2	B	10.4	-0.2	-0.3	0	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	25.4	C	23.3	C	17	-2.2	-7	-2.1	No
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.388	A	0.338	A	0.323	-0.01	-0.008	-0.006	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.592	B	0.618	A	0.599	-0.002	-0.008	-0.001	No
8. Anaheim Way and Pier B Street (a)	A	8	A	8.2	A	8.4	A	8	A	8.1	A	8.4	0	-0.1	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.358	A	0.349	A	0.474	-0.004	0.007	0.005	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-28.3: 315-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2020)																
Intersections	**Year 2020 NEPA Baseline**						**Year 2020**						**Change in V/C or Delay**			**Significant Impact (Yes / No)**
	8-9 a.m.		**2-3 p.m.**		**4-5 p.m.**		**8-9 a.m.**		**2-3 p.m.**		**4-5 p.m.**		**8-9 a.m.**	**2-3 p.m.**	**4-5 p.m.**	
	LOS	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**	**V/C or Delay**				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	E	48.8	F	87	E	37.4	-10.6	-15.2	1.1	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.1	C	19.3	E	37	1.5	-0.1	1.2	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	C	15.3	C	20.4	D	27.1	-3.8	-1.1	-0.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	A	9.2	A	10	B	10.7	-0.7	-0.3	-0.4	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	11.6	B	13.4	B	10.8	-0.9	-0.4	0.1	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	D	32.1	C	23.6	C	21.5	-11.8	-10.5	-2.8	No
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.413	A	0.371	A	0.376	-0.018	-0.013	0.005	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.64	A	0.591	B	0.625	-0.011	-0.04	-0.007	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	B	11	B	11.2	B	11.9	-1.7	-0.2	-0.8	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.460	A	0.495	B	0.603	-0.048	-0.011	-0.006	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-28.4: 315-Acre Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	83.7	F	151.5	F	53.2	-0.8	0.1	-0.7	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	C	20.4	E	36.1	F	52	0.3	0.2	1.1	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	19.6	D	25.4	E	35.1	-0.2	-0.1	-0.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	10.1	B	11.2	B	13	-0.3	0	0.1	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	12.8	C	15.2	B	11.2	-0.6	0	0.1	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	E	44	E	48.5	D	26.9	-13.8	-0.2	-5	No
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.446	A	0.418	A	0.39	-0.017	0.001	-0.009	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.693	B	0.691	B	0.639	-0.001	-0.019	0	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	C	16.1	B	14.5	C	16.9	0.7	-0.9	0.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.525	A	0.497	B	0.671	-0.004	-0.025	0.014	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-29: 315-Acre Alternative - Mitigated Intersection Level Of Service Analysis						
Year	8-9 a.m.		2-3 p.m.		4-5 p.m.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.543	B	0.690	A	0.560
2015	A	0.530	C	0.737	A	0.599
2020	B	0.686	C	0.774	B	0.690
2030	C	0.760	D	0.885	C	0.734
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.357	A	0.417	A	0.473
2015	A	0.440	A	0.511	B	0.662
2020	A	0.506	A	0.572	D	0.791
2030	A	0.557	B	0.664	D	0.864
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.297	A	0.267	A	0.252
2015	A	0.284	A	0.291	A	0.329
2020	A	0.322	A	0.317	A	0.391
2030	A	0.362	A	0.361	A	0.417
Pico Ave / Pier D St						
2010	B	0.651	B	0.636	A	0.584
2015	B	0.627	A	0.564	A	0.534
2020	B	0.653	A	0.559	A	0.564
2030	C	0.691	B	0.644	B	0.615

Table 3-30: 315-Acre Alternative - Highway Link Significant Impacts					
Highway Segments	**Baseline**	**2010**	**2015**	**2020**	**2030**
1. NB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Baseline	(A)	-	-	-
	CEQA Baseline	(A)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	(A)	-
SB I-405 Freeway s/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	(M)	-
	CEQA Baseline	(A,M,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	-	-
	CEQA Baseline	(A,M,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	(A)
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	(P)	-	-
	CEQA Baseline	(M)	(M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	(M)	-	(M)
	CEQA Baseline	(A,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	(A)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	(P)	-	-
	CEQA Baseline	-	(P)	(M,P)	(M,P)
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	-	-	(M)
	CEQA Baseline	-	(M)	(A,M)	(A,M,P)
	NEPA Baseline	-	-	-	-

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed for to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, the POLB is currently participating in the on-going regional transportation programs as described under the 345-Acre Alternative.

CEQA Baseline Impact Determination

Tables 3-32.1 through 3-32.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3-30, the proposed Project is expected to have significant impact on the following study highway segments using the CEQA Baseline comparison:
:

- I-405 Freeway north of I-710 Freeway, both directions (starting 2015, max 1% in 2030)
- I-405 Freeway south of I-710 Freeway, both directions (starting 2010, max 5% in 2010)
- I-710 Freeway between Willow Street and Pacific Coast Highway, both directions (starting 2010, max 3.5% in 2020)
- I-110 Freeway north of C-Street, northbound only (starting 2030, max 1.5% in 2020)
- SR-91 Freeway east of I-710 Freeway, both directions (starting 2010, max 6% in 2030)
- SR-91 Freeway west of I-710 Freeway, both directions (starting 2015, max 2% in 2015)

Table 3-34 indicates the Project's share of the future traffic on the impacted study highway segments. The Project's maximum share of the future traffic on each individual link, ranges from approximately 1% to 6%. Although total highway traffic will increase substantially in the future, this Project contributes only a small portion to the anticipated future traffic.

Table 3-31.1: 315-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.256	F	1.156	F	1.133	-0.003	-0.004	0.003	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.957	F	1.081	F	1.223	0.004	-0.001	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.232	F	1.134	F	1.137	0.073	0.003	0.004	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.944	F	1.044	F	1.176	0.006	0.006	0.008	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.005	F	1.063	F	1.121	-0.001	0.010	0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.106	F	1.097	F	1.117	0.011	0.004	0.005	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.840	C	0.755	C	0.682	0.001	0.002	0.001	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.595	C	0.664	D	0.791	-0.002	0.006	-0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.172	A	0.276	A	0.250	0.000	0.001	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.227	A	0.230	A	0.147	0.002	-0.002	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.873	F	1.047	F	1.096	0.003	0.001	-0.028	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.236	F	1.038	F	1.093	0.009	-0.002	0.005	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.693	D	0.860	E	0.947	-0.001	-0.001	-0.015	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.979	D	0.837	D	0.812	0.010	0.008	-0.003	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-31.2: 315-Acre Alternative- Future Year Baseline Highway Link Level Of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.331	F	1.211	F	1.197	0.007	-0.003	-0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.006	F	1.119	F	1.305	0.000	-0.010	-0.010	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.277	F	1.183	F	1.219	-0.001	-0.012	-0.002	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.991	F	1.089	F	1.249	-0.001	-0.003	0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.052	F	1.110	F	1.161	0.000	0.010	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.165	F	1.153	F	1.170	0.005	0.008	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.887	D	0.808	C	0.729	-0.002	0.000	0.003	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.631	C	0.714	D	0.843	0.003	0.000	0.006	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.193	A	0.315	A	0.283	0.001	-0.002	-0.007	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.258	A	0.258	A	0.163	0.000	0.005	0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.919	F	1.069	F	1.257	0.001	-0.004	0.046	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.260	F	1.172	F	1.135	0.003	0.026	0.010	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.740	D	0.905	F	1.061	0.002	-0.002	0.023	Yes (PM)
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.033	D	0.893	D	0.868	0.004	-0.004	0.006	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-31.3: 315-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.389	F	1.313	F	1.264	0.002	0.000	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.056	F	1.214	F	1.369	-0.003	0.011	0.000	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.315	F	1.227	F	1.280	0.003	-0.005	-0.001	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.041	F	1.168	F	1.324	0.003	0.007	0.009	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.061	F	1.179	F	1.206	0.002	0.038	0.003	Yes (MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.202	F	1.218	F	1.218	0.006	0.018	0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.894	D	0.860	C	0.753	0.012	0.003	-0.002	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.638	C	0.757	D	0.881	0.004	0.011	-0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.007	A	0.336	A	0.277	0.005	0.010	0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.276	A	0.269	A	0.175	-0.004	0.012	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.947	F	1.077	F	1.318	0.006	-0.077	-0.024	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.320	F	1.306	F	1.196	-0.002	0.012	0.016	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.780	E	0.952	F	1.127	0.001	-0.034	0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.098	E	0.988	D	0.913	-0.002	-0.047	-0.003	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-31.4: 315-Acre Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.454	F	1.328	F	1.305	0.001	-0.025	0.014	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.093	F	1.244	F	1.432	0.000	0.001	0.007	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.407	F	1.288	F	1.329	-0.004	-0.035	0.014	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.087	F	1.199	F	1.369	-0.001	-0.003	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.156	F	1.207	F	1.280	0.004	0.003	0.006	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.266	F	1.267	F	1.274	0.007	0.007	0.004	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.902	D	0.787	0.001	0.011	0.003	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.688	D	0.791	D	0.926	0.002	0.001	0.008	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.212	A	0.328	A	0.318	0.000	-0.005	0.011	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.268	A	0.282	A	0.170	0.010	0.007	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.004	F	1.187	F	1.346	0.000	0.008	-0.015	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.398	F	1.371	F	1.235	0.015	0.076	0.013	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.813	E	0.989	F	1.148	0.002	0.008	-0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.122	F	1.059	E	0.947	0.002	0.070	-0.002	Yes (MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a Fair Share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed for to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

However, POLB is currently participating in the on-going regional transportation programs discussed in the Future Baseline, which will contribute toward mitigating any potential impacts of the Project.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

NEPA Baseline Impact Determination

Tables 3-33.1 through 3-33.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3-30, the proposed Project is expected to have significant impact on the following study highway segments using the NEPA Baseline comparison:

- I-405 south of I-710, northbound only
- SR-91 east of I-710, westbound only

Mitigation measures

As discussed in the Future Baseline section, the POLB does not own, control, or maintain any of the impacted highway segments because these segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. The POLB fair share calculations are set forth in Table 3-23. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, POLB is currently participating in the on-going regional transportation programs discussed in the Future Baseline, which will contribute toward mitigating any potential impacts of the Project.

No additional feasible mitigation measures are available at this time.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

Impact TRANS-3: Project operations would not increase the demand for transit services.

Impact TRANS-4: Project operations would not result in any increases in rail activity.

Future Baseline Impact Determination

Project impacts on transit services and rail operations are expected to be similar in nature but slightly less than the 345-acre alternative. Therefore, operations-related **Impacts TRANS-3 and TRANS-4** are the same for this alternative, as for the 345-Acre Alternative.. As with the 345-Acre Alternative, implementation of this alternative would result in less than significant impacts under the Future Baseline comparison.

CEQA Baseline Impact Determination

Project impacts on transit services and rail operations are expected to be similar in nature but slightly less than the 345-acre alternative. Therefore, operations-related **Impacts TRANS-3 and TRANS-4** are the same for this alternative, as for the 345-Acre Alternative.. As with the 345-Acre Alternative, implementation of this alternative would result in less than significant impacts under the CEQA Baseline comparison.

NEPA Baseline Impact Determination

Project impacts on transit services and rail operations are expected to be similar in nature but slightly less than the 345-acre alternative. Therefore, operations-related **Impacts TRANS-3 and TRANS-4** are the same for this alternative, as for the 345-Acre Alternative.. As with the 345-Acre Alternative, implementation of this alternative would result in less than significant impacts under the NEPA Baseline comparison.

Table 3-32.1: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.256	F	1.156	F	1.133	0.013	0.018	0.014	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.957	F	1.081	F	1.223	0.014	0.019	0.002	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.134	F	1.137	0.033	0.013	0	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.944	F	1.044	F	1.176	0.015	0.02	0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.005	F	1.063	F	1.121	0.025	0.032	0.032	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.106	F	1.097	F	1.117	0.026	0.025	0.026	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.84	C	0.755	C	0.682	0.012	-0.002	0.009	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.595	C	0.664	D	0.791	0.008	-0.003	0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.172	A	0.276	A	0.25	-0.003	-0.015	-0.002	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.227	A	0.23	A	0.147	-0.006	-0.011	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.873	F	1.047	F	1.096	0.013	0.039	-0.069	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.236	F	1.038	F	1.093	0.034	-0.046	0.037	Yes(AM,PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.693	D	0.86	E	0.947	0.002	0.013	-0.041	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.979	D	0.837	D	0.812	0.007	-0.015	-0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-32.2: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.331	F	1.211	F	1.197	0.088	0.073	0.078	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.006	F	1.119	F	1.305	0.063	0.057	0.084	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.277	F	1.183	F	1.219	0.078	0.062	0.082	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.991	F	1.089	F	1.249	0.062	0.065	0.076	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.052	F	1.11	F	1.161	0.072	0.079	0.072	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.165	F	1.153	F	1.17	0.085	0.081	0.079	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.887	D	0.808	C	0.729	0.059	0.051	0.056	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.843	0.044	0.047	0.055	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.193	A	0.315	A	0.283	0.018	0.024	0.031	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.258	A	0.258	A	0.163	0.025	0.017	0.013	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.069	F	1.257	0.059	0.061	0.092	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.26	F	1.172	F	1.135	0.058	0.088	0.079	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.74	D	0.905	F	1.061	0.049	0.058	0.073	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.033	D	0.893	D	0.868	0.061	0.041	0.054	Yes(aM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-32.3: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.389	F	1.313	F	1.264	0.146	0.175	0.145	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.056	F	1.214	F	1.369	0.113	0.152	0.148	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.315	F	1.227	F	1.28	0.116	0.106	0.143	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.041	F	1.168	F	1.324	0.112	0.144	0.151	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.061	F	1.179	F	1.206	0.081	0.148	0.117	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.202	F	1.218	F	1.218	0.122	0.146	0.127	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.894	D	0.86	C	0.753	0.066	0.103	0.08	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.638	C	0.757	D	0.881	0.051	0.09	0.093	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.007	A	0.336	A	0.277	-0.168	0.045	0.025	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.276	A	0.269	A	0.175	0.043	0.028	0.025	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.947	F	1.077	F	1.318	0.087	0.069	0.153	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.32	F	1.306	F	1.196	0.118	0.222	0.14	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.78	E	0.952	F	1.127	0.089	0.105	0.139	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.098	E	0.988	D	0.913	0.126	0.136	0.099	Yes(AM,MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-32.4: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.454	F	1.328	F	1.305	0.211	0.19	0.186	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.093	F	1.244	F	1.432	0.15	0.182	0.211	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.407	F	1.288	F	1.329	0.208	0.167	0.192	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.087	F	1.199	F	1.369	0.158	0.175	0.196	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.156	F	1.207	F	1.28	0.176	0.176	0.191	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.266	F	1.267	F	1.274	0.186	0.195	0.183	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.968	D	0.902	D	0.787	0.14	0.145	0.114	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.688	D	0.791	D	0.926	0.101	0.124	0.138	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.212	A	0.328	A	0.318	0.037	0.037	0.066	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.268	A	0.282	A	0.17	0.035	0.041	0.02	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	F	1.004	F	1.187	F	1.346	0.144	0.179	0.181	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.398	F	1.371	F	1.235	0.196	0.287	0.179	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.813	E	0.989	F	1.148	0.122	0.142	0.16	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.122	F	1.059	E	0.947	0.15	0.207	0.133	Yes(AM,MD, PM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-33.1: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.256	F	1.156	F	1.133	-0.005	0.001	0.001	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.957	F	1.081	F	1.223	0.001	-0.001	0.000	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.232	F	1.134	F	1.137	0.000	0.000	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.944	F	1.044	F	1.176	0.002	-0.002	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.005	F	1.063	F	1.121	0.001	0.001	-0.002	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.106	F	1.097	F	1.117	-0.004	-0.002	0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.840	C	0.755	C	0.682	0.001	0.001	0.000	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.595	C	0.664	D	0.791	-0.003	0.007	-0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.172	A	0.276	A	0.250	0.001	0.000	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.227	A	0.230	A	0.147	0.002	0.001	-0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.873	F	1.047	F	1.096	0.003	0.002	0.000	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.236	F	1.038	F	1.093	-0.013	-0.001	0.013	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.693	D	0.860	E	0.947	-0.001	-0.001	-0.001	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	E	0.979	D	0.837	D	0.812	-0.004	-0.001	-0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-33.2: 315-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.331	F	1.211	F	1.197	0.003	-0.003	-0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.006	F	1.119	F	1.305	0.000	-0.011	-0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.277	F	1.183	F	1.219	0.000	-0.007	0.008	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.991	F	1.089	F	1.249	-0.002	-0.007	-0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.052	F	1.110	F	1.161	0.000	-0.002	-0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.165	F	1.153	F	1.170	0.005	-0.001	-0.001	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.887	D	0.808	C	0.729	0.000	0.000	0.000	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.631	C	0.714	D	0.843	0.000	0.000	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.193	A	0.315	A	0.283	0.000	-0.008	-0.002	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.258	A	0.258	A	0.163	-0.001	-0.002	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.919	F	1.069	F	1.257	0.000	-0.004	0.002	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.260	F	1.172	F	1.135	0.003	0.009	0.000	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.740	D	0.905	F	1.061	-0.001	-0.002	0.001	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.033	D	0.893	D	0.868	0.004	-0.022	-0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-33.3: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.389	F	1.313	F	1.264	0.003	0.003	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.056	F	1.214	F	1.369	0.001	-0.003	0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.315	F	1.227	F	1.280	0.044	0.001	0.003	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.041	F	1.168	F	1.324	0.002	0.001	0.015	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.061	F	1.179	F	1.206	-0.003	-0.006	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.202	F	1.218	F	1.218	-0.010	-0.002	-0.003	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.894	D	0.860	C	0.753	0.005	0.001	0.001	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.638	C	0.757	D	0.881	0.004	0.000	-0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	0.007	A	0.336	A	0.277	0.003	-0.005	0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.276	A	0.269	A	0.175	-0.002	0.000	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.947	F	1.077	F	1.318	0.003	-0.011	-0.003	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.320	F	1.306	F	1.196	-0.037	-0.019	0.001	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	C	0.780	E	0.952	F	1.127	0.003	-0.003	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.098	E	0.988	D	0.913	-0.006	0.003	0.001	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-33.4: 345-Acre Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.454	F	1.328	F	1.305	0.002	-0.001	0.002	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.093	F	1.244	F	1.432	-0.002	0.002	0.001	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.407	F	1.288	F	1.329	0.014	0.011	0.000	No
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.087	F	1.199	F	1.369	-0.004	0.000	-0.003	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.156	F	1.207	F	1.280	-0.008	0.005	-0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.266	F	1.267	F	1.274	-0.004	0.000	-0.010	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.968	D	0.902	D	0.787	0.000	0.001	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.688	D	0.791	D	0.926	-0.001	-0.002	-0.001	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.212	A	0.328	A	0.318	-0.006	-0.019	0.016	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.268	A	0.282	A	0.170	-0.003	0.002	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	F	1.004	F	1.187	F	1.346	0.000	0.006	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.398	F	1.371	F	1.235	0.033	0.008	-0.002	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.813	E	0.989	F	1.148	0.005	0.000	-0.003	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.122	F	1.059	E	0.947	0.005	0.007	0.000	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-34: Percentage of Project-Traffic to Highway (315-Acre Alternative)

Study Highway Segment	Traffic Volume in 2005 (Base)	2010			2015			2020			2030		
		Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,157	-0.17%	16,689	16,764	0.45%	17,444	17,469	0.14%	18,304	18,315	0.06%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,251	0.30%	12,671	12,675	0.03%	13,296	13,261	-0.26%	13,785	13,785	0.00%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,632	**4.88%**	16,106	16,099	-0.04%	16,544	16,577	0.20%	17,745	17,698	-0.27%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,083	0.50%	12,498	12,489	-0.07%	13,049	13,075	0.20%	13,706	13,692	-0.10%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,383	-0.13%	6,628	6,626	-0.03%	6,666	6,677	0.16%	7,256	7,281	0.34%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,033	1.00%	7,307	7,338	0.42%	7,530	7,566	0.48%	7,936	7,983	0.59%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,151	0.17%	7,469	7,452	-0.23%	7,408	7,509	**1.35%**	8,120	8,126	0.07%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,067	-0.26%	5,270	5,294	0.45%	5,329	5,359	0.56%	5,765	5,780	0.26%
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,228	0.33%	11,568	11,585	0.15%	11,853	11,932	0.66%	12,649	12,650	0.01%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,701	0.71%	15,831	15,872	0.26%	16,654	16,630	-0.14%	17,429	17,621	1.09%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,485	-0.06%	10,857	10,873	0.15%	11,386	11,399	0.11%	11,918	11,934	0.13%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,814	0.74%	15,164	15,210	0.30%	16,043	16,020	-0.14%	16,533	16,558	0.15%
MIDDAY-PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,735	-0.31%	15,292	15,258	-0.22%	16,416	16,411	-0.03%	16,994	16,728	-1.59%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,821	-0.09%	14,234	14,131	-0.73%	15,095	15,214	**0.78%**	15,654	15,666	0.08%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,604	0.19%	15,054	14,931	-0.82%	15,519	15,468	-0.33%	16,636	16,270	-2.25%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,409	0.45%	13,771	13,740	-0.23%	14,569	14,638	0.47%	15,138	15,107	-0.21%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,770	0.92%	6,931	6,991	0.86%	7,185	7,426	**3.25%**	7,586	7,604	0.24%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,950	0.37%	7,211	7,263	0.72%	7,563	7,675	**1.46%**	7,937	7,980	0.54%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,494	0.22%	6,790	6,787	-0.04%	7,203	7,229	0.36%	7,487	7,582	1.25%
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,779	0.85%	5,993	5,991	-0.03%	6,261	6,351	**1.42%**	6,628	6,639	0.17%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,231	0.07%	13,505	13,457	-0.36%	14,538	13,572	-7.12%	14,842	14,941	0.66%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,901	-0.15%	14,443	14,775	2.25%	16,305	16,459	0.94%	16,318	17,276	**5.55%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,008	-0.06%	13,322	13,299	-0.17%	14,273	13,912	-2.59%	14,456	14,541	0.58%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,967	0.65%	13,235	13,190	-0.34%	14,800	14,311	-3.42%	14,558	15,295	**4.82%**
PM PEAK													
. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,627	0.18%	15,125	15,073	-0.34%	15,804	15,855	0.32%	16,293	16,443	**0.91%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,860	0.23%	16,549	16,445	-0.63%	17,206	17,203	-0.02%	17,954	18,023	0.38%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,862	0.31%	15,366	15,349	-0.11%	16,086	16,079	-0.04%	16,596	16,743	0.88%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,252	0.54%	15,731	15,744	0.08%	16,522	16,618	**0.58%**	17,210	17,264	0.31%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,107	0.52%	7,293	7,314	0.29%	7,578	7,598	0.26%	8,028	8,066	0.47%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,067	0.42%	7,328	7,371	0.58%	7,652	7,669	0.22%	7,998	8,021	0.29%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,837	0.19%	6,094	6,122	0.46%	6,347	6,329	-0.28%	6,587	6,616	0.44%
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,865	-0.54%	7,034	7,087	0.75%	7,442	7,397	-0.61%	7,703	7,767	0.82%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,850	-2.39%	15,248	15,828	**3.66%**	16,903	16,599	-1.83%	17,143	16,953	-1.12%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,827	0.43%	14,173	14,294	0.85%	14,871	15,070	1.32%	15,400	15,569	1.09%
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,964	-1.03%	15,334	15,573	**1.53%**	16,371	16,404	0.20%	16,933	16,903	-0.18%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,411	-0.24%	12,697	12,758	0.48%	13,382	13,351	-0.23%	13,952	13,932	-0.14%

3.2.5 Alternative 3 – Landside Improvements Alternative

Construction Impacts

Future Baseline Impact Determination

As mentioned in Section 3.2.3, the analysis of construction-related traffic impacts for each alternative uses the vehicular traffic estimates developed for the 345-Acre Alternative. Because the 345-Acre Alternative would generate more construction-related traffic than the Landside Improvements Alternative, this approach generates a conservative estimate of traffic impacts due to construction at the site for this alternative.

Under this approach, construction-related **Impacts TRANS-1 through TRANS-4,** for the future baseline comparison, is the same for the Landside Improvements Alternative as they were for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the Landside Improvements Alternative and the 345-Acre Alternative.

CEQA Baseline Impact Determination

The impact analysis under the CEQA Baseline uses the same assumption and data as the 345-Acre CEQA Baseline comparison. Therefore, construction-related **Impacts TRANS-1 through TRANS-4,** for the CEQA baseline comparison, is the same for the Landside Improvements Alternative as they were for the 345-Acre Alternative. Consequently, the required mitigation measures and the significance of impacts after the mitigation are the same for the Landside Improvements Alternative and the 345-Acre Alternative.

NEPA Baseline Impact Determination

Landside Improvements Alternative is equivalent to the NEPA Baseline because it includes construction activities that would not require issuance of federal permits. Therefore, no impacts associated with ground transportation would occur under NEPA.

Operational Impacts

The trip generation estimates were developed based on the assumed operating parameters, previously presented in Section 3.2.2.

The proposed Project trip generation estimates are summarized in Table 3-35. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years, on-dock rail usage will increase and work shift splits will change as described above.

Impact TRANS-1: Additional traffic generated by the Project will have significant impacts at the study area intersections.

Table 3-36 summarizes the intersection and time periods by analysis year where the project is expected to have significant impacts under the Future Year, and CEQA Baselines.

Future Baseline Impact Determination

Tables 3-37.1 through 3-37.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the Future Baseline.

As indicated in Table 3-35 the Project will have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

Mitigation Measures **MM TRANS-3 through MM TRANS-6** at the impacted intersections would mitigate project-related impacts. Table 3-39 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

Table 3-35: Landside Improvements Alternative Trip Generation

Vehicle Type	8-9 a.m.			2-3 p.m.			4-5 p.m.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010 Landside Improvements Alternative /NEPA Baseline										
Pier D/E Container Terminal – Trucks	162	81	243	188	201	389	102	142	244	4,128
Pier D/E Container Terminal – Auto	70	70	140	26	44	70	65	126	191	847
Pier D/E Container Terminal Total	232	151	383	214	245	459	167	268	435	4,975
Pier D/E Container Terminal Total P.C.E.	341	185	526	341	328	669	236	326	562	7,785
Pier F Container Terminal – Trucks	105	61	166	122	127	249	66	88	154	2,668
Pier F Container Terminal – Auto	49	49	98	18	31	49	45	88	133	590
Pier F Container Terminal Total	154	110	264	140	158	298	111	176	287	3,258
Pier F Container Terminal Total P.C.E.	224	135	359	221	211	432	155	212	367	5,074
Total PCE Vehicles	***565***	***320***	***885***	***562***	***539***	***1,101***	***391***	***538***	***929***	***12,859***
Year 2015 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	261	165	426	303	325	628	164	229	393	7,171
Pier D/E/F Container Terminal – Auto	160	160	320	59	100	159	148	288	436	1,931
Pier D/E/F Container Terminal Total	421	325	746	362	425	787	312	517	829	9,102
Total PCE Vehicles	***596***	***393***	***999***	***565***	***557***	***1,122***	***422***	***610***	***1,032***	***13,982***
Year 2020 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	270	239	509	312	327	639	169	245	414	8,014
Pier D/E/F Container Terminal – Auto	186	186	372	69	117	186	172	335	507	2,246
Pier D/E/F Container Terminal Total	456	425	881	381	444	825	341	580	921	10,260
Total PCE Vehicles	***636***	***523***	***1,159***	***591***	***578***	***1,169***	***455***	***680***	***1,135***	***15,715***
Year 2030 Landside Improvements Alternative /NEPA Baseline										
Pier D/E/F Container Terminal – Trucks	331	299	630	383	403	786	208	295	503	9,830
Pier D/E/F Container Terminal – Auto	214	214	428	79	135	214	199	387	586	2,595
Pier D/E/F Container Terminal Total	545	513	1,058	462	538	1,000	407	682	1,089	12,425
Total PCE Vehicles	***766***	***636***	***1402***	***719***	***702***	***1,421***	***546***	***803***	***1,349***	***19,115***

Note: Truck trips have been converted to Passenger Car Equivalent (P.C.E.) using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3-36: Landside Improvements Alternative - Intersection Significant Impacts

Intersections		2010	2015	2020	2030
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Baseline				✓(M)
	CEQA Baseline	✓(M)	✓(M)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Baseline			✓(P)	✓(M,P)
	CEQA Baseline			✓(P)	✓(M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
3. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Baseline				✓(P)
	CEQA Baseline				✓(P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*
6. Pico Avenue and Pier D Street	Future Baseline	✓(M)		✓(A)	✓(A,M)
	CEQA Baseline			✓(A)	✓(A,M,P)
	NEPA Baseline (1)	*n/a*	*n/a*	*n/a*	*n/a*

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

(1): Not Applicable, As no federal action or permit would be required under the Landside Improvements Alternative, there would be no significance determination under NEPA for this alternative.

Table 3-37.1: Landside Improvements Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	C	21.0	F	63.5	D	28.2	-11.8	-21.1	-8.7	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	10.6	B	11.7	B	12.1	0.3	-0.6	-0.2	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	9.9	B	13.1	B	12.3	0.5	4.8	0.5	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.8	B	11.2	A	9.7	0.6	0.7	0.4	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12.0	D	25.5	E	38.8	C	20.7	2.1	24.5	8.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.280	A	0.241	A	0.370	A	0.325	A	0.283	0.037	0.045	0.042	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.556	A	0.544	A	0.558	0.020	0.068	0.049	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.2	A	7.6	A	7.8	0.0	0.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.292	A	0.261	A	0.385	-0.004	-0.001	-0.006	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-37.2: Landside Improvements Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	C	22.8	F	69.5	D	26.6	-15.7	-25.6	-12.6	No
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	12.5	C	15.1	C	19.0	0.9	-0.7	1.8	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10.0	C	16.2	B	10.2	B	12.9	C	18.2	C	19.1	2.9	2.0	8.9	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.0	A	9.8	B	10.1	0.6	0.7	0.8	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.1	B	12.5	B	10.4	1.0	1.0	0.2	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	27.6	D	30.3	C	19.1	2.0	14.4	6.0	No
6. Pico Avenue and Pier C Street (b)	A	0.350	A	0.314	A	0.288	A	0.398	A	0.346	A	0.329	0.048	0.032	0.041	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.594	B	0.626	A	0.600	0.029	0.045	0.057	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	8.0	A	8.2	A	8.4	0.1	0.1	0.0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.362	A	0.342	A	0.469	0.006	-0.007	-0.007	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-37.3: Landside Improvements Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	59.4	F	102.2	E	36.3	45.4	80.5	21.7	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	14.6	C	19.4	E	35.8	4.7	7.6	24.5	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11	C	18.3	C	20.1	C	19.1	C	21.5	D	27.2	8.1	3.2	7.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	A	9.9	B	10.3	B	11.1	1.1	0.7	1.4	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.5	B	13.8	B	10.7	1.9	1.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	43.9	D	34.1	C	24.3	34.1	-13.2	-82.5	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.431	A	0.384	A	0.371	0.2	0.121	0.105	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.651	B	0.631	B	0.632	0.295	0.25	0.206	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	12.7	B	11.4	B	12.7	4.6	2.6	3.6	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.508	A	0.506	B	0.609	0.16	0.173	0.159	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-37.4: Landside Improvements Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	84.5	F	151.4	F	53.9	-6.3	10.1	-14.8	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	C	20.1	E	35.9	F	50.9	2.4	4.0	8.2	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12.0	C	23.6	C	19.8	D	25.5	E	35.2	8.3	13.5	11.6	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	10.4	B	11.2	B	12.9	1.1	0.9	1.6	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	13.4	C	15.2	B	11.1	1.7	1.0	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17.0	F	57.8	E	48.7	D	31.9	25.6	29.3	14.9	Yes (AM, MD)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.463	A	0.417	A	0.399	0.048	0.022	0.030	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.670	B	0.632	B	0.602	B	0.694	C	0.710	B	0.639	0.024	0.078	0.037	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	C	15.4	C	15.4	C	16.5	0.6	1.0	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.500	B	0.672	A	0.529	A	0.522	B	0.657	0.020	0.022	-0.015	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

CEQA Baseline Impact Determination

Tables 3-38.1 through 3-38.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3-36, the proposed Project would have significant impacts at the following four study area intersections.

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

By implementing **MM Trans-3** through **MM TRANS-6,** project-related impacts under the CEQA Baseline analysis will be less than significant.

Table 3-39 summarizes the intersection operating conditions with mitigation.

Significance of Impacts after Mitigation

Impacts will be less than significant with the implementation of the recommended mitigation measures.

NEPA Baseline Impact Determination

The Landside Improvements Alternative and the NEPA Baseline are identical. Therefore, the NEPA impact associated with operation of the Alternative would be zero and less than significant.

Mitigation Measures

Since impacts would be less than significant under NEPA, no mitigation measures are necessary.

Significance of Impacts after Mitigation

Impacts would be less than significant.

Table 3-38.1: Landside Improvements Alternative - Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	9.9	B	13.1	B	12.3	0.3	3.2	2.8	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.8	B	11.2	A	9.7	0.2	-1.5	-1.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.8	C	20.7	15.7	-8.5	-86.1	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.37	A	0.325	A	0.283	0.139	0.062	0.017	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.556	A	0.544	A	0.558	0.2	0.159	0.132	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.292	A	0.261	A	0.385	-0.056	-0.072	-0.065	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-38.2: Landside Improvements Alternative - Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	10.6	B	11.7	B	12.1	0.7	-0.1	0.8	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	A	9.9	B	13.1	B	12.3	0.3	3.2	2.8	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.8	B	11.2	A	9.7	0.2	-1.5	-1.8	No
4. Pico Avenue and Broadway (c)	A	9.8	E	47.3	F	106.8	D	25.5	E	38.8	C	20.7	15.7	-8.5	-86.1	No
5. Pico Avenue and Pier D Street (a)	A	0.231	A	0.263	A	0.266	A	0.37	A	0.325	A	0.283	0.139	0.062	0.017	No
6. Pico Avenue and Pier C Street (b)	A	0.356	A	0.385	A	0.426	A	0.556	A	0.544	A	0.558	0.2	0.159	0.132	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	8.1	A	8.8	A	9.1	A	7.2	A	7.6	A	7.8	-0.9	-1.2	-1.3	No
8. Anaheim Way and Pier B Street (a)	A	0.348	A	0.333	A	0.45	A	0.292	A	0.261	A	0.385	-0.056	-0.072	-0.065	No
9. Farragut Avenue and Anaheim Street (b)	B	14.0	C	21.7	B	14.6	C	21	F	63.5	D	28.2	7	41.8	13.6	Yes (MD)

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-38.3: Landside Improvements Alternative - Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	59.4	F	102.2	E	36.3	45.4	80.5	21.7	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	14.6	C	19.4	E	35.8	4.7	7.6	24.5	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.1	C	21.5	D	27.2	(d)	(d)	(d)	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	A	9.9	B	10.3	B	11.1	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.5	B	13.8	B	10.7	1.9	1.1	-0.8	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	E	43.9	D	34.1	C	24.3	34.1	-13.2	-82.5	Yes (AM)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.431	A	0.384	A	0.371	0.2	0.121	0.105	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.651	B	0.631	B	0.632	0.295	0.25	0.206	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	12.7	B	11.4	B	12.7	4.6	2.6	3.6	No
10. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.508	A	0.506	B	0.609	0.16	0.173	0.159	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-38.4: Landside Improvements Alternative - Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	84.5	F	151.4	F	53.9	70.5	129.7	39.3	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	20.1	E	35.9	F	50.9	10.2	24.1	39.6	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5										
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c) (d)	-	-	-	-	-	-	C	19.8	D	25.5	E	35.2	(d)	(d)	(d)	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c) (d)	-	-	-	-	-	-	B	10.4	B	11.2	B	12.9	(d)	(d)	(d)	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	13.4	C	15.2	B	11.1	2.8	2.5	-0.4	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	57.8	E	48.7	D	31.9	48	1.4	-74.9	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.463	A	0.417	A	0.399	0.232	0.154	0.133	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.694	C	0.71	B	0.639	0.338	0.33	0.213	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.4	C	15.4	C	16.5	7.3	6.6	7.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.529	A	0.522	B	0.657	0.181	0.189	0.207	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-39: Landside Improvements Alternative - Mitigated Intersection Level Of Service Analysis						
Year	8-9 a.m.		2-3 p.m.		4-5 p.m.	
	LOS	V/C Delay	LOS	V/C Delay	LOS	V/C Delay
Pico Ave / Pier G Ave and Harbor Plaza						
2010	A	0.547	B	0.692	A	0.560
2015	A	0.541	C	0.729	B	0.614
2020	C	0.723	D	0.812	B	0.687
2030	C	0.750	D	0.885	C	0.730
Pico Ave / Pier E St and Ocean Blvd EB On/Off-Ramps						
2010	A	0.358	A	0.417	A	0.473
2015	A	0.437	A	0.512	B	0.663
2020	A	0.456	A	0.576	C	0.792
2030	A	0.556	B	0.665	D	0.852
Pico Ave / Ocean Blvd WB Off-Ramp						
2010	A	0.298	A	0.268	A	0.252
2015	A	0.292	A	0.302	A	0.328
2020	A	0.368	A	0.331	A	0.384
2030	A	0.384	A	0.363	A	0.416
Pico Ave / Pier D St						
2010	B	0.649	B	0.637	A	0.585
2015	B	0.634	A	0.589	A	0.551
2020	B	0.691	A	0.591	A	0.592
2030	C	0.740	B	0.650	B	0.636

Impact TRANS-2: Additional traffic generated by the project will have significant impacts on highway locations in the study area.

For all analysis years, the impacts on highway locations for the Landside Improvements Alternative were determined based upon comparing the LOS for the alternative to that of the Future and CEQA Baselines.

Table 3-40 summarizes the highway segments and time periods by analysis year where the project is expected to have significant impacts under the Future Year and CEQA Baselines.

Future Baseline Impact Determination

Tables 3-41.1 through 3-41.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030 compared to the Future Baseline conditions.

As shown in Table 3-40 the Project is expected to have significant impacts on the following study highway segments using the Future Baseline comparison:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions
- SR-91 west of I-710, both directions

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed for to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, the POLB is currently participating in the on-going regional transportation programs as described under the 345-Acre Alternative earlier.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

CEQA Baseline Impact Determination

Tables 3-42.1 through 3-42.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3-40, the proposed Project is expected to have significant impact on the following study highway segments using the CEQA Baseline comparison:
:

- I-405 Freeway north of I-710 Freeway, both directions (starting 2015, max 1% in 2020)
- I-405 Freeway south of I-710 Freeway, both directions (starting 2010, max 5% in 2010)

- I-710 Freeway between Willow Street and Pacific Coast Highway, both directions (starting 2010, max 4% in 2020)
- I-110 Freeway north of C-Street, northbound only (starting 2030, max 1.5% in 2020)
- SR-91 Freeway east of I-710 Freeway, both directions (starting 2010, max 5% in 2030)
- SR-91 Freeway west of I-710 Freeway, both directions (starting 2015, max 4.5% in 2030)

Table 3-43 indicates the Project's share of the future traffic on the impacted study highway segments. The Project's maximum share of the future traffic on each individual link, ranges from approximately 1% to 5%. Although total highway traffic will increase substantially in the future, this Project contributes only a small portion to the anticipated future traffic.

Mitigation Measures

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

MM TRANS-7: If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed for to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, the POLB is currently participating in the on-going regional transportation programs as described under the 345-Acre Alternative earlier.

No additional feasible mitigation measures are available.

Significance of Impacts after Mitigation

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

NEPA Baseline Impact Determination

Operation of Landside Improvements Alternative and the NEPA Baseline are identical. Therefore, the NEPA impact associated with operation of the Alternative would be zero and less than significant.

Mitigation Measures

Since impacts would be less than significant under NEPA, no mitigation measures are necessary.

Significance of Impacts after Mitigation

Impacts would be less than significant.

Impact TRANS-3: Project operations would not increase the demand for transit services.

Impact TRANS-4: Project operations would not result in any increases in rail activity.

Future Baseline Impact Determination

Project impacts on transit services and rail operations are expected to be similar in nature but slightly less than the 345-acre alternative. Therefore, operations-related **Impacts TRANS-3 and TRANS-4** is the same for this alternative, as for the 345-Acre Alternative. As with the 345-Acre Alternative, implementation of this alternative would result in less than significant impacts under the Future Baseline comparison.

CEQA Baseline Impact Determination

Project impacts on transit services and rail operations are expected to be similar in nature but slightly less than the 345-acre alternative. Therefore, operations-related **Impacts TRANS-3 and TRANS-4** are the same for this alternative, as for the 345-Acre Alternative.. As with the 345-Acre Alternative, implementation of this alternative would result in less than significant impacts under the CEQA Baseline comparison.

NEPA Baseline Impact Determination

Operations of the Landside Improvements Alternative and the NEPA Baseline are identical. Therefore, the NEPA impact associated with operation of the alternative would be less than significant.

Table 3-40: Landside Improvements Alternative - Highway Link Significant Impacts					
Highway Segments	**Baseline [(1)]**	**2010**	**2015**	**2020**	**2030**
1. NB I-405 Freeway n/o I-710 Freeway	Future Baseline	(A,P)	-	-	-
	CEQA Baseline	-	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-405 Freeway n/o I-710 Freeway	Future Baseline	(A,P)	-	-	-
	CEQA Baseline	-	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
2. **NB I-405 Freeway s/o I-710 Freeway**	Future Baseline	(A,M,P)	-	-	-
	CEQA Baseline	(A)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-405 Freeway s/o I-710 Freeway	Future Baseline	(A,M,P)	-	-	-
	CEQA Baseline	(M)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
3. **NB I-710 Freeway between Willow Street and Pacific Coast Highway**	Future Baseline	-	-	(M)	-
	CEQA Baseline	(A,M,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	(A)	-	(M)	-
	CEQA Baseline	(A,M,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
4. NB I-110 Freeway n/o C-Street	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	(A)
	NEPA Baseline	n/a	n/a	n/a	n/a
6. **EB SR-91 Freeway e/o I-710 Freeway**	Future Baseline	-	(P)	-	-
	CEQA Baseline	(M)	(M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
WB SR-91 Freeway e/o I-710 Freeway	Future Baseline	(M)	(A)	(A,M)	(M)
	CEQA Baseline	(A,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
7. EB SR-91 Freeway w/o I-710 Freeway	Future Baseline	(P)	-	-	-
	CEQA Baseline	-	(P)	(M,P)	(M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a
WB SR-91 Freeway w/o I-710 Freeway	Future Baseline	(A)	-	-	(M)
	CEQA Baseline	-	(A)	(A,M)	(A,M,P)
	NEPA Baseline	n/a	n/a	n/a	n/a

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3-41.1: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.285	F	1.177	F	1.157	0.026	0.016	0.027	Yes (AM,PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.975	F	1.098	F	1.263	0.022	0.016	0.043	Yes (AM,PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.240	F	1.159	F	1.176	0.081	0.028	0.042	Yes (AM,MD,PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.961	F	1.059	F	1.213	0.023	0.021	0.045	Yes (AM,MD,PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.013	F	1.066	F	1.126	0.008	0.013	0.011	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.117	F	1.108	F	1.128	0.022	0.015	0.016	Yes (AM)
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.856	D	0.783	C	0.696	0.018	0.030	0.015	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.607	C	0.690	D	0.815	0.010	0.031	0.020	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.181	A	0.301	A	0.261	0.009	0.026	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.241	A	0.249	A	0.155	0.016	0.017	0.007	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.889	F	1.042	F	1.205	0.019	-0.004	0.081	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.243	F	1.121	F	1.092	0.015	0.080	0.004	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.714	D	0.876	F	1.022	0.020	0.014	0.059	Yes (PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	F	1.005	D	0.881	D	0.842	0.036	0.052	0.026	Yes (AM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-41.2: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	0.003	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.007	F	1.134	F	1.304	0.001	0.006	-0.011	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.281	F	1.197	F	1.214	0.002	0.003	-0.007	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.992	F	1.094	F	1.253	0.001	0.001	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.047	F	1.101	F	1.163	-0.006	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.153	F	1.145	F	1.165	-0.006	0.000	0.002	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.884	D	0.808	C	0.719	-0.005	0.000	-0.007	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.627	C	0.712	D	0.842	-0.001	-0.001	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.187	A	0.311	A	0.269	-0.005	-0.006	-0.021	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.249	A	0.257	A	0.160	-0.009	0.004	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.918	F	1.077	F	1.244	0.000	0.004	0.033	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.284	F	1.158	F	1.128	0.027	0.012	0.003	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.905	F	1.055	0.000	-0.002	0.017	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.038	D	0.910	D	0.869	0.009	0.013	0.007	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-41.3: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.386	F	1.310	F	1.259	-0.001	-0.003	0.000	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.055	F	1.217	F	1.365	-0.004	0.014	-0.004	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.271	F	1.226	F	1.277	-0.041	-0.006	-0.004	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.039	F	1.167	F	1.309	0.001	0.006	-0.006	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.064	F	1.185	F	1.201	0.005	0.044	-0.002	Yes(MD)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.212	F	1.220	F	1.221	0.016	0.020	0.006	Yes(MD)
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.889	D	0.859	C	0.752	0.007	0.002	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.634	C	0.757	D	0.883	0.000	0.011	-0.003	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.004	A	0.341	A	0.276	0.002	0.015	0.005	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.278	A	0.269	A	0.175	-0.002	0.012	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.944	F	1.088	F	1.321	0.003	-0.066	-0.021	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.357	F	1.325	F	1.195	0.035	0.031	0.015	Yes (AM,MD)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.777	E	0.955	F	1.132	-0.002	-0.031	0.008	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.104	E	0.985	D	0.912	0.004	-0.050	-0.004	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-41.4: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.452	F	1.329	F	1.303	-0.001	-0.024	0.012	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.095	F	1.242	F	1.431	0.002	-0.001	0.006	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.393	F	1.277	F	1.329	-0.018	-0.046	0.014	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.091	F	1.199	F	1.372	0.003	-0.003	0.008	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.164	F	1.202	F	1.283	0.012	-0.002	0.009	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.270	F	1.267	F	1.284	0.011	0.007	0.014	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.901	D	0.790	0.001	0.010	0.006	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.689	D	0.793	D	0.927	0.003	0.003	0.009	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.218	A	0.347	A	0.302	0.006	0.014	-0.005	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.271	A	0.280	A	0.172	0.013	0.005	0.001	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.004	F	1.181	F	1.345	0.000	0.002	-0.016	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.365	F	1.363	F	1.237	-0.018	0.068	0.015	Yes (MD)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.808	E	0.989	F	1.151	-0.003	0.008	0.000	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.117	F	1.052	E	0.947	-0.003	0.063	-0.002	Yes (MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-42.1: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.261	F	1.155	F	1.132	0.018	0.017	0.013	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	E	0.956	F	1.082	F	1.223	0.013	0.02	0.002	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.232	F	1.134	F	1.141	0.033	0.013	0.004	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.942	F	1.046	F	1.177	0.013	0.022	0.004	Yes(MD)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.004	F	1.062	F	1.123	0.024	0.031	0.034	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.11	F	1.099	F	1.116	0.03	0.027	0.025	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.839	C	0.754	C	0.682	0.011	-0.003	0.009	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.598	C	0.657	D	0.792	0.011	-0.01	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.171	A	0.276	A	0.251	-0.004	-0.015	-0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.225	A	0.229	A	0.148	-0.008	-0.012	-0.002	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.87	F	1.045	F	1.096	0.01	0.037	-0.069	Yes(MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.249	F	1.039	F	1.08	0.047	-0.045	0.024	Yes(AM,PM))
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.694	D	0.861	E	0.948	0.003	0.014	-0.04	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	E	0.983	D	0.838	D	0.814	0.011	-0.014	0	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-42.2: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.328	F	1.214	F	1.202	0.085	0.076	0.083	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.006	F	1.13	F	1.31	0.063	0.068	0.089	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.277	F	1.19	F	1.211	0.078	0.069	0.074	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	E	0.993	F	1.096	F	1.254	0.064	0.072	0.081	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.052	F	1.112	F	1.164	0.072	0.081	0.075	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.16	F	1.154	F	1.171	0.08	0.082	0.08	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.887	D	0.808	C	0.729	0.059	0.051	0.056	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.631	C	0.714	D	0.839	0.044	0.047	0.051	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.193	A	0.323	A	0.285	0.018	0.032	0.033	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.259	A	0.26	A	0.163	0.026	0.019	0.013	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.919	F	1.073	F	1.255	0.059	0.065	0.09	Yes(MD,PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.257	F	1.163	F	1.135	0.055	0.079	0.079	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.741	D	0.907	F	1.06	0.05	0.06	0.072	Yes(PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.029	D	0.915	D	0.87	0.057	0.063	0.056	Yes(AM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-42.3: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.386	F	1.31	F	1.259	0.143	0.172	0.14	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.055	F	1.217	F	1.365	0.112	0.155	0.144	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.271	F	1.226	F	1.277	0.072	0.105	0.14	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.039	F	1.167	F	1.309	0.11	0.143	0.136	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.064	F	1.185	F	1.201	0.084	0.154	0.112	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.212	F	1.22	F	1.221	0.132	0.148	0.13	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.889	D	0.859	C	0.752	0.061	0.102	0.079	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.634	C	0.757	D	0.883	0.047	0.09	0.095	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.004	A	0.341	A	0.276	-0.171	0.05	0.024	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.278	A	0.269	A	0.175	0.045	0.028	0.025	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	E	0.944	F	1.088	F	1.321	0.084	0.08	0.156	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.357	F	1.325	F	1.195	0.155	0.241	0.139	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.777	E	0.955	F	1.132	0.086	0.108	0.144	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.104	E	0.985	D	0.912	0.132	0.133	0.098	Yes(AM,MD)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-42.4: Landside Improvements Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	F	1.452	F	1.329	F	1.303	0.209	0.191	0.184	Yes(AM,MD, PM)
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	F	1.095	F	1.242	F	1.431	0.152	0.18	0.21	Yes(AM,MD, PM)
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	F	1.393	F	1.277	F	1.329	0.194	0.156	0.192	Yes(AM,MD, PM)
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	F	1.091	F	1.199	F	1.372	0.162	0.175	0.199	Yes(AM,MD, PM)
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.164	F	1.202	F	1.283	0.184	0.171	0.194	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.27	F	1.267	F	1.284	0.19	0.195	0.193	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	E	0.968	D	0.901	D	0.79	0.14	0.144	0.117	Yes(AM)
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.689	D	0.793	D	0.927	0.102	0.126	0.139	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.218	A	0.347	A	0.302	0.043	0.056	0.05	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.271	A	0.28	A	0.172	0.038	0.039	0.022	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	F	1.004	F	1.181	F	1.345	0.144	0.173	0.18	Yes(AM,MD, PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	F	1.365	F	1.363	F	1.237	0.163	0.279	0.181	Yes(AM,MD, PM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	D	0.808	E	0.989	F	1.151	0.117	0.142	0.163	Yes(MD,PM)
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	F	1.117	F	1.052	E	0.947	0.145	0.2	0.133	Yes(AM,MD, PM)

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-43: Percentage of Project-Traffic to Highway (Landside Improvements Alternative)

Study Highway Segment	Traffic Volume in 2005 (Base)	2010			2015			2020			2030		
		Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share	Future without Proj.	Future with Proj.	Project Share
AM PEAK													
1. NB I-405 Fwy. n/o I-710 Fwy.	15,657	16,184	16,205	0.13%	16,689	16,731	0.25%	17,444	17,437	-0.04%	18,304	18,290	-0.08%
SB I-405 Fwy. n/o I-710 Fwy.	11,875	12,214	12,245	0.25%	12,671	12,673	0.02%	13,296	13,252	-0.33%	13,785	13,803	0.13%
2. NB I-405 Fwy. s/o I-710 Fwy.	15,099	14,869	15,632	**4.88%**	16,106	16,099	-0.04%	16,544	16,117	-2.65%	17,745	17,552	-1.10%
SB I-405 Fwy. s/o I-710 Fwy.	11,708	12,023	12,061	0.32%	12,498	12,513	0.12%	13,049	13,064	0.11%	13,706	13,732	0.19%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,171	6,391	6,376	-0.24%	6,628	6,629	0.02%	6,666	6,695	0.43%	7,256	7,331	1.02%
SB I-710 Fwy. b/w Willow St. and PCH	6,804	6,963	7,056	1.32%	7,307	7,305	-0.03%	7,530	7,633	1.35%	7,936	8,006	0.87%
4. NB I-110 Fwy. n/o C-Street	6,953	7,139	7,138	-0.01%	7,469	7,456	-0.17%	7,408	7,466	0.78%	8,120	8,128	0.10%
SB I-110 Fwy. n/o C-Street	4,930	5,080	5,085	0.10%	5,270	5,292	0.42%	5,329	5,330	0.02%	5,765	5,788	0.40%
6. EB SR-91 Fwy. e/o I-710 Fwy.	10,831	11,191	11,195	0.04%	11,568	11,587	0.16%	11,853	11,895	0.35%	12,649	12,655	0.05%
WB SR-91 Fwy. e/o I-710 Fwy.	15,143	15,589	15,870	1.77%	15,831	15,837	0.04%	16,654	17,095	2.58%	17,429	17,198	-1.34%
7. EB SR-91 Fwy. w/o I-710 Fwy.	10,163	10,491	10,486	-0.05%	10,857	10,884	0.25%	11,386	11,370	-0.14%	11,918	11,892	-0.22%
WB SR-91 Fwy. w/o I-710 Fwy.	14,283	14,704	14,853	1.00%	15,164	15,162	-0.01%	16,043	16,083	0.25%	16,533	16,505	-0.17%
MIDDAY													
1. NB I-405 Fwy. n/o I-710 Fwy.	14,334	14,780	14,730	-0.34%	15,292	15,293	0.01%	16,416	16,385	-0.19%	16,994	16,740	-1.52%
SB I-405 Fwy. n/o I-710 Fwy.	13,379	13,833	13,832	-0.01%	14,234	14,248	0.10%	15,095	15,247	**1.00%**	15,654	15,648	-0.04%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,116	14,576	14,607	0.21%	15,054	15,001	-0.35%	15,519	15,455	-0.41%	16,636	16,150	-3.01%
SB I-405 Fwy. s/o I-710 Fwy.	12,904	13,348	13,434	**0.64%**	13,771	13,813	0.30%	14,569	14,632	0.43%	15,138	15,104	-0.23%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,493	6,708	6,763	0.81%	6,931	7,005	1.06%	7,185	7,462	**3.71%**	7,586	7,575	-0.15%
SB I-710 Fwy. b/w Willow St. and PCH	6,753	6,924	6,964	0.57%	7,211	7,267	0.77%	7,563	7,687	**1.61%**	7,937	7,984	0.59%
4. NB I-110 Fwy. n/o C-Street	6,361	6,480	6,492	0.18%	6,790	6,792	0.03%	7,203	7,221	0.25%	7,487	7,569	**1.08%**
SB I-110 Fwy. n/o C-Street	5,599	5,730	5,725	-0.09%	5,993	5,996	0.05%	6,261	6,350	**1.40%**	6,628	6,657	0.44%
6. EB SR-91 Fwy. e/o I-710 Fwy.	12,693	13,222	13,205	-0.13%	13,505	13,503	-0.01%	14,538	13,702	-6.10%	14,842	14,869	0.18%
WB SR-91 Fwy. e/o I-710 Fwy.	13,662	13,922	13,911	-0.08%	14,443	14,661	1.49%	16,305	16,698	2.35%	16,318	17,177	**5.00%**
7. EB SR-91 Fwy. w/o I-710 Fwy.	12,452	13,016	13,012	-0.03%	13,322	13,317	-0.04%	14,273	13,947	-2.34%	14,456	14,541	0.58%
WB SR-91 Fwy. w/o I-710 Fwy.	12,516	12,883	12,976	0.72%	13,235	13,428	1.44%	14,800	14,280	-3.64%	14,558	15,221	**4.36%**
PM PEAK													
. NB I-405 Fwy. n/o I-710 Fwy.	14,098	14,600	14,624	0.16%	15,125	15,127	0.01%	15,804	15,803	-0.01%	16,293	16,423	**0.79%**
SB I-405 Fwy. n/o I-710 Fwy.	15,387	15,824	15,855	0.20%	16,549	16,500	-0.30%	17,206	17,169	-0.22%	17,954	18,017	0.35%
2. NB I-405 Fwy. s/o I-710 Fwy.	14,324	14,816	14,901	0.57%	15,366	15,258	-0.71%	16,086	16,047	-0.24%	16,596	16,743	0.88%
SB I-405 Fwy. s/o I-710 Fwy.	14,780	15,170	15,263	0.61%	15,731	15,794	0.40%	16,522	16,461	-0.37%	17,210	17,292	0.47%
3. NB I-710 Fwy. b/w Willow St. and PCH	6,859	7,070	7,119	0.69%	7,293	7,334	0.56%	7,578	7,567	-0.15%	8,028	8,087	0.73%
SB I-710 Fwy. b/w Willow St. and PCH	6,873	7,037	7,063	0.37%	7,328	7,380	0.70%	7,652	7,690	0.49%	7,998	8,084	1.06%
4. NB I-110 Fwy. n/o C-Street	5,655	5,826	5,832	0.10%	6,094	6,119	0.41%	6,347	6,318	-0.46%	6,587	6,637	0.75%
SB I-110 Fwy. n/o C-Street	6,618	6,902	6,874	-0.41%	7,034	7,055	0.30%	7,442	7,413	-0.39%	7,703	7,779	0.98%
6. EB SR-91 Fwy. e/o I-710 Fwy.	14,676	15,205	14,846	-2.42%	15,248	15,804	**3.52%**	16,903	16,639	-1.59%	17,143	16,939	-1.20%
WB SR-91 Fwy. e/o I-710 Fwy.	13,309	13,767	13,662	-0.77%	14,173	14,301	0.90%	14,871	15,065	1.29%	15,400	15,589	1.21%
7. EB SR-91 Fwy. w/o I-710 Fwy.	14,521	15,118	14,970	-0.99%	15,334	15,568	**1.50%**	16,371	16,451	0.49%	16,933	16,936	0.02%
WB SR-91 Fwy. w/o I-710 Fwy.	11,958	12,441	12,433	-0.06%	12,697	12,779	0.64%	13,382	13,336	-0.34%	13,952	13,929	-0.17%

3.2.4 Alternative 4 – No Project Alternative

Construction Impacts

The No Project Alternative would not include any construction of upland site improvements or any in-water activities (i.e., dredging, filling of Slip 1 and the East Basin, and/or new wharf construction). However, forecasted increases in cargo would still occur under this alternative. Operational impacts associated with trucks transporting containers would continue to occur.

Because the No Project Alternative will not involve any construction activity, there would be no construction impacts for the No Project alternative in all horizon years.

Operational Impacts

The trip generation estimates were developed based on the assumed operating parameters, previously presented in Section 3.2.2.

The proposed Project trip generation estimates are summarized in Table 3-44. It is important to note that for future years, peak hour trips do not increase proportionately with TEU growth. This is because in future years work shift splits will change as described previously.

Impact TRANS-1: Additional traffic generated by the Project would have significant impacts at the study area intersections.

Table 3-45 summarizes the intersection and time periods by analysis year where the project is expected to have significant impacts under the Future Year, and CEQA, and NEPA Baselines.

Future Baseline Impact Determination

Tables 3-46.1 through 3-46.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the Future Baseline.

As indicated in Table 3-45 the Project will have significant impacts at the following three study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue and Pier D Street

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant.

Table 3-44: No Project Alternative Trip Generation

Vehicle Type	8-9 a.m.			2-3 p.m.			4-5 p.m.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2005 CEQA Baseline										
Pier D/E Container Terminal – Trucks	100	88	188	98	96	194	39	57	96	2,527
Pier D/E Container Terminal – Auto	44	30	74	16	28	44	27	80	107	536
Pier D/E Container Terminal Total	144	118	262	114	124	238	66	137	203	3,063
Pier D/E Container Terminal Total P.C.E.	200	165	365	177	187	364	110	124	234	4,471
Pier F Container Terminal – Trucks	122	131	253	151	187	338	96	129	225	4,002
Pier F Container Terminal – Auto	59	39	98	22	37	59	36	106	142	711
Pier F Container Terminal Total	181	170	351	173	224	397	132	235	367	4,713
Pier F Container Terminal Total P.C.E.	236	250	486	252	349	601	211	266	477	6,523
Total PCE Vehicles	***436***	***415***	***851***	***429***	***536***	***965***	***321***	***390***	***711***	***10,994***
Year 2010 No Project Alternative										
Pier D/E Container Terminal – Trucks	127	71	198	147	155	301	80	107	187	3,220
Pier D/E Container Terminal – Auto	55	55	109	20	34	55	51	98	149	661
Pier D/E Container Terminal Total	182	126	307	167	189	356	131	205	336	3,881
Pier D/E Container Terminal Total P.C.E.	267	175	441	265	295	560	184	279	463	6,102
Pier F Container Terminal – Trucks	124	71	196	144	151	295	78	105	183	3,161
Pier F Container Terminal – Auto	58	58	116	21	36	58	53	104	158	699
Pier F Container Terminal Total	182	129	312	165	187	353	131	209	341	3,860
Pier F Container Terminal Total P.C.E.	266	178	444	262	292	554	184	281	465	6,012
Total PCE Vehicles	***533***	***353***	***886***	***527***	***587***	***1,114***	***368***	***560***	***928***	***12,114***
Year 2015 No Project Alternative										
Pier D/E Container Terminal – Trucks	166	81	247	192	201	393	104	149	253	4,221
Pier D/E Container Terminal – Auto	72	72	143	27	45	72	66	129	195	866
Pier D/E Container Terminal Total	238	153	390	219	246	465	170	278	448	5,087
Pier D/E Container Terminal Total P.C.E.	350	210	560	349	384	733	240	381	621	7,960
Pier F Container Terminal – Trucks	92	64	156	106	113	219	58	78	136	2,516
Pier F Container Terminal – Auto	65	65	130	24	41	65	60	117	177	784
Pier F Container Terminal Total	157	129	286	130	154	284	118	195	313	3,300
Pier F Container Terminal Total P.C.E.	218	173	391	201	232	433	156	250	406	5,012
Total PCE Vehicles	***568***	***383***	***951***	***550***	***616***	***1,166***	***396***	***631***	***1,027***	***12,972***
Year 2020 No Project Alternative										
Pier D/E Container Terminal – Trucks	218	112	330	252	269	522	137	189	326	5,535
Pier D/E Container Terminal – Auto	94	94	188	35	59	94	87	169	256	1,135
Pier D/E Container Terminal Total	312	206	518	287	328	616	224	358	582	6,670
Pier D/E Container Terminal Total P.C.E.	458	283	741	457	514	971	316	488	804	10,437
Pier F Container Terminal – Trucks	87	72	159	100	106	206	54	73	127	2,578
Pier F Container Terminal – Auto	73	73	145	27	46	73	67	131	198	879
Pier F Container Terminal Total	160	145	304	127	152	279	121	204	325	3,457
Pier F Container Terminal Total P.C.E.	217	195	412	194	225	419	157	254	411	5,212
Total PCE Vehicles	***675***	***478***	***1,153***	***651***	***739***	***1,390***	***473***	***742***	***1,215***	***15,649***

Table 3-44: No Project Alternative Trip Generation

Vehicle Type	8-9 a.m.			2-3 p.m.			4-5 p.m.			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Year 2030 No Project Alternative										
Pier D/E Container Terminal – Trucks	250	122	372	289	301	591	157	227	384	6,346
Pier D/E Container Terminal – Auto	108	108	215	40	68	108	100	194	294	1,302
Pier D/E Container Terminal Total	358	230	587	329	369	699	257	421	678	7,648
Pier D/E Container Terminal Total P.C.E.	525	314	839	524	577	1101	362	577	939	11,968
Pier F Container Terminal – Trucks	109	93	202	127	134	261	69	93	162	3,248
Pier F Container Terminal – Auto	83	83	167	31	52	83	77	150	227	1,008
Pier F Container Terminal Total	192	176	369	158	186	344	146	243	389	4,256
Pier F Container Terminal Total P.C.E.	265	240	505	242	280	522	191	308	499	6,467
Total PCE Vehicles	***790***	***554***	***1,344***	***766***	***857***	***1,623***	***553***	***885***	***1,338***	***18,435***

Note: Truck trips have been converted to Passenger Car Equivalent (P.C.E.) using a factor of 1.1 for bobtails, 2.0 for chassis, and containers.

Table 3-45: No Project Alternative - Intersection Significant Impacts					
Intersections		**2010**	**2015**	**2020**	**2030**
1. Pico Avenue/Pier G Avenue and Harbor Plaza	Future Baseline	✓(M,P)	✓(P)	✓(A,M)	✓(A,M,P)
	CEQA Baseline	✓(M,P)	✓(M,P)	✓(A,M,P)	✓(A,M,P)
	NEPA Baseline	✓(M)	✓(M)		✓(A,M,P)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps	Future Baseline			✓(P)	✓(M,P)
	CEQA Baseline			✓(P)	✓(M,P)
	NEPA Baseline			✓(P)	✓(A,M,P)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp	Future Baseline				
	CEQA Baseline				✓(P)
	NEPA Baseline				
5. Pico Avenue and Pier D Street	Future Baseline			✓(M,P)	✓(A,M,P)
	CEQA Baseline		✓(M)	✓(A,M)	✓(A,M)
	NEPA Baseline			✓(M,P)	✓(A,M,P)

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3-46.1: No Project Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 Future Year Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	D	32.8	F	84.6	E	36.9	D	29.4	F	98.0	F	52.3	-3.4	13.4	15.4	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.3	B	12.3	B	12.3	B	11.8	C	17.0	C	17.0	1.5	4.7	4.7	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.4	A	8.3	B	11.8	A	9.8	C	15.1	C	15.1	0.4	6.8	3.3	No
4. Pico Avenue and Broadway (c)	B	10.2	B	10.5	A	9.3	B	10.8	B	11.5	A	9.8	0.6	1	0.5	No
5. Pico Avenue and Pier D Street (a)	C	23.4	B	14.3	B	12	D	25.3	D	33.3	C	18.9	1.5	5.9	5.1	No
6. Pico Avenue and Pier C Street (b)	A	0.333	A	0.28	A	0.241	A	0.368	A	0.315	A	0.281	0.035	0.035	0.04	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.536	A	0.476	A	0.509	A	0.555	A	0.539	A	0.547	0.019	0.063	0.038	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.9	A	7.1	A	7.7	A	7.8	-0.1	0.1	-0.1	No
9. Farragut Avenue and Anaheim Street (b)	A	0.296	A	0.262	A	0.391	A	0.313	A	0.275	A	0.434	0.017	0.013	0.043	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-46.2: No Project Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 Future Year Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	E	38.5	F	95.1	E	39.2	D	34.4	F	91.3	E	41.2	-4.1	-3.8	2	Yes (PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	11.6	C	15.8	C	17.2	B	13.9	C	23.4	C	23.9	2.3	7.6	6.7	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	A	10	C	16.2	B	10.2	B	11.7	C	19.5	C	19.1	1.7	3.3	8.9	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.4	A	9.1	A	9.3	A	9.4	B	10.8	B	10.5	1	1.7	1.2	No
4. Pico Avenue and Broadway (c)	B	10.1	B	11.5	B	10.2	B	11.2	B	12.7	B	10.3	1.1	1.2	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.6	C	15.9	B	13.1	D	33.3	F	66.9	D	32.8	7.7	51	19.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.35	A	0.314	A	0.288	A	0.406	A	0.365	A	0.334	0.056	0.051	0.046	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.565	A	0.581	A	0.543	A	0.582	B	0.665	B	0.605	0.017	0.084	0.062	No
8. Anaheim Way and Pier B Street (a)	A	7.9	A	8.1	A	8.4	A	7.6	A	7.8	A	8.2	-0.3	-0.3	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.356	A	0.349	A	0.476	A	0.36	A	0.34	A	0.498	0.004	-0.009	0.022	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m

Table 3-46.3: No Project Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 Future Year Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	63.4	F	108.5	F	54.8	F	79.2	F	136.8	F	53.2	15.8	28.3	-1.6	Yes (AM,MD)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.8	C	19.2	D	28.1	C	16.5	D	29.3	E	37.8	1.7	10.1	9.7	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11	C	18.3	C	20.1	B	14.4	C	23.9	C	24.5	3.4	5.6	4.4	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	8.8	A	9.6	A	9.7	B	10.5	B	12.7	B	11.5	1.7	3.1	1.8	No
4. Pico Avenue and Broadway (c)	B	10.9	B	12.4	B	10.6	B	12.9	C	15.1	B	10.5	2	2.7	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	29.4	C	16.9	C	15	F	54.9	F	127.2	F	58.3	25.5	110.3	43.3	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.388	A	0.352	A	0.345	A	0.451	A	0.43	A	0.387	0.063	0.078	0.042	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.626	A	0.549	A	0.572	B	0.648	B	0.698	B	0.634	0.022	0.149	0.062	No
8. Anaheim Way and Pier B Street (a)	B	10.6	A	9.9	B	10.8	C	15.2	A	8.9	B	10.5	4.6	-1	-0.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.436	A	0.441	B	0.607	A	0.531	A	0.442	B	0.613	0.095	0.001	0.006	No

Notes:
(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported
(b) signalized intersection
(c) stop controlled on minor street only
AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-46.4: No Project Alternative - Future Year Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 Future Year Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	90.8	F	141.3	F	68.7	F	133.5	F	191.2	F	97.7	42.7	49.9	29	Yes (AM.MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	17.7	D	31.9	E	42.7	D	26.3	F	64	F	71.6	8.6	32.1	28.9	Yes (MD, PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	11.5	B	12	C	23.6	C	16.5	D	28.1	D	32.7	5	16.1	9.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.3	B	10.3	B	11.3	B	11.9	C	15.3	C	17.1	2.6	5	5.8	No
4. Pico Avenue and Broadway (c)	B	11.7	B	14.2	B	11.2	B	14.2	C	16.9	B	11.4	2.5	2.7	0.2	No
5. Pico Avenue and Pier D Street (a)	D	32.2	C	19.4	C	17	F	67.1	F	133.8	F	88.8	34.9	114.4	71.8	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.415	A	0.395	A	0.369	A	0.491	A	0.451	A	0.425	0.076	0.056	0.056	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.67	B	0.632	B	0.602	B	0.671	C	0.719	B	0.662	0.001	0.087	0.06	No
8. Anaheim Way and Pier B Street (a)	B	14.8	B	14.4	C	16.6	B	13.9	B	13.8	C	15.1	-0.9	-0.6	-1.5	No
9. Farragut Avenue and Anaheim Street (b)	A	0.509	A	0.5	B	0.672	A	0.535	A	0.573	B	0.669	0.026	0.073	-0.003	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

CEQA Baseline Impact Determination

Tables 3-47.1 through 3-47.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As indicated in Table 3-45, the proposed Project would have significant impacts at the following four study area intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant.

NEPA Baseline Impact Determination

Tables 3-48.1 through 3-48.4 summarize the intersection operating conditions at each study intersection in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As indicated in Table 3-45 the Project will have significant impacts at the following three study area intersections:

- -Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue and Pier D Street

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant.

Table 3-47.1: No Project Alternative - Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2005 CEQA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	D	29.4	F	98	F	52.3	15.4	76.3	37.7	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	11.8	C	17	C	17	1.9	5.2	5.7	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	A	9.8	C	15.1	C	15.1	0.2	5.2	5.6	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	10.8	B	11.5	A	9.8	0.2	-1.2	-1.7	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	25.3	D	33.3	C	18.9	15.5	-14	-87.9	No
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.368	A	0.315	A	0.281	0.137	0.052	0.015	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.555	A	0.539	A	0.547	0.199	0.154	0.121	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.1	A	7.7	A	7.8	-1	-1.1	-1.3	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.313	A	0.275	A	0.434	-0.035	-0.058	-0.016	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-47.2: No Project Alternative - Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2005 CEQA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	D	34.4	F	91.3	E	41.2	20.4	69.6	26.6	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	B	13.9	C	23.4	C	23.9	4.0	11.6	12.6	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	B	11.7	C	19.5	C	19.1	11.7	19.5	19.1	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	A	9.4	B	10.8	B	10.5	9.4	10.8	10.5	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	11.2	B	12.7	B	10.3	0.6	0.0	-1.2	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	D	33.3	F	66.9	D	32.8	23.5	19.6	-74.0	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.406	A	0.365	A	0.334	0.175	0.102	0.068	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	A	0.582	B	0.665	B	0.605	0.226	0.28	0.179	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	A	7.6	A	7.8	A	8.2	-0.5	-1.0	-0.9	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.36	A	0.34	A	0.498	0.012	0.007	0.048	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-47.3: No Project Alternative - Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2005 CEQA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	79.2	F	136.8	F	53.2	65.2	115.1	38.6	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	C	16.5	D	29.3	E	37.8	6.6	17.5	26.5	Yes (PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	B	14.4	C	23.9	C	24.5	14.4	23.9	24.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	B	10.5	B	12.7	B	11.5	10.5	12.7	11.5	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	12.9	C	15.1	B	10.5	2.3	2.4	-1.0	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	54.9	F	127.2	F	58.3	45.1	79.9	-48.5	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.451	A	0.43	A	0.387	0.22	0.167	0.121	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.648	B	0.698	B	0.634	0.292	0.31	0.208	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	C	15.2	A	8.9	B	10.5	7.1	0.1	1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.531	A	0.442	B	0.613	0.183	0.109	0.163	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-47.4: No Project Alternative - Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2005 CEQA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	B	14.0	C	21.7	B	14.6	F	133.5	F	191.2	F	97.7	119.5	169.5	83.1	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	A	9.9	B	11.8	B	11.3	D	26.3	F	64	F	71.6	16.4	52.2	60.3	Yes (MD, PM)
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.6	A	9.9	A	9.5	-	-	-	-	-	-				
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	-	-	-	-	-	-	C	16.5	D	28.1	D	32.7	16.5	28.1	32.7	Yes (PM)
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	-	-	-	-	-	-	B	11.9	C	15.3	C	17.1	11.9	15.3	17.1	No
4. Pico Avenue and Broadway (c)	B	10.6	B	12.7	B	11.5	B	14.2	C	16.9	B	11.4	3.6	4.2	-0.1	No
5. Pico Avenue and Pier D Street (a)	A	9.8	E	47.3	F	106.8	F	67.1	F	133.8	F	88.8	57.3	86.5	-18.0	Yes (AM,MD)
6. Pico Avenue and Pier C Street (b)	A	0.231	A	0.263	A	0.266	A	0.491	A	0.451	A	0.425	0.26	0.188	0.159	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.356	A	0.385	A	0.426	B	0.671	C	0.719	B	0.662	0.315	0.33	0.236	No
8. Anaheim Way and Pier B Street (a)	A	8.1	A	8.8	A	9.1	B	13.9	B	13.8	C	15.1	5.8	5.0	6.0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.348	A	0.333	A	0.45	A	0.535	A	0.573	B	0.669	0.187	0.24	0.219	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

(d) intersection configuration different in 2005 so no direct comparison is available

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-48.1: No Project Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2010)

Intersections	Year 2010 NEPA Baseline						Year 2010						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	21.0	F	63.5	D	28.2	D	29.4	F	98	F	52.3	8.4	34.5	24.1	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	10.6	B	11.7	B	12.1	B	12.1	C	17.6	C	17.2	1.5	5.9	5.1	No
3. Pico Avenue and Ocean Boulevard Westbound On/Off-Ramps (c)	A	9.9	B	13.1	B	12.3	A	9.8	C	15.1	C	15.1	-0.1	2	2.8	No
4. Pico Avenue and Broadway (c)	B	10.8	B	11.2	A	9.7	B	10.8	B	11.5	A	9.8	0	0.3	0.1	No
5. Pico Avenue and Pier D Street (a)	D	25.5	E	38.8	C	20.7	D	25.3	D	33.3	C	18.9	1.5	5.9	5.1	No
6. Pico Avenue and Pier C Street (b)	A	0.37	A	0.325	A	0.283	A	0.368	A	0.315	A	0.281	-0.002	-0.01	-0.002	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.556	A	0.544	A	0.558	A	0.555	A	0.539	A	0.547	-0.001	-0.005	-0.011	No
8. Anaheim Way and Pier B Street (a)	A	7.2	A	7.6	A	7.8	A	7.1	A	7.7	A	7.8	-0.1	0.1	0	No
9. Farragut Avenue and Anaheim Street (b)	A	0.358	A	0.333	A	0.443	A	0.313	A	0.275	A	0.434	-0.045	-0.058	-0.009	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-48.2: No Project Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2015)

Intersections	Year 2015 NEPA Baseline						Year 2015						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	C	22.8	F	69.5	D	26.6	D	34.4	F	91.3	E	41.2	11.6	21.8	14.6	Yes (MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	12.5	C	15.1	C	19	B	13.9	C	23.4	C	23.9	1.4	8.3	4.9	No
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	B	12.9	C	18.2	C	19.1	B	11.7	C	19.5	C	19.1	-1.2	1.3	0.0	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.0	A	9.8	B	10.1	A	9.4	B	10.8	B	10.5	0.4	1.0	0.4	No
4. Pico Avenue and Broadway (c)	B	11.1	B	12.5	B	10.4	B	11.2	B	12.7	B	10.3	0.1	0.2	-0.1	No
5. Pico Avenue and Pier D Street (a)	D	27.6	D	30.3	C	19.1	D	33.3	F	66.9	D	32.8	5.7	36.6	13.7	Yes (MD)
6. Pico Avenue and Pier C Street (b)	A	0.398	A	0.346	A	0.329	A	0.406	A	0.365	A	0.334	0.008	0.019	0.005	No
7. Pico Avenue/Pier B Street and 9th Street (b)	A	0.594	B	0.626	A	0.6	A	0.582	B	0.665	B	0.605	-0.012	0.039	0.005	No
8. Anaheim Way and Pier B Street (a)	A	8.0	A	8.2	A	8.4	A	7.6	A	7.8	A	8.2	-0.4	-0.4	-0.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.425	A	0.405	A	0.518	A	0.36	A	0.34	A	0.498	-0.065	-0.065	-0.02	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-48.3: No Project Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2020)

Intersections	Year 2020 NEPA Baseline						Year 2020						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	59.4	F	102.2	E	36.3	F	79.2	F	136.8	F	53.2	19.8	34.6	16.9	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	B	14.6	C	19.4	E	35.8	C	16.5	D	29.3	E	37.8	1.9	9.9	2	Yes (PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.1	C	21.5	D	27.2	B	14.4	C	23.9	C	24.5	-4.7	2.4	-2.7	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	A	9.9	B	10.3	B	11.1	B	10.5	B	12.7	B	11.5	0.6	2.4	0.4	No
4. Pico Avenue and Broadway (c)	B	12.5	B	13.8	B	10.7	B	12.9	C	15.1	B	10.85	0.4	1.3	0.15	No
5. Pico Avenue and Pier D Street (a)	E	43.9	D	34.1	C	24.3	F	54.9	F	127.2	F	58.3	11	93.1	34	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.431	A	0.384	A	0.371	A	0.451	A	0.43	A	0.387	0.02	0.046	0.016	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.651	B	0.631	B	0.632	B	0.648	B	0.698	B	0.634	-0.003	0.067	0.002	No
8. Anaheim Way and Pier B Street (a)	B	12.7	B	11.4	B	12.7	C	15.2	A	8.9	B	10.5	2.5	-2.5	-2.2	No
9. Farragut Avenue and Anaheim Street (b)	A	0.508	A	0.506	B	0.609	A	0.531	A	0.442	B	0.613	0.023	-0.064	0.004	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Table 3-48.4: No Project Alternative - NEPA Baseline Intersection Level Of Service Analysis (Year 2030)

Intersections	Year 2030 NEPA Baseline						Year 2030						Change in V/C or Delay			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay				
1. Pico Avenue/Pier G Avenue and Harbor Plaza (a)	F	84.5	F	151.4	F	53.9	F	133.5	F	191.2	F	97.7	49	39.8	43.8	Yes (AM,MD,PM)
2. Pico Avenue and Pier E Street/Ocean Boulevard Eastbound On/Off-Ramps (a)	C	20.1	E	35.9	F	50.9	D	26.3	F	64	F	71.6	6.2	28.1	20.7	Yes (MD,PM)
3a. Pico Avenue and Ocean Boulevard Westbound Off-Ramp (c)	C	19.8	D	25.5	E	35.2	C	16.5	D	28.1	D	32.7	-3.3	2.6	-2.5	No
3b. Pico Avenue and Ocean Boulevard Westbound On-Ramp (c)	B	10.4	B	11.2	B	12.9	B	11.9	C	15.3	C	17.1	1.5	4.1	4.2	No
4. Pico Avenue and Broadway (c)	B	13.4	C	15.2	B	11.1	B	14.2	C	16.9	B	11.4	0.8	1.7	0.3	No
5. Pico Avenue and Pier D Street (a)	F	57.8	E	48.7	D	31.9	F	167.1	F	133.8	F	88.8	109.3	85.1	56.9	Yes (AM,MD,PM)
6. Pico Avenue and Pier C Street (b)	A	0.463	A	0.417	A	0.399	A	0.491	A	0.451	A	0.425	0.028	0.034	0.026	No
7. Pico Avenue/Pier B Street and 9th Street (b)	B	0.694	C	0.71	B	0.639	B	0.671	C	0.719	B	0.662	-0.023	0.009	0.023	No
8. Anaheim Way and Pier B Street (a)	C	15.4	C	15.4	C	16.5	B	13.9	B	13.8	C	15.1	-1.5	-1.6	-1.4	No
9. Farragut Avenue and Anaheim Street (b)	A	0.529	A	0.522	B	0.657	A	0.535	A	0.573	B	0.669	0.006	0.051	0.012	No

Notes:

(a) all-way stop-controlled intersection; weighted average delay for entire intersection reported

(b) signalized intersection

(c) stop controlled on minor street only

AM – 8-9 a.m.; MD – 2-3 p.m.; PM – 4-5 p.m.

Impact TRANS-2: Additional traffic generated by the project will have significant impacts on highway locations in the study area.

For all analysis years, the impacts on highway locations for the No Project Alternative are determined based upon comparing the LOS for the alternative to that of the Future, CEQA, and NEPA Baselines.

Table 3-49 summarizes the highway segments and time periods by analysis year where the project is expected to have significant impacts under the Future Year, CEQA, and NEPA Baselines.

Future Baseline Impact Determination

Tables 3-50.1 through 3-50.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030 compared to the Future Baseline comparison.

As shown in Table 3-49 the Project is expected to have significant impacts on the following study highway segments using the Future Baseline comparison:

- I-405 south of I-710, northbound only
    - o I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant.

Table 3-49: No Project - Highway Link Significant Impacts					
Highway Segments	**Baseline [(1)]**	**2010**	**2015**	**2020**	**2030**
1. NB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
SB I-405 Freeway n/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
2. NB I-405 Freeway s/o I-710 Freeway	Future Baseline	(A)	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	(A)	(M)
SB I-405 Freeway s/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	(A)	-
	CEQA Baseline	(M,P)	(A,M,P)	(A,M,P)	(A,M,P)
	NEPA Baseline	-	-	-	-
SB I-710 Freeway between Willow Street and Pacific Coast Highway	Future Baseline	-	-	-	-
	CEQA Baseline	-	(A,M)	(A,M)	(A,M,P)
	NEPA Baseline	-	-	-	-
4. NB I-110 Freeway n/o C-Street	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
SB I-110 Freeway n/o C-Street	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
6. EB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	(P)	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	(P)	-	(M)	-
WB SR-91 Freeway e/o I-710 Freeway	Future Baseline	-	(A)	-	(A)
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	(A)	-	(A)
7. EB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-
WB SR-91 Freeway w/o I-710 Freeway	Future Baseline	-	-	-	-
	CEQA Baseline	-	-	-	-
	NEPA Baseline	-	-	-	-

A = AM Peak Hour
M = Midday Peak Hour
P = PM Peak Hour

Table 3-50.1: No Project Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	Year 2010 Future Year Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.259	F	1.160	F	1.130	F	1.259	F	1.164	F	1.127	0.000	0.004	-0.002	No
SB I-405 Freeway n/o I-710 Freeway	E	0.953	F	1.082	F	1.220	E	0.959	F	1.082	F	1.228	0.006	0.000	0.008	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.159	F	1.131	F	1.133	F	1.229	F	1.133	F	1.133	0.071	0.002	0.000	Yes(AM)
SB I-405 Freeway s/o I-710 Freeway	D	0.938	F	1.038	F	1.168	E	0.946	F	1.037	F	1.179	0.008	-0.001	0.011	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.006	F	1.053	F	1.115	F	1.004	F	1.055	F	1.119	-0.002	0.001	0.003	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.095	F	1.093	F	1.112	F	1.107	F	1.102	F	1.123	0.012	0.009	0.011	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.753	C	0.681	D	0.844	C	0.765	C	0.684	0.006	0.012	0.002	No
SB I-110 Freeway n/o C-Street	C	0.597	C	0.658	D	0.795	C	0.600	C	0.665	D	0.788	0.002	0.007	-0.008	No
5. NB SR-47 Freeway at Heim Bridge	A	0.172	A	0.275	A	0.251	A	0.176	A	0.291	A	0.261	0.004	0.017	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.232	A	0.148	A	0.233	A	0.241	A	0.154	0.009	0.009	0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.046	F	1.124	D	0.871	F	1.038	F	1.121	0.001	-0.008	-0.003	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.227	F	1.040	F	1.088	F	1.233	F	1.056	F	1.087	0.005	0.016	0.000	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.962	C	0.696	D	0.849	E	0.953	0.002	-0.013	-0.010	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.969	D	0.829	D	0.815	E	0.975	D	0.835	D	0.809	0.006	0.005	-0.007	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-50.2: No Project Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2015)

Highway Segments	Year 2015 Future Year Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.324	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	0.003	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.129	F	1.315	F	1.007	F	1.134	F	1.304	0.001	0.006	-0.011	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.278	F	1.195	F	1.221	F	1.281	F	1.197	F	1.214	0.002	0.003	-0.007	No
SB I-405 Freeway s/o I-710 Freeway	E	0.992	F	1.092	F	1.248	E	0.992	F	1.094	F	1.253	0.001	0.001	0.005	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.100	F	1.158	F	1.047	F	1.101	F	1.163	-0.006	0.001	0.005	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.145	F	1.163	F	1.153	F	1.145	F	1.165	-0.006	0.000	0.002	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.808	C	0.726	D	0.884	D	0.808	C	0.719	-0.005	0.000	-0.007	No
SB I-110 Freeway n/o C-Street	C	0.628	C	0.714	D	0.837	C	0.627	C	0.712	D	0.842	-0.001	-0.001	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.192	A	0.317	A	0.290	A	0.187	A	0.311	A	0.269	-0.005	-0.006	-0.021	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.253	A	0.160	A	0.249	A	0.257	A	0.160	-0.009	0.004	0.000	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.918	F	1.073	F	1.211	D	0.918	F	1.077	F	1.244	0.000	0.004	0.033	Yes (PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.146	F	1.125	F	1.284	F	1.158	F	1.128	0.027	0.012	0.003	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.738	D	0.907	F	1.038	C	0.738	D	0.905	F	1.055	0.000	-0.002	0.017	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.897	D	0.862	F	1.038	D	0.910	D	0.869	0.009	0.013	0.007	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-50.3: No Project Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2020)

Highway Segments	Year 2020 Future Year Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.387	F	1.313	F	1.259	F	1.370	F	1.254	F	1.233	-0.018	-0.059	-0.026	No
SB I-405 Freeway n/o I-710 Freeway	F	1.059	F	1.203	F	1.369	F	1.039	F	1.170	F	1.346	-0.020	-0.033	-0.024	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.312	F	1.232	F	1.281	F	1.321	F	1.235	F	1.253	0.009	0.003	-0.028	No
SB I-405 Freeway s/o I-710 Freeway	F	1.038	F	1.161	F	1.315	F	1.024	F	1.128	F	1.293	-0.014	-0.033	-0.022	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.059	F	1.141	F	1.203	F	1.080	F	1.136	F	1.200	0.021	-0.005	-0.003	Yes (AM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.196	F	1.200	F	1.215	F	1.190	F	1.181	F	1.202	-0.006	-0.019	-0.012	No
4. NB I-110 Freeway n/o C-Street	D	0.882	D	0.857	C	0.755	D	0.912	D	0.834	C	0.742	0.031	-0.023	-0.013	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.746	D	0.886	C	0.647	C	0.735	D	0.868	0.013	-0.011	-0.018	No
5. NB SR-47 Freeway at Heim Bridge	A	0.002	A	0.326	A	0.271	A	0.193	A	0.321	A	0.278	0.191	-0.005	0.006	No
SB SR-47 Freeway at Heim Bridge	A	0.280	A	0.257	A	0.171	A	0.257	A	0.266	A	0.165	-0.023	0.008	-0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.941	F	1.154	F	1.342	E	0.948	F	1.111	F	1.284	0.007	-0.043	-0.058	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.322	F	1.294	F	1.180	F	1.325	F	1.195	F	1.164	0.003	-0.099	-0.016	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.779	E	0.986	F	1.124	C	0.761	D	0.933	F	1.089	-0.018	-0.052	-0.035	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.100	F	1.035	D	0.916	F	1.071	D	0.939	D	0.897	-0.029	-0.096	-0.019	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-50.4: No Project Alternative - Future Year Baseline Highway Link Level Of Service Analysis (Year 2030)

Highway Segments	Year 2030 Future Year Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.453	F	1.353	F	1.291	F	1.453	F	1.330	F	1.308	0.000	-0.023	0.017	No
SB I-405 Freeway n/o I-710 Freeway	F	1.093	F	1.243	F	1.425	F	1.102	F	1.241	F	1.427	0.010	-0.001	0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.411	F	1.323	F	1.315	F	1.402	F	1.310	F	1.329	-0.009	-0.013	0.015	No
SB I-405 Freeway s/o I-710 Freeway	F	1.088	F	1.202	F	1.364	F	1.086	F	1.197	F	1.371	-0.002	-0.005	0.007	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.152	F	1.204	F	1.274	F	1.146	F	1.205	F	1.273	-0.007	0.001	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.259	F	1.260	F	1.270	F	1.263	F	1.253	F	1.275	0.003	-0.007	0.005	No
4. NB I-110 Freeway n/o C-Street	E	0.967	D	0.891	D	0.784	E	0.968	D	0.885	D	0.787	0.001	-0.007	0.003	No
SB I-110 Freeway n/o C-Street	C	0.686	D	0.790	D	0.918	C	0.686	C	0.780	D	0.921	0.000	-0.010	0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.212	A	0.333	A	0.307	A	0.205	A	0.340	A	0.295	-0.007	0.007	-0.013	No
SB SR-47 Freeway at Heim Bridge	A	0.258	A	0.275	A	0.171	A	0.272	A	0.282	A	0.175	0.014	0.006	0.005	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.179	F	1.361	F	1.005	F	1.178	F	1.362	0.001	-0.001	0.001	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.383	F	1.295	F	1.222	F	1.405	F	1.267	F	1.234	0.022	-0.028	0.013	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.811	E	0.981	F	1.151	D	0.808	E	0.990	F	1.155	-0.004	0.009	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.120	E	0.989	E	0.949	F	1.136	E	0.996	E	0.952	0.016	0.007	0.002	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

CEQA Baseline Impact Determination

Tables 3-51.1 through 3-51.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the CEQA Baseline.

As shown in Table 3-49, the proposed Project is expected to have significant impact on the following study highway segment using the CEQA Baseline comparison:

- I-710 between Willow Street and PCH, northbound only

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant..

NEPA Baseline Impact Determination

Tables 3-52.1 through 3-52.4 summarize the operating conditions at each study highway segment in Years 2010, 2015, 2020, and 2030, compared to the NEPA Baseline.

As shown in Table 3-49, the proposed Project is expected to have significant impact on the following study highway segments using the NEPA Baseline comparison:

- I-405 south of I-710, northbound only
- SR-91 east of I-710, both directions

Mitigation Measures

Mitigation measures were not identified for the No Project Alternative because this alternative would not require approvals for new uses.

Significance of Impacts after Mitigation

Impacts would be significant.

Table 3-51.1: No Project Alternative - CEQA Baseline Highway Link Level Of Service Analysis (Year 2010)

Highway Segments	CEQA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.598	C	0.654	C	0.691	-0.645	-0.484	-0.428	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.63	C	0.629	C	0.62	-0.313	-0.433	-0.601	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.694	C	0.753	C	0.729	-0.505	-0.368	-0.408	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.706	C	0.721	C	0.678	-0.223	-0.303	-0.495	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	E	0.994	F	1.078	F	1.147	0.014	0.047	0.058	Yes(MD,PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.089	F	1.065	F	1.065	0.009	-0.007	-0.026	No
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	C	0.757	C	0.725	C	0.669	-0.071	-0.032	-0.004	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.589	C	0.674	D	0.808	0.002	0.007	0.02	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.152	A	0.304	A	0.309	-0.023	0.013	0.057	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.265	A	0.213	A	0.14	0.032	-0.028	-0.01	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	C	0.749	D	0.822	D	0.807	-0.111	-0.186	-0.358	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.713	C	0.756	C	0.738	-0.489	-0.328	-0.318	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.638	C	0.67	C	0.702	-0.053	-0.177	-0.286	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.662	C	0.659	C	0.675	-0.31	-0.193	-0.139	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-51.2: No Project Alternative - CEQA Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	CEQA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.608	C	0.654	C	0.694	-0.635	-0.484	-0.425	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.636	C	0.644	C	0.622	-0.307	-0.418	-0.599	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.708	C	0.769	C	0.738	-0.491	-0.352	-0.399	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.722	C	0.722	C	0.691	-0.207	-0.302	-0.482	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.044	F	1.109	F	1.189	0.064	0.078	0.1	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.113	F	1.097	F	1.081	0.033	0.025	-0.01	Yes(AM,MD)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.782	C	0.754	C	0.693	-0.046	-0.003	0.02	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.62	C	0.698	D	0.823	0.033	0.031	0.035	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	A	0.191	A	0.331	A	0.345	0.016	0.04	0.093	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	A	0.285	A	0.244	A	0.156	0.052	0.003	0.006	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	C	0.765	D	0.836	C	0.765	-0.095	-0.172	-0.4	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.737	C	0.74	C	0.754	-0.465	-0.344	-0.302	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.642	C	0.665	C	0.679	-0.049	-0.182	-0.309	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.67	C	0.658	C	0.683	-0.302	-0.194	-0.131	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-51.3: No Project Alternative - CEQA Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	CEQA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.637	C	0.663	C	0.713	-0.606	-0.475	-0.406	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.654	C	0.643	C	0.63	-0.289	-0.419	-0.591	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	C	0.747	D	0.784	C	0.769	-0.452	-0.337	-0.368	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	C	0.751	C	0.74	C	0.702	-0.178	-0.284	-0.471	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.163	F	1.144	F	1.237	0.183	0.113	0.148	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.168	F	1.141	F	1.108	0.088	0.069	0.017	Yes(AM,MD)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.898	D	0.793	C	0.744	0.07	0.036	0.071	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.699	C	0.727	D	0.855	0.112	0.06	0.067	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	C	0.568	B	0.449	B	0.525	0.393	0.158	0.273	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	B	0.394	B	0.361	A	0.214	0.161	0.12	0.064	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.809	D	0.829	C	0.773	-0.051	-0.179	-0.392	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	C	0.748	C	0.75	C	0.768	-0.454	-0.334	-0.288	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.658	C	0.667	C	0.676	-0.033	-0.18	-0.312	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	C	0.671	C	0.651	C	0.698	-0.301	-0.201	-0.116	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-51.4: No Project Alternative -CEQA Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	CEQA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.243	F	1.138	F	1.119	C	0.719	D	0.789	D	0.807	-0.524	-0.349	-0.312	No
SB I-405 Freeway n/o I-710 Freeway	E	0.943	F	1.062	F	1.221	C	0.728	C	0.775	C	0.726	-0.215	-0.287	-0.495	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.199	F	1.121	F	1.137	D	0.791	D	0.879	D	0.867	-0.408	-0.242	-0.27	No
SB I-405 Freeway s/o I-710 Freeway	D	0.929	F	1.024	F	1.173	D	0.818	D	0.868	D	0.79	-0.111	-0.156	-0.383	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	E	0.98	F	1.031	F	1.089	F	1.172	F	1.235	F	1.278	0.192	0.204	0.189	Yes(AM,MD, PM)
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.08	F	1.072	F	1.091	F	1.225	F	1.216	F	1.16	0.145	0.144	0.069	Yes(AM,MD, PM)
4. NB I-110 Freeway n/o C-Street	D	0.828	C	0.757	C	0.673	D	0.926	D	0.87	D	0.814	0.098	0.113	0.141	No
SB I-110 Freeway n/o C-Street	C	0.587	C	0.667	D	0.788	C	0.717	D	0.801	D	0.92	0.13	0.134	0.132	No
5. NB SR-47 Freeway at Heim Bridge	A	0.175	A	0.291	A	0.252	B	0.437	B	0.527	C	0.604	0.262	0.236	0.352	No
SB SR-47 Freeway at Heim Bridge	A	0.233	A	0.241	A	0.15	B	0.492	B	0.434	A	0.258	0.259	0.193	0.108	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.86	F	1.008	F	1.165	D	0.85	D	0.934	D	0.85	-0.01	-0.074	-0.315	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.202	F	1.084	F	1.056	D	0.851	D	0.87	D	0.838	-0.351	-0.214	-0.218	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.691	D	0.847	E	0.988	C	0.72	D	0.814	D	0.784	0.029	-0.033	-0.204	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.972	D	0.852	D	0.814	D	0.783	D	0.802	D	0.78	-0.189	-0.05	-0.034	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-52.1: No Project Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2010)

Highway Segments	Year 2010 NEPA Baseline						Year 2010						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.261	F	1.155	F	1.132	F	1.259	F	1.164	F	1.127	-0.002	0.009	-0.004	No
SB I-405 Freeway n/o I-710 Freeway	E	0.956	F	1.082	F	1.223	E	0.959	F	1.082	F	1.228	0.003	0.000	0.005	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.232	F	1.134	F	1.141	F	1.229	F	1.133	F	1.133	-0.002	-0.001	-0.008	No
SB I-405 Freeway s/o I-710 Freeway	E	0.942	F	1.046	F	1.177	E	0.946	F	1.037	F	1.179	0.004	-0.009	0.002	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.004	F	1.062	F	1.123	F	1.004	F	1.055	F	1.120	0.000	-0.008	-0.004	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.110	F	1.099	F	1.116	F	1.107	F	1.102	F	1.123	-0.003	0.003	0.007	No
4. NB I-110 Freeway n/o C-Street	D	0.839	C	0.754	C	0.682	D	0.844	D	0.764	C	0.684	0.006	0.010	0.001	No
SB I-110 Freeway n/o C-Street	C	0.598	C	0.657	D	0.792	C	0.600	C	0.665	D	0.789	0.001	0.008	-0.004	No
5. NB SR-47 Freeway at Heim Bridge	A	0.171	A	0.276	A	0.251	A	0.176	A	0.291	A	0.261	0.005	0.016	0.010	No
SB SR-47 Freeway at Heim Bridge	A	0.225	A	0.229	A	0.148	A	0.233	A	0.241	A	0.155	0.009	0.012	0.007	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.870	F	1.045	F	1.096	D	0.870	F	1.038	F	1.122	0.000	-0.007	0.026	Yes(PM)
WB SR-91 Freeway e/o I-710 Freeway	F	1.249	F	1.039	F	1.080	F	1.233	F	1.056	F	1.087	-0.017	0.017	0.008	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.694	D	0.861	E	0.948	C	0.697	D	0.849	F	0.953	0.003	-0.013	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	E	0.983	D	0.838	D	0.814	F	0.975	D	0.835	D	0.808	-0.008	-0.004	-0.007	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-52.2: No Project Alternative – NEPA Highway Link Level-Of-Service Analysis (Year 2015)

Highway Segments	Year 2015 NEPA Baseline						Year 2015						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.328	F	1.214	F	1.202	F	1.328	F	1.215	F	1.195	-0.001	0.002	-0.007	No
SB I-405 Freeway n/o I-710 Freeway	F	1.006	F	1.130	F	1.310	F	1.007	F	1.134	F	1.304	0.001	0.005	-0.006	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.277	F	1.190	F	1.211	F	1.281	F	1.197	F	1.214	0.003	0.008	0.003	No
SB I-405 Freeway s/o I-710 Freeway	E	0.993	F	1.096	F	1.254	E	0.992	F	1.094	F	1.253	0.000	-0.003	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.052	F	1.112	F	1.164	F	1.047	F	1.101	F	1.163	-0.006	-0.011	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.160	F	1.154	F	1.171	F	1.153	F	1.145	F	1.165	-0.006	-0.009	-0.006	No
4. NB I-110 Freeway n/o C-Street	D	0.887	D	0.808	C	0.729	D	0.884	D	0.808	C	0.719	-0.003	0.000	-0.010	No
SB I-110 Freeway n/o C-Street	C	0.631	C	0.714	D	0.839	C	0.627	C	0.712	D	0.842	-0.004	-0.001	0.002	No
5. NB SR-47 Freeway at Heim Bridge	A	0.193	A	0.323	A	0.285	A	0.187	A	0.311	A	0.269	-0.006	-0.012	-0.016	No
SB SR-47 Freeway at Heim Bridge	A	0.259	A	0.260	A	0.163	A	0.249	A	0.257	A	0.160	-0.010	-0.003	-0.003	No
6. EB SR-91 Freeway e/o I-710 Freeway	D	0.919	F	1.073	F	1.255	D	0.918	F	1.077	F	1.244	-0.001	0.004	-0.011	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.257	F	1.163	F	1.135	F	1.284	F	1.158	F	1.128	0.027	-0.005	-0.007	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.741	D	0.907	F	1.060	C	0.738	D	0.905	F	1.055	-0.003	-0.002	-0.005	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.029	D	0.915	D	0.870	F	1.038	D	0.910	D	0.869	0.009	-0.005	-0.001	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-52.3: No Project Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2020)

Highway Segments	Year 2020 NEPA Baseline						Year 2020						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.386	F	1.310	F	1.259	F	1.370	F	1.254	F	1.233	-0.017	-0.056	-0.026	No
SB I-405 Freeway n/o I-710 Freeway	F	1.055	F	1.217	F	1.365	F	1.039	F	1.170	F	1.346	-0.016	-0.047	-0.020	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.271	F	1.226	F	1.277	F	1.321	F	1.235	F	1.253	0.050	0.009	-0.024	Yes (AM)
SB I-405 Freeway s/o I-710 Freeway	F	1.039	F	1.167	F	1.309	F	1.024	F	1.128	F	1.293	-0.015	-0.039	-0.016	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.064	F	1.185	F	1.201	F	1.080	F	1.136	F	1.200	0.016	-0.049	-0.001	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.212	F	1.220	F	1.221	F	1.190	F	1.181	F	1.202	-0.022	-0.039	-0.018	No
4. NB I-110 Freeway n/o C-Street	D	0.889	D	0.859	C	0.752	D	0.912	D	0.834	C	0.742	0.024	-0.025	-0.010	No
SB I-110 Freeway n/o C-Street	C	0.634	C	0.757	D	0.883	C	0.647	C	0.735	D	0.868	0.013	-0.022	-0.015	No
5. NB SR-47 Freeway at Heim Bridge	A	0.004	A	0.341	A	0.276	A	0.193	A	0.321	A	0.278	0.189	-0.020	0.001	No
SB SR-47 Freeway at Heim Bridge	A	0.278	A	0.269	A	0.175	A	0.257	A	0.266	A	0.165	-0.021	-0.004	-0.010	No
6. EB SR-91 Freeway e/o I-710 Freeway	E	0.944	F	1.088	F	1.321	E	0.948	F	1.111	F	1.284	0.004	0.023	-0.037	Yes (MD)
WB SR-91 Freeway e/o I-710 Freeway	F	1.357	F	1.325	F	1.195	F	1.325	F	1.195	F	1.164	-0.032	-0.130	-0.031	No
7. EB SR-91 Freeway w/o I-710 Freeway	C	0.777	E	0.955	F	1.132	C	0.761	D	0.933	F	1.089	-0.016	-0.021	-0.043	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.104	E	0.985	D	0.912	F	1.071	D	0.939	D	0.897	-0.033	-0.046	-0.015	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Table 3-52.4: No Project Alternative - NEPA Highway Link Level-Of-Service Analysis (Year 2030)

Highway Segments	Year 2030 NEPA Baseline						Year 2030						Change in V/C			Significant Impact (Yes / No)
	8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.		2-3 p.m.		4-5 p.m.		8-9 a.m.	2-3 p.m.	4-5 p.m.	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C				
1. NB I-405 Freeway n/o I-710 Freeway	F	1.452	F	1.329	F	1.303	F	1.453	F	1.330	F	1.308	0.001	0.001	0.005	No
SB I-405 Freeway n/o I-710 Freeway	F	1.095	F	1.242	F	1.431	F	1.102	F	1.241	F	1.427	0.008	0.000	-0.003	No
2. NB I-405 Freeway s/o I-710 Freeway	F	1.393	F	1.277	F	1.329	F	1.402	F	1.310	F	1.329	0.009	0.033	0.001	Yes (MD)
SB I-405 Freeway s/o I-710 Freeway	F	1.091	F	1.199	F	1.372	F	1.086	F	1.197	F	1.371	-0.005	-0.002	-0.001	No
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.164	F	1.202	F	1.283	F	1.146	F	1.205	F	1.273	-0.019	0.003	-0.010	No
SB I-710 Freeway between Willow Street and Pacific Coast Highway	F	1.270	F	1.267	F	1.284	F	1.263	F	1.253	F	1.275	-0.008	-0.014	-0.009	No
4. NB I-110 Freeway n/o C-Street	E	0.968	D	0.901	D	0.790	E	0.968	D	0.885	D	0.787	0.000	-0.017	-0.003	No
SB I-110 Freeway n/o C-Street	C	0.689	D	0.793	D	0.927	C	0.686	C	0.780	D	0.921	-0.003	-0.013	-0.005	No
5. NB SR-47 Freeway at Heim Bridge	A	0.218	A	0.347	A	0.302	A	0.205	A	0.340	A	0.295	-0.013	-0.007	-0.008	No
SB SR-47 Freeway at Heim Bridge	A	0.271	A	0.280	A	0.172	A	0.272	A	0.282	A	0.175	0.001	0.001	0.004	No
6. EB SR-91 Freeway e/o I-710 Freeway	F	1.004	F	1.181	F	1.345	F	1.005	F	1.178	F	1.362	0.001	-0.003	0.017	No
WB SR-91 Freeway e/o I-710 Freeway	F	1.365	F	1.363	F	1.237	F	1.405	F	1.267	F	1.234	0.040	-0.096	-0.002	Yes (AM)
7. EB SR-91 Freeway w/o I-710 Freeway	D	0.808	E	0.989	F	1.151	D	0.808	E	0.990	F	1.155	-0.001	0.001	0.004	No
WB SR-91 Freeway w/o I-710 Freeway	F	1.117	F	1.052	E	0.947	F	1.136	E	0.996	E	0.952	0.019	-0.056	0.004	No

Notes: Mainline link analysis is based on lane capacity of 2,100 vehicles per hour.

Impact TRANS-3: Project operations would not increase the demand for transit services.

Impact TRANS-4: Project operations would not result in any increases in rail activity.

Future Baseline Impact Determination

Transit services and rail operations are expected to remain the same as current conditions. Therefore, this alternative is not expected to create any additional impacts under the Future Baseline.

CEQA Baseline Impact Determination

Transit services and rail operations are expected to remain the same as current conditions. Therefore, this alternative is not expected to create any additional impacts under the CEQA Baseline.

NEPA Baseline Impact Determination

Transit services and rail operations are expected to remain the same as current conditions. Therefore, this alternative is not expected to create any additional impacts under the NEPA Baseline.

3.3 Cumulative Impact Analysis

This section examines the potential effects of the project in association with cumulative development. CEQA requires that EIRs discuss cumulative impacts, in addition to project-specific impacts. Section 15355 of the *CEQA Guidelines*, as amended, provides the following definition of cumulative impacts: "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

Related Projects

The fact that a cumulative impact is significant on the whole does not necessarily mean that the project-related contribution to that impact analysis is significant as well. Instead, under CEQA, a project related contribution to a significant cumulative impact is only significant if the contribution is cumulatively considerable.

A list of related development projects in the Project vicinity is provided in Appendix P. The Future Year Baseline model used in this analysis includes project traffic from the related projects identified in Appendix P and other regional projects in the SCAG's base model. The Port trip tables are not an integral part of the SCAG model, but are overlaid on top of the SCAG regional base model, which assumes all the Regional Transportation Plan projects to be in place. Trip generation refinements to provide more accurate assignment of special generator trips such as those in downtown Long Beach, San Pedro and other Project in the Port vicinity were also included in the model. These are identified in Appendix P and were incorporated in the model to assess the cumulative background traffic growth in the study area.

Analysis

To support each significance conclusion, this EIS/EIR provides a cumulative impact analysis and where project-specific impacts have been identified that, together with the effects of other related projects, could result in cumulatively significant impacts. The comparison of Project alternative to the future baseline conditions primarily constitutes the cumulative impact analysis and is presented in Sections 3.2.3 through 3.2.6 for 345-Acre Alternative, 315-Acre Alternative, Landside Improvements Alternative and No Project Alternative, respectively.

Both construction and operation of the Project would contribute to the cumulative significant traffic impacts at study locations.

IMPACT TRANS-1

The project when considered cumulatively would have significant impacts at study intersections. The deteriorations in the levels of service and associated impacts with the addition of Project traffic to the cumulative background (Future Baseline) traffic conditions are presented in Table 3-15.1 through Table 3-15.4 for 345- Acre Alternative, Table 3-26.1 through Table 3-26.4 for 315-Acre Alternative, Table 3-37.1 through Table 3-37.4 for the Landside Improvements Alternative, and Table 3-45.1 through Table 3-45.4 for the No-Project Alternative. Therefore, it can be concluded that the project would cumulatively contribute towards the intersection impacts provided in the above tables.

Mitigations

Since the project specific mitigation measures recommended under each alternative would alleviate the intersection impacts to a level of insignificance, no further mitigation measures are deemed necessary. As can be seen from the Tables 3-14, 3-29, and 3-39 the intersections are projected to operate at acceptable levels of service with project recommended mitigation measures. By implementing the MM Trans 3 through MM Trans 6, the Project is taking on the responsibility of mitigating the cumulative impacts.

Significance of Impacts after Mitigation

Impacts would be less than significant.

IMPACT TRANS-2

The project when considered cumulatively would have significant impacts at study highway segments. The deteriorations in the levels of service and associated impacts with the addition of Project traffic to the cumulative background (Future Baseline) traffic conditions are presented in Table 3-20.1 through Table 3-20.4 for 345-Acre Alternative, Table 3-31.1 through Table 3-31.4 for 315-Acre Alternative, Table 3-40.1 through Table 3-40.4 for the Landside Improvements Alternative, and Table 3-49.1 through Table 3-49.4 for the No-Project Alternative. Therefore, it can be concluded that the project would cumulatively contribute towards the highway segment impacts provided in the above tables.

Mitigations

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

If Caltrans either a) adopts a Fair Share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed for to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

It should be noted that the POLB is currently participating in the on-going regional transportation programs as described under the 345-Acre Alternative earlier.

Significance of Impacts after Mitigation

Impacts would be unavoidable and remain unmitigated.

IMPACT TRANS-3 & TRANS-4

As discussed in previous sections, the Project will not contribute towards the cumulative impacts on transit or rail services nor will contribute cumulatively in creating additional vehicular delays at the at-grade rail crossings.

Mitigations

Since there are no cumulative impacts, no mitigations are necessary.

Significance of Impacts after Mitigation

Impacts would be less than significant.

4. Mitigation Monitoring Program

To address the significant project impacts, a mitigation monitoring program is proposed for each Project alternative by analysis year. The program is listed in Table 4-1.

Table 4-1. Mitigation Monitoring Program (CEQA Only)

Mitigation Measure	Responsible Party	Timing/Frequency
345-Acre Alternative		
Transp-1	POLB	
Pico Avenue/Pier G Avenue and Harbor Plaza		2010
Install a signal at this intersection		
Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps		2010 (1)
Install a signal at this intersection		
Pico Avenue/Ocean Blvd WB Off-Ramp		2010 (1)
Install a signal at this intersection		
Pico Avenue/Pier D Street		2010 (1)
Install a signal at this intersection		
Transp-2	Caltrans	Undetermined at this time. The Project's fair share towards the mitigations is provided in Table 3-19.1
Northbound & Southbound I-405 south of I-710		
Northbound & Southbound I-405 north of I-710		
Northbound & Southbound I-710 between PCH and Willow Street		
Northbound I-110 Freeway n/o C-Street		
Eastbound & Westbound SR-91 East of I-710		
Eastbound & Westbound SR-91 West of I-710		

Table 4-1. Mitigation Monitoring Program (CEQA Only) - continued		
Mitigation Measure	**Responsible Party**	**Timing/Frequency**
315-Acre Alternative		
Transp-1	POLB	
Pico Avenue/Pier G Avenue and Harbor Plaza		2010
Install a signal at this intersection		2010 (1)
Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps		
Install a signal at this intersection		2010 (1)
Pico Avenue/Ocean Blvd WB Off-Ramp		
Install a signal at this intersection		2020 (1)
Pico Avenue/Pier D Street		
Install a signal at this intersection		
Transp-2	Caltrans	Undetermined at this time. The Project's fair share towards the mitigations is provided in Table 3-30.1
Northbound & Southbound I-405 south of I-710		
Northbound & Southbound I-405 north of I-710		
Northbound & Southbound I-710 between PCH and Willow Street		
Northbound I-110 Freeway n/o C-Street		
Eastbound & Westbound SR-91 East of I-710		
Eastbound & Westbound SR-91 West of I-710		

Table 4-`. Mitigation Monitoring Program (CEQA Only) - continued		
Mitigation Measure	**Responsible Party**	**Timing/Frequency**
Landside Improvements Alternative		
Transp-1 Pico Avenue/Pier G Avenue and Harbor Plaza Install a signal at this intersection Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps Install a signal at this intersection Pico Avenue/Ocean Blvd WB Off-Ramp Install a signal at this intersection Pico Avenue/Pier D Street Install a signal at this intersection	POLB	 2010 2010 (1) 2010 2010 (1)
Transp-2 Northbound & Southbound I-405 south of I-710 Northbound & Southbound I-405 north of I-710 Northbound & Southbound I-710 between PCH and Willow Street Northbound I-110 Freeway n/o C-Street Eastbound & Westbound SR-91 East of I-710 Eastbound & Westbound SR-91 West of I-710	Caltrans,	Undetermined at this time. The Project's fair share towards the mitigations is provided in Table 3-40.1
No Project Alternative		
Transp-1 Pico Avenue/Pier G Avenue and Harbor Plaza Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps Pico Avenue/Pier D Street Pico Avenue and Ocean Boulevard Westbound Off-Ramp	None	None
Transp-2 Northbound I-405 Freeway South of I-710 Freeway Westbound SR-91 Freeway East of I-710 Freeway	None	None
(1) – Improvements also noted as part of other on-going project mitigation recommendations.		

5. Summary

Throughout Project construction, there would be temporary adverse impacts on area roadways. There would not be any temporary delays due to lane closures; however, traffic generated by construction workers' vehicles would slightly increase the usage of surrounding roadways and intersections. The Port will implement standard traffic control measures to minimize short-term construction impacts, such as having work shifts start and end outside of peak traffic hours. Therefore, construction-related impacts on ground transportation would be less than significant under CEQA and NEPA.

During Project operations, the additional on-site employees would result in a negligible increase in work-related public transit trips. Additionally, there would be no ground transportation impacts associated with additional rail traffic generated due to recent regional improvements associated with the Alameda Corridor and the Alameda Corridor East projects. Project operations would result in significant impacts on various intersections; however, these impacts would be mitigated with the installation of traffic signals at these intersections. Additionally, Project operations would add 150 or more trips during either the a.m. or p.m. weekday peak hours at two CMP freeway monitoring locations. Therefore, impacts would be significant under CEQA and NEPA.

Existing levels of service at some of the intersections that would be affected by the Project would be degraded from acceptable operating (LOS D or better) conditions to unacceptable levels (LOS E or F) under the future No Project conditions, and would be further deteriorated under the proposed Project. Therefore, the proposed Project's contribution to the existing levels of service at the study intersections and highway segments would be significant.

Based on the analysis results, the Project will have significant impacts at the following four intersections:

- Pico Avenue/Pier G Avenue and Harbor Plaza
- Pico Avenue and Pier E Street/Ocean Blvd EB On and Off-Ramps
- Pico Avenue/Ocean Blvd WB Off-Ramp
- Pico Avenue and Pier D Street

The impacts at all four locations will be mitigated to less than significant levels by the installation of traffic signals. The signals will need to be in place and operational by Year 2010.

The Project is expected to have significant impacts on the following study highway segments using the future baseline comparison:

- I-405 south of I-710, northbound only
- I-710 between Willow Street and PCH, northbound only
- SR-91 east of I-710, both directions
- SR-91 west of I-710, westbound only

The POLB does not own, control, or maintain any of the impacted highway segments. These segments fall under the jurisdiction of Caltrans. Therefore, the POLB does not have authority to unilaterally implement any mitigation measures on the highway segments.

If Caltrans either a) adopts a fair share based program to collect funds for actual mitigation that Caltrans commits itself to implement, or b) otherwise obtains the balance of funding needed to improve the impacted study highway segments in a manner that will improve the segments level of operation, POLB shall be required to pay its fair share into that program. If Caltrans does not implement either of these steps, the regional cumulative impact on these freeway segments would remain significant and unavoidable.

In addition, it should be noted that the POLB is currently participating in the following on-going regional transportation programs which are intended to address future regional traffic growth and resulting congestion on area freeways:

I-710 Corridor EIS/EIR 2008

The Port is presently working with Caltrans, Metro, SCAG, and Gateway Cities Council of Governments (COG) (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed $5 million to this $34-million, 42-month study, which was commenced in early 2008. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, State, and Metro funds for the I-710 Corridor.

Advanced Transportation Management, Information and Security (ATMIS)

The POLB/POLA will also be implementing an Intelligent Transportation Systems project by 2009. This $11-million program will provide real-time information to travelers in the port vicinity and on adjacent regional transportation facilities. The ATMIS System will monitor vehicle traffic conditions through the use of closed circuit television cameras and vehicle detection devices at the terminal gates. The ATMIS System will distribute the traffic information to truck drivers, motorists, other agencies, and intermodal industry information systems through the use of strategically placed changeable message signs, internet video, and appropriate data sharing means. The ATMIS System will be a major component in an overall intelligent transportation systems (ITS) program for the I-710 Corridor/Gerald Desmond Bridge Gateway Program. This planned project will help to mitigate the I-710 impacts of the Project.

SR-91 Corridor Study

The Gateway Cities COG has begun a SR-91 Corridor Study to explore options that will improve traffic conditions on this freeway. POLB continues to work in concert with the COG, Caltrans, and other agencies to find solutions to improving operating conditions on SR-91.

No additional feasible mitigation measures are available at this time.

Until Caltrans implements improvements to the I-710, I-405, and SR-91, the proposed Project's impacts on the above-mentioned highway segments will remain significant. Therefore, there will be significant and unavoidable highway traffic impacts associated with the Project.

Appendix

Appendix A: Figures

Appendix B: Existing Year 2005 Traffic Counts

Appendix C: Existing Year 2005 Peak-Hour Intersection Capacity Analysis Worksheets

Appendix D: Year 2010 Peak-Hour Intersection Capacity Analysis Worksheets

Appendix E: Year 2015 Peak-Hour Intersection Capacity Analysis Worksheets

Appendix F: Year 2020 Peak-Hour Intersection Capacity Analysis Worksheets

Appendix G: Year 2030 Peak-Hour Intersection Capacity Analysis Worksheets

Appendix H: Mitigated Intersection Peak-Hour Capacity Analysis Worksheets

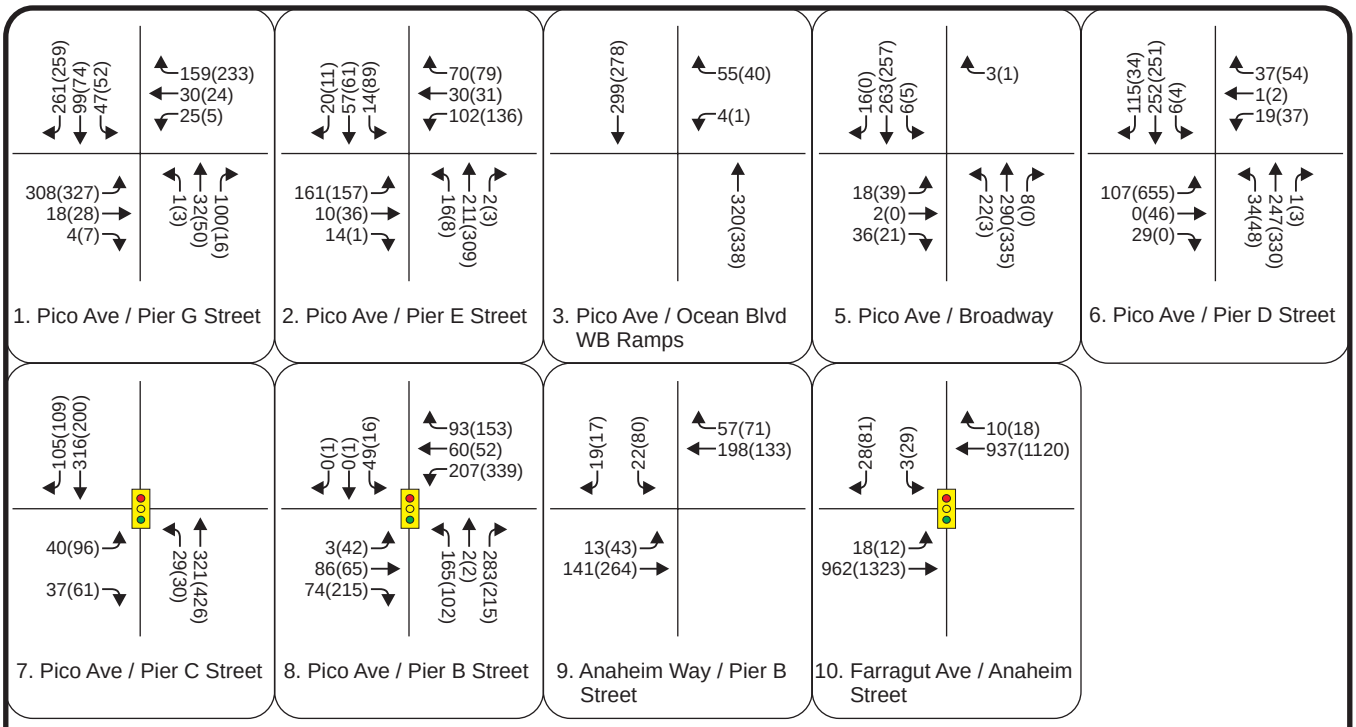
Appendix I: Highway Segment Analysis Worksheet

Appendix J: Rail Analysis

Appendix K: Traffic Signal Warrant Analysis

Appendix L: Related and Cumulative Projects List

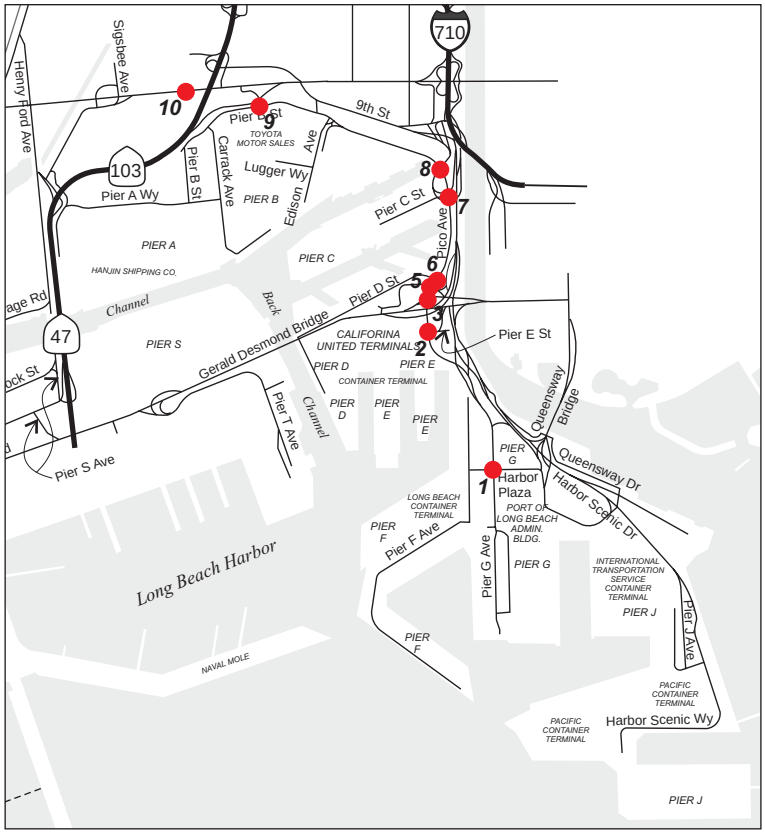
Appendix A: Figures



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

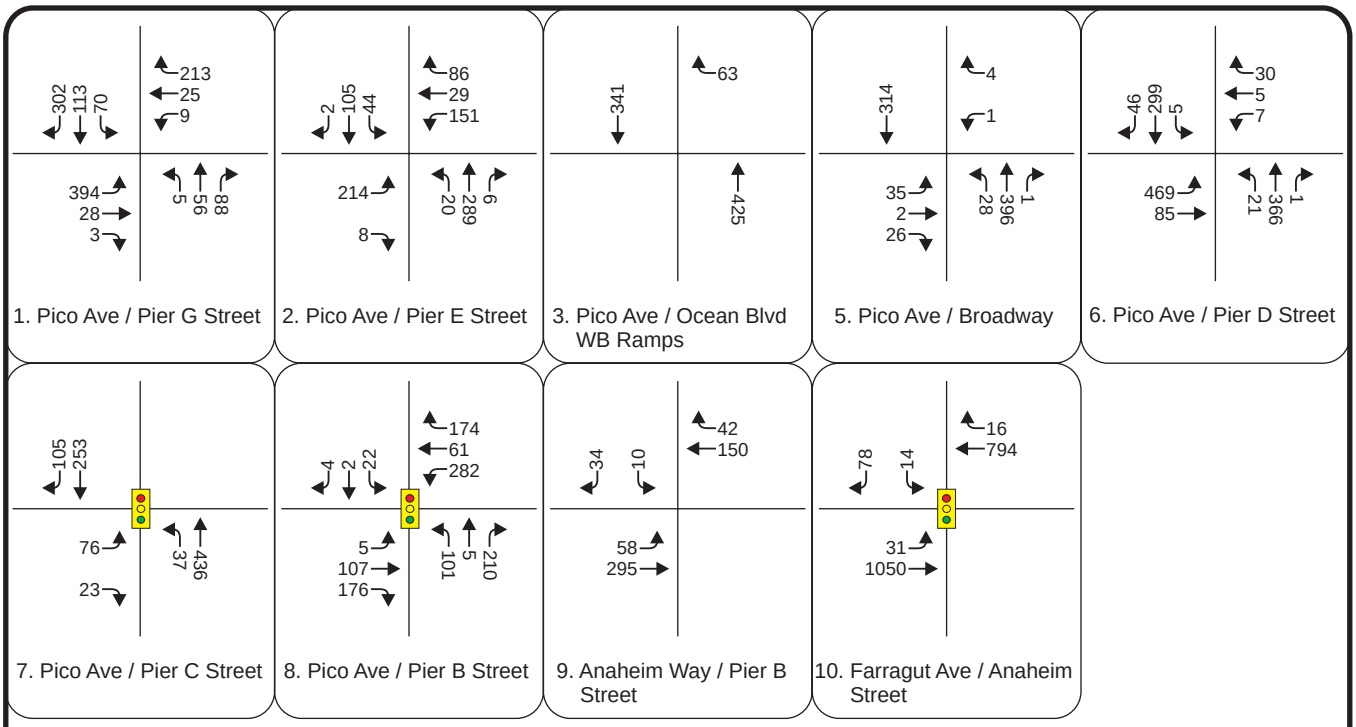


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

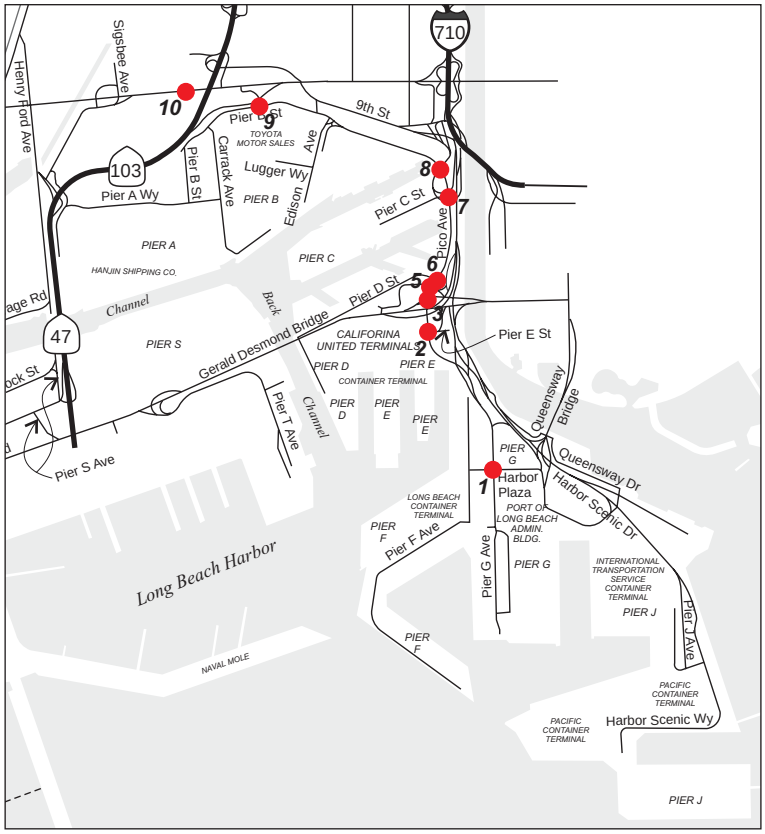
FIGURE 3.5-7
Existing AM & PM
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

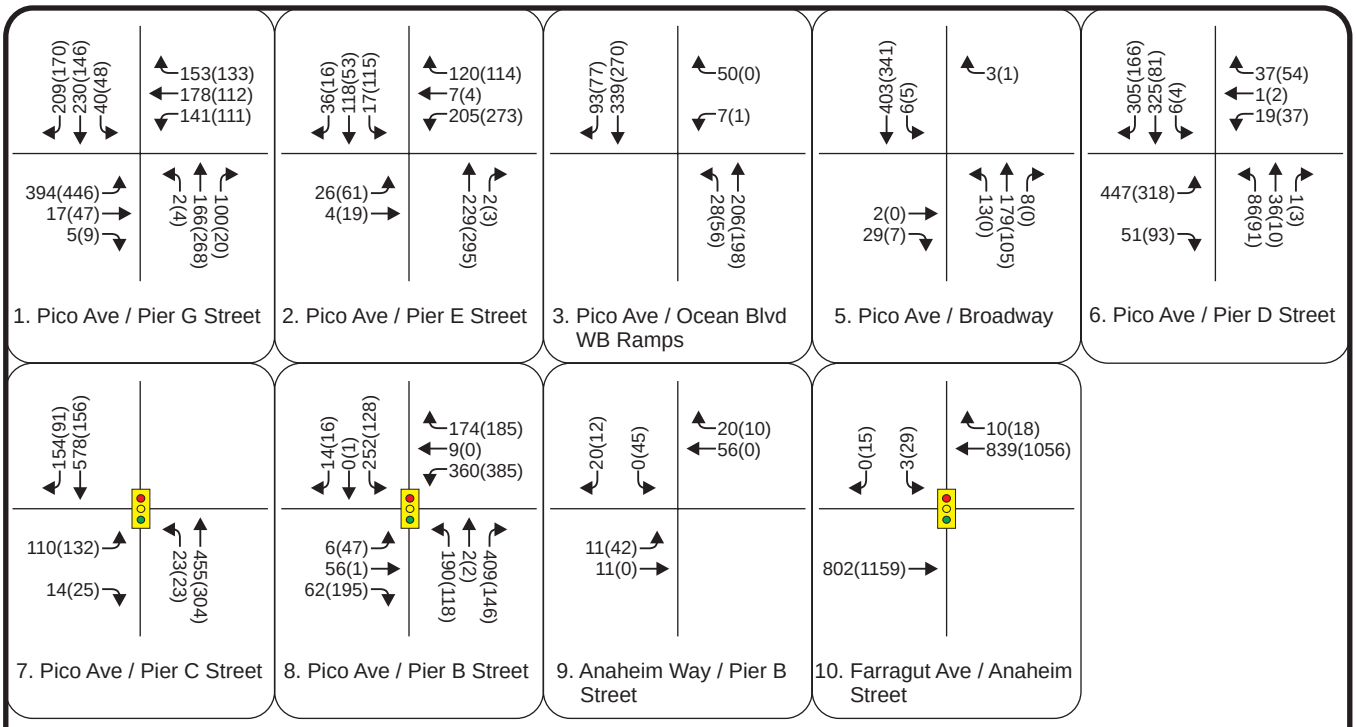


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

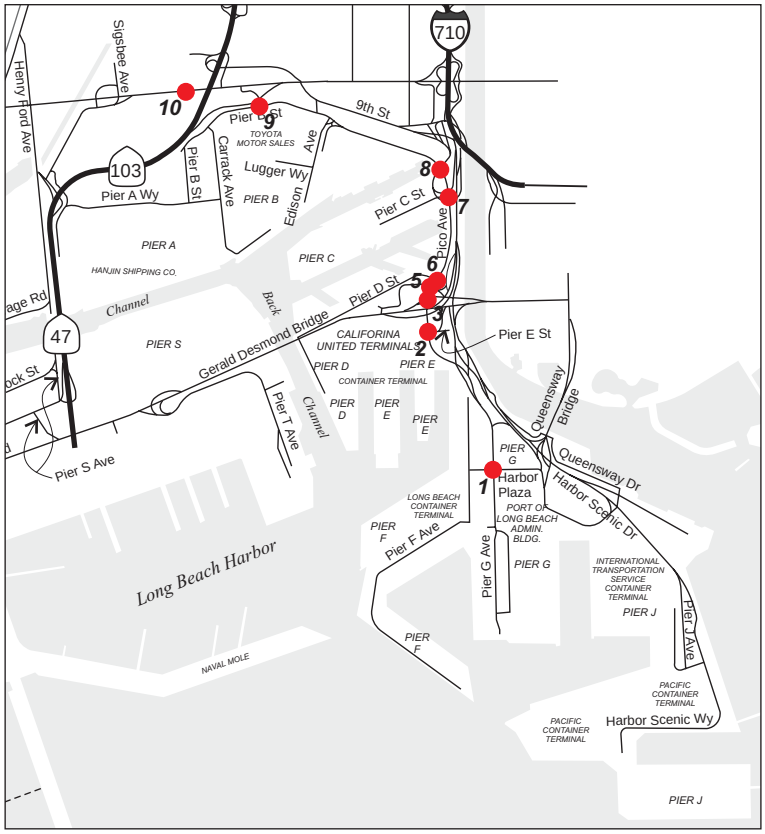
FIGURE 3.5-8
Existing MD
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

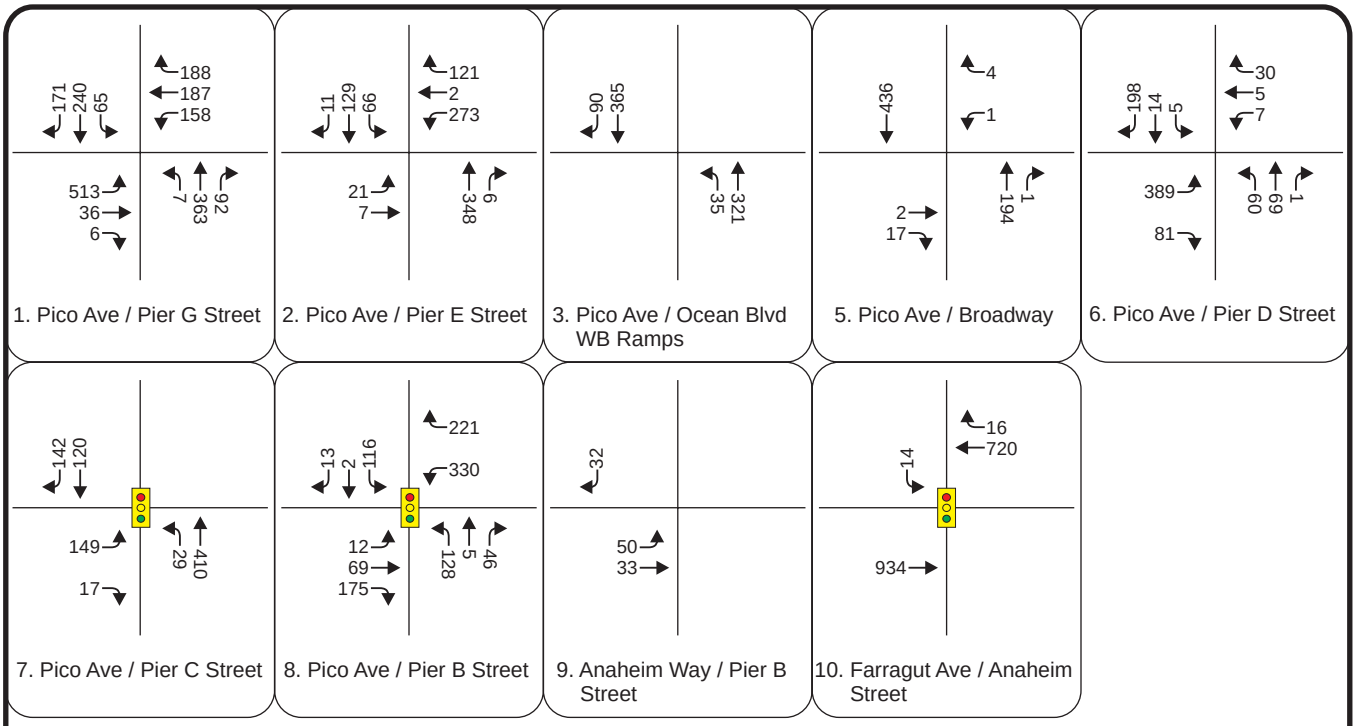


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

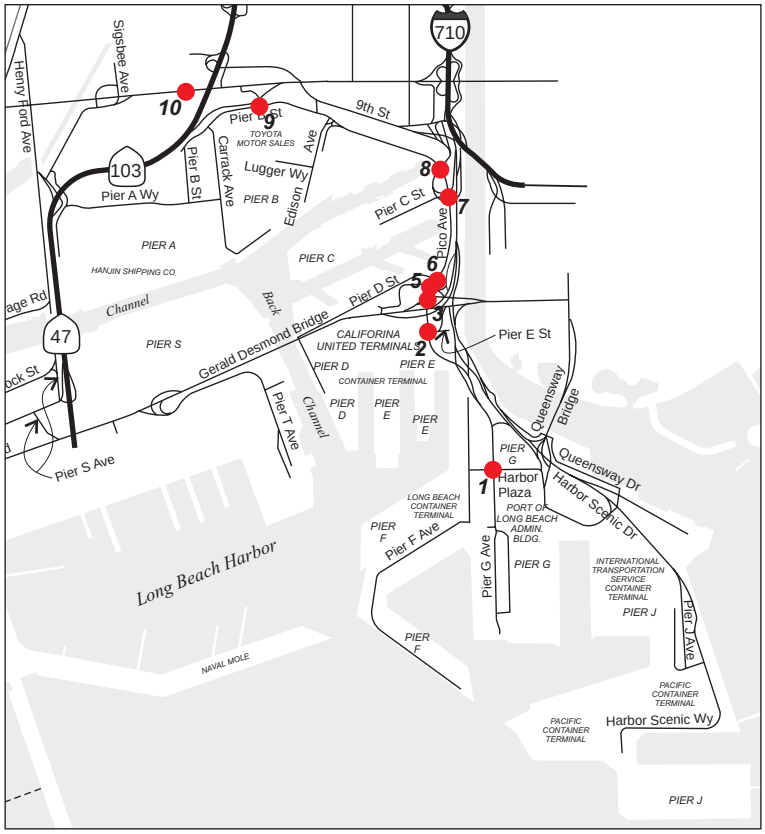
FIGURE 3.5-9
Year 2010 CEQA Baseline
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

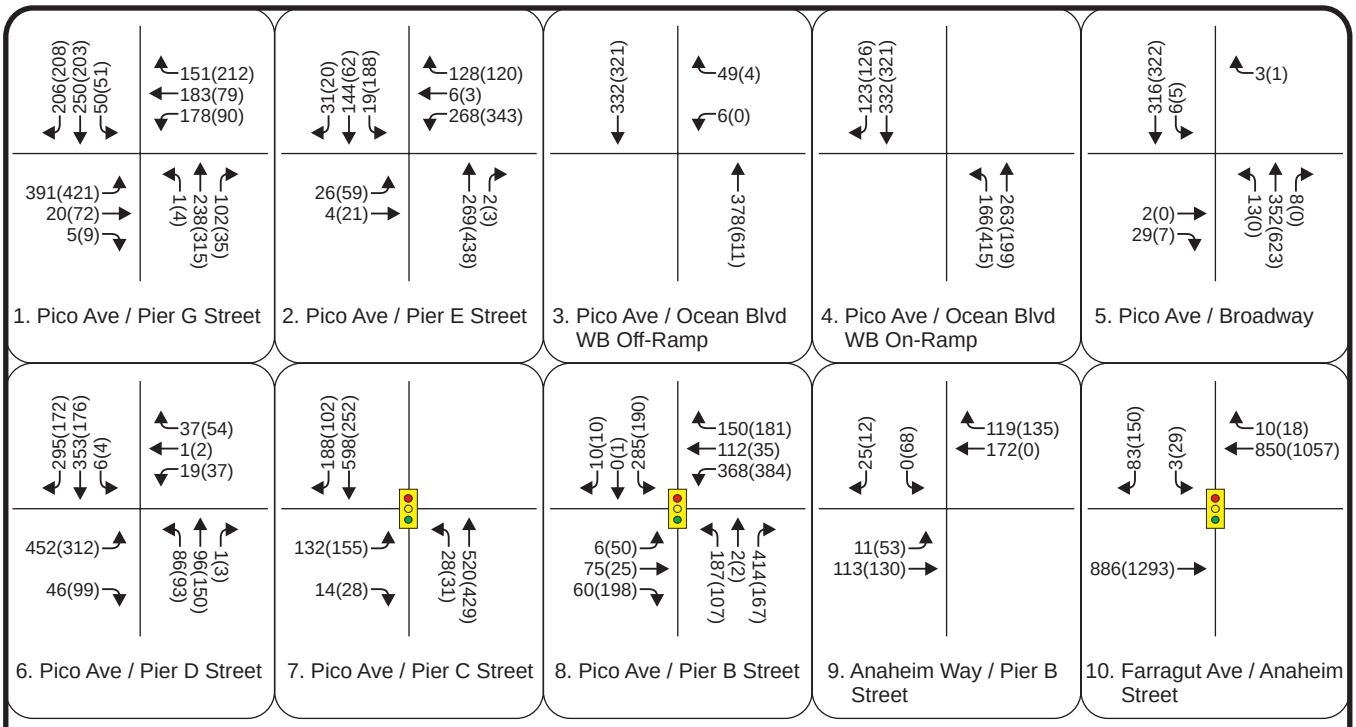


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

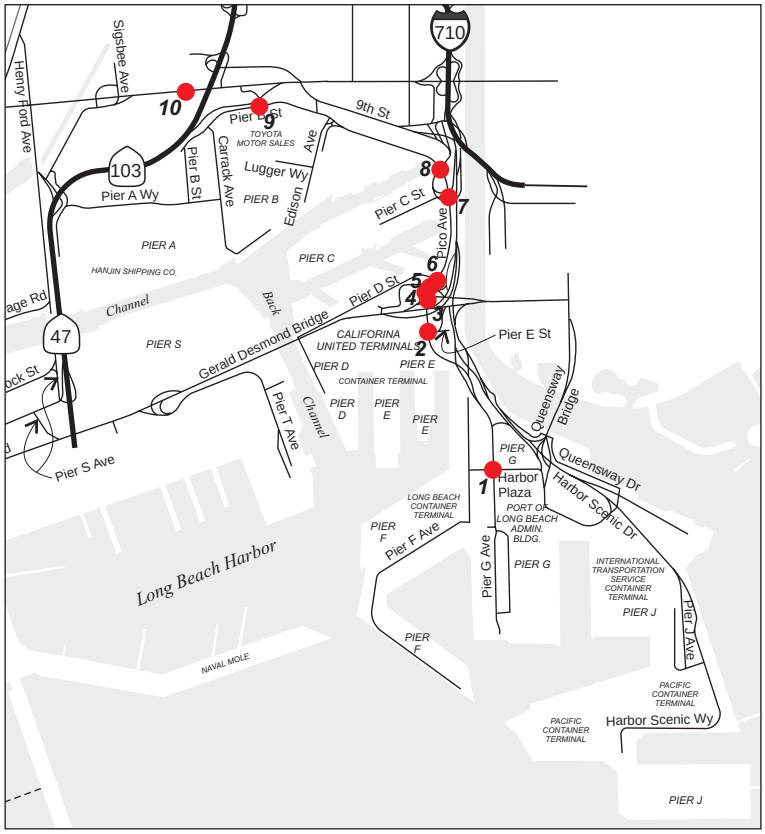
FIGURE 3.5-10
Year 2010 CEQA Baseline
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

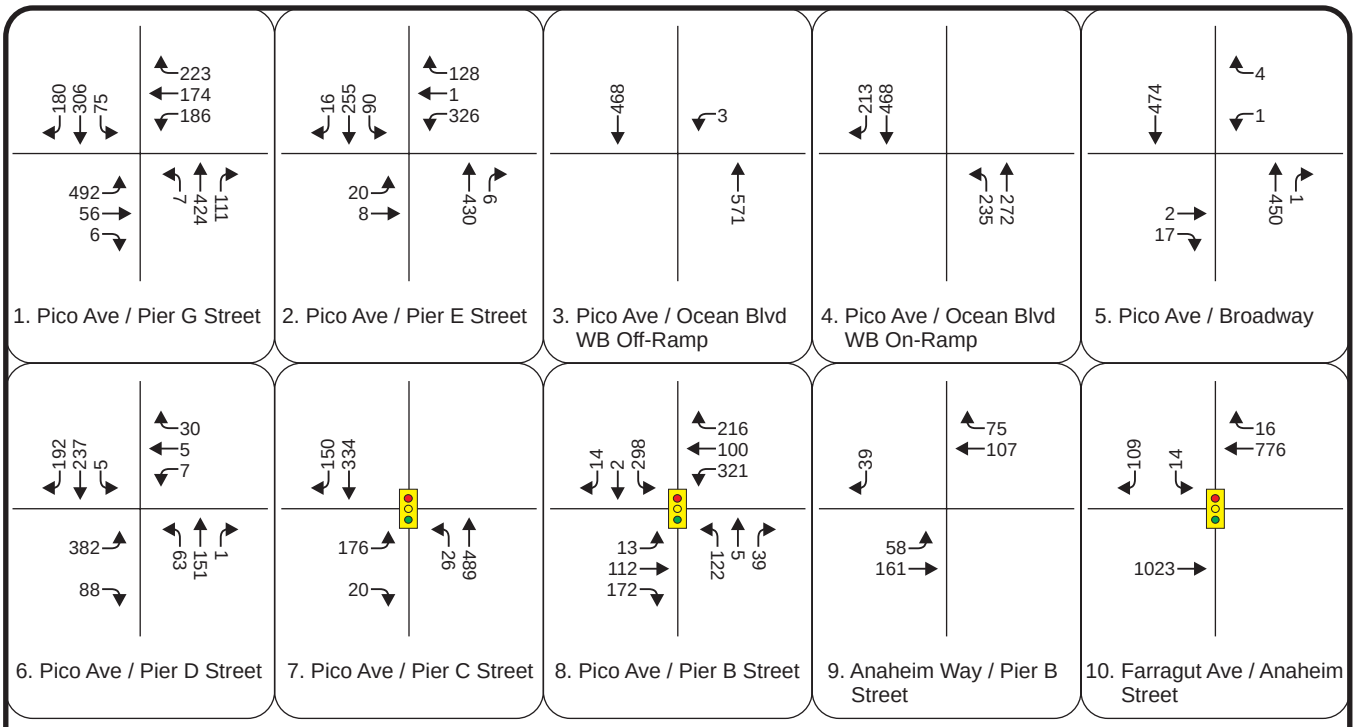


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

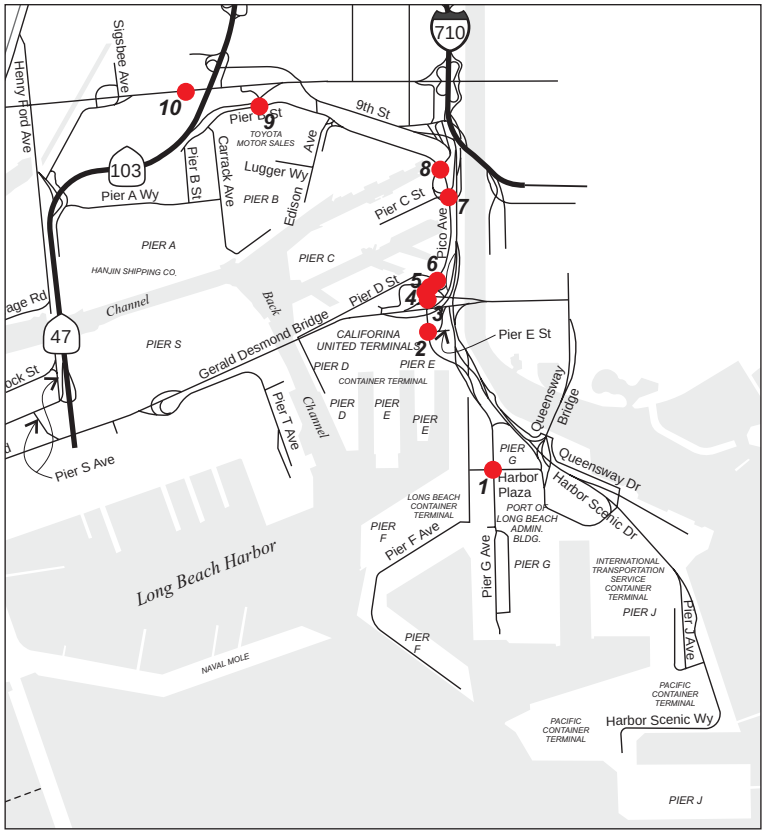
FIGURE 3.5-11
Year 2015 CEQA Baseline
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

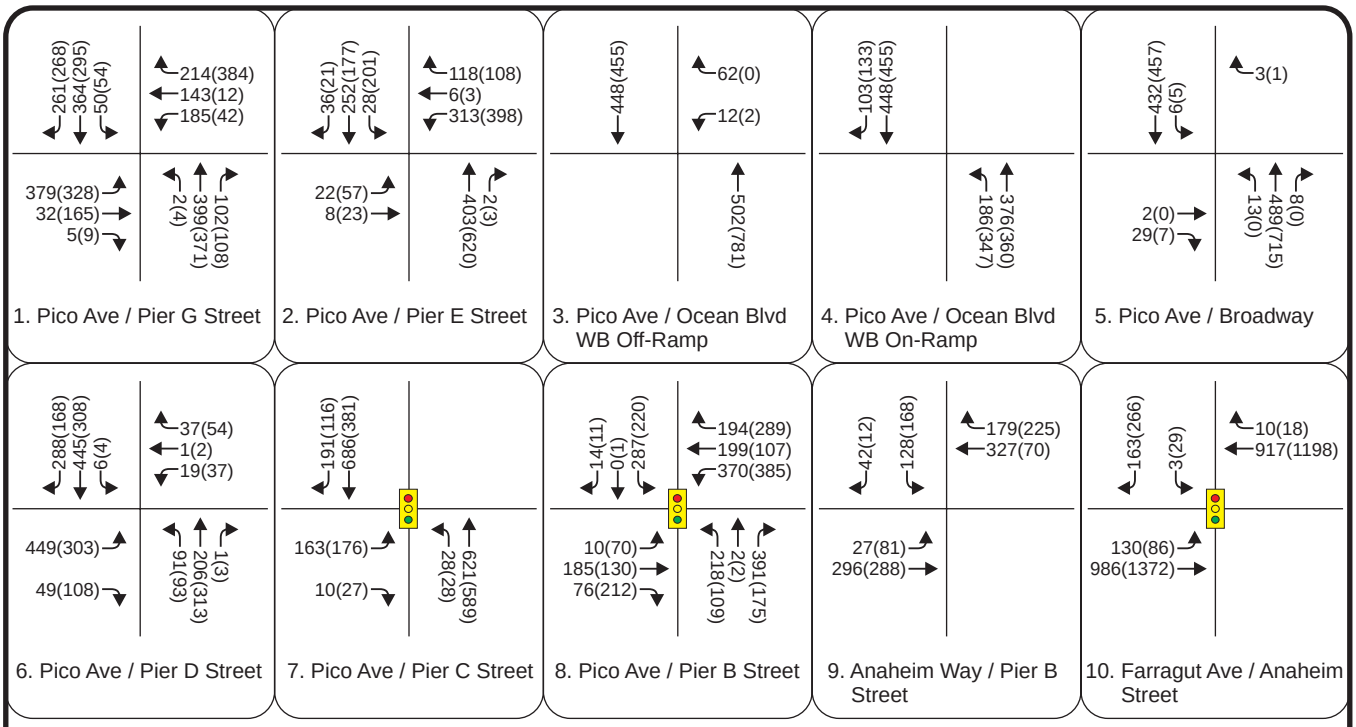


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

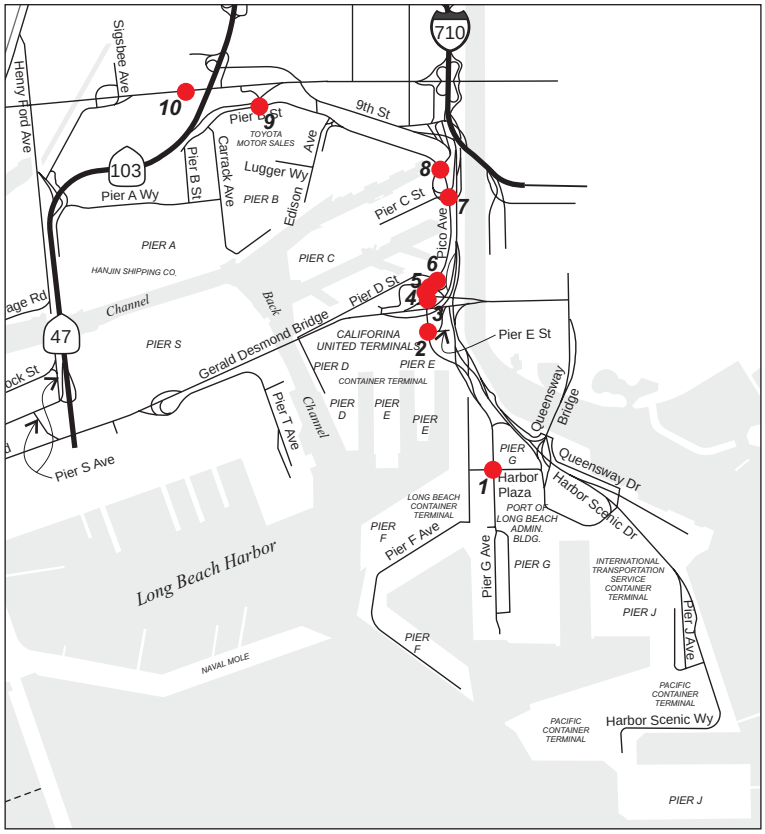
FIGURE 3.5-12
Year 2015 CEQA Baseline
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

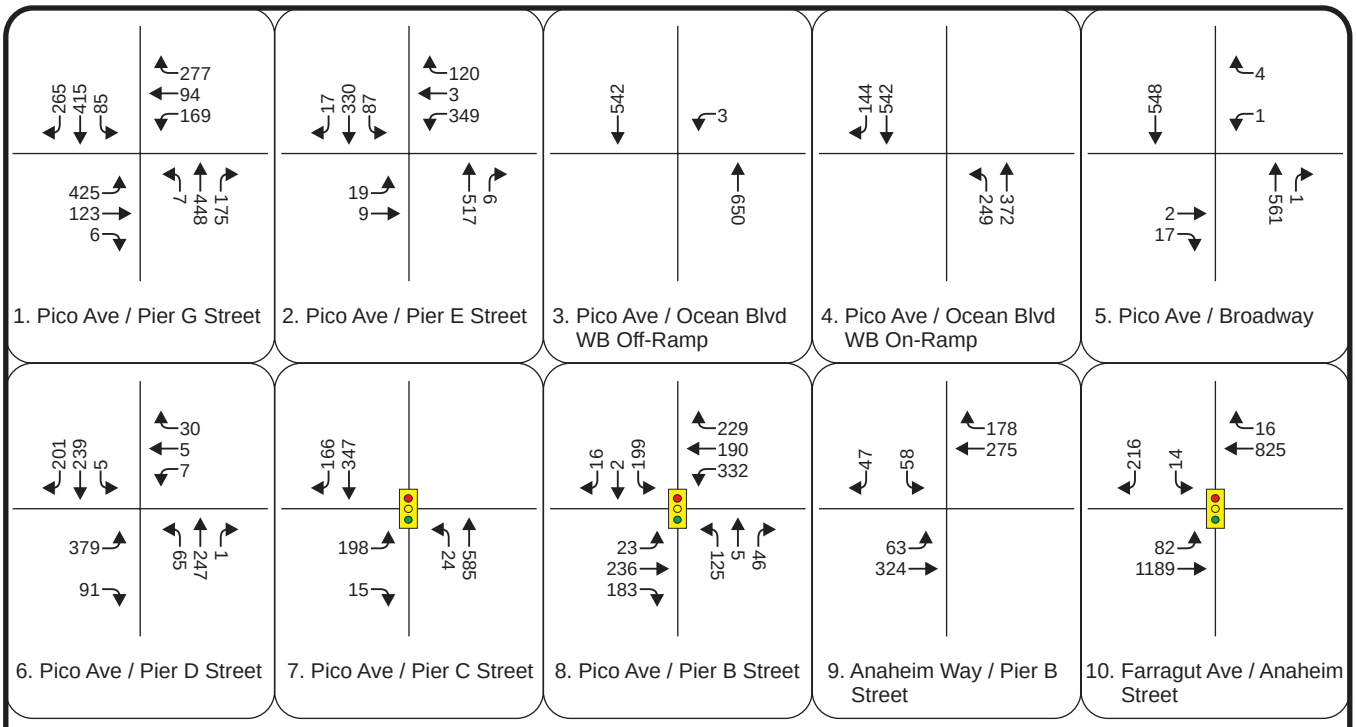


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

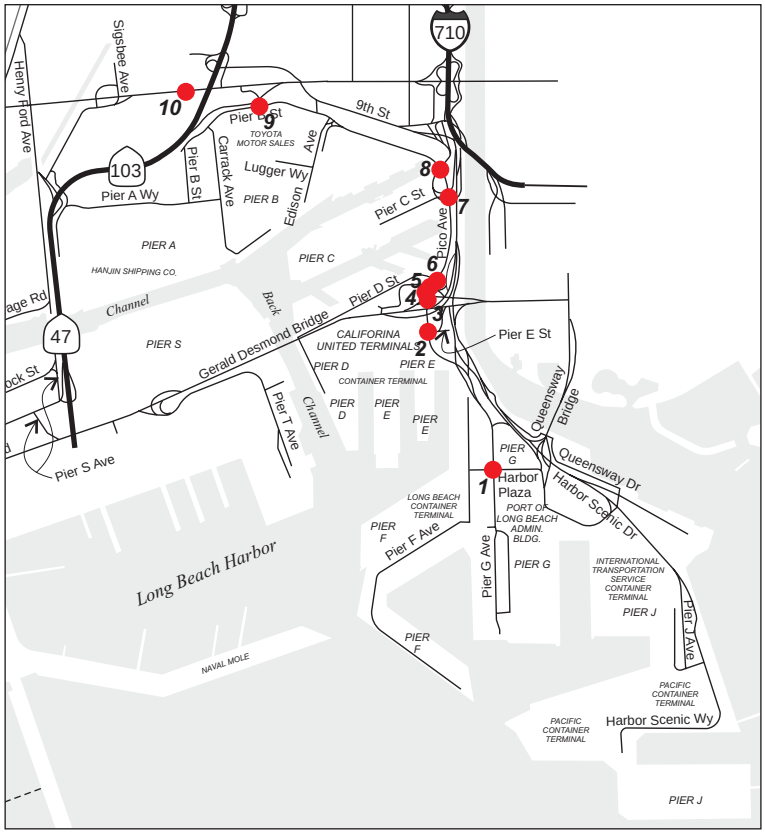
FIGURE 3.5-13
Year 2020 CEQA Baseline
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

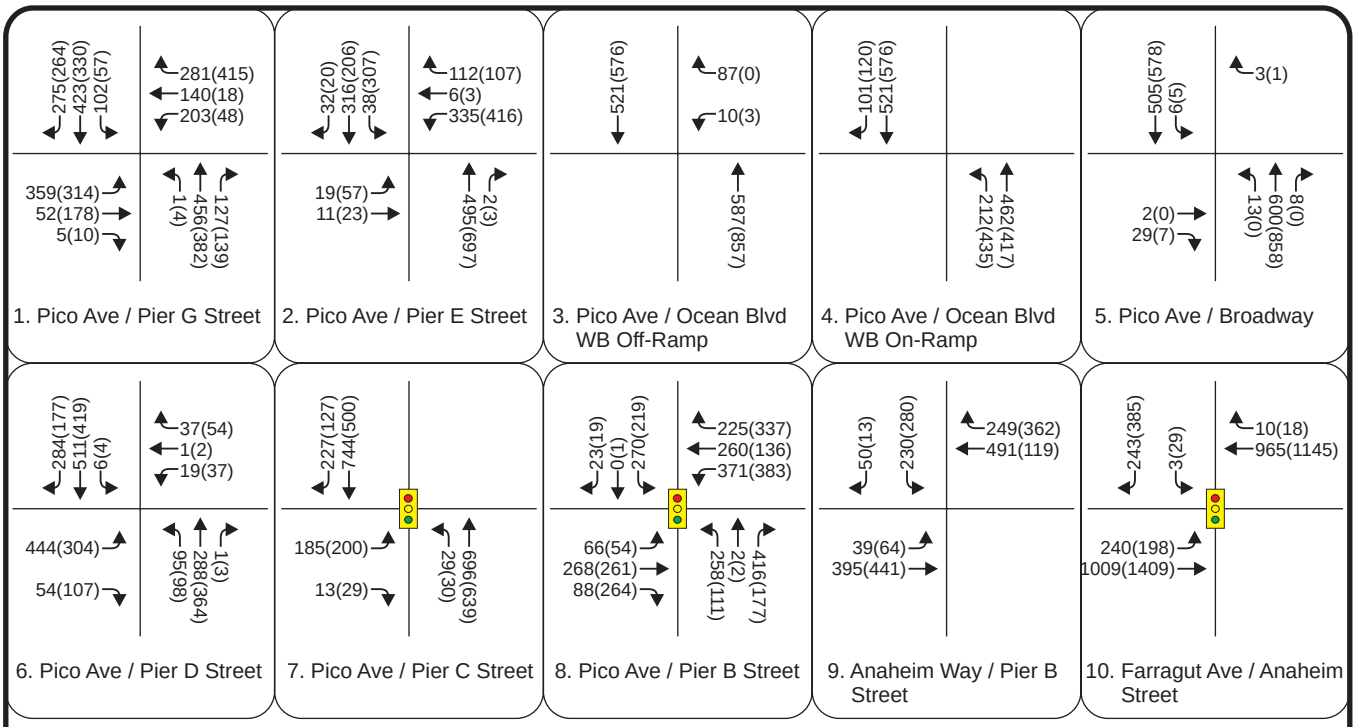


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

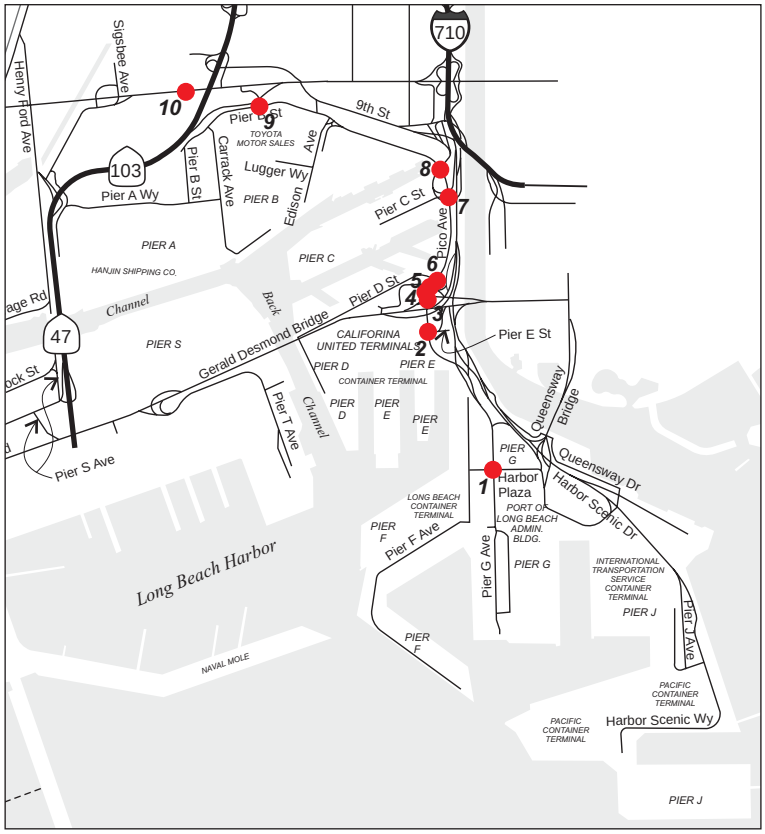
FIGURE 3.5-14
Year 2020 CEQA Baseline
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

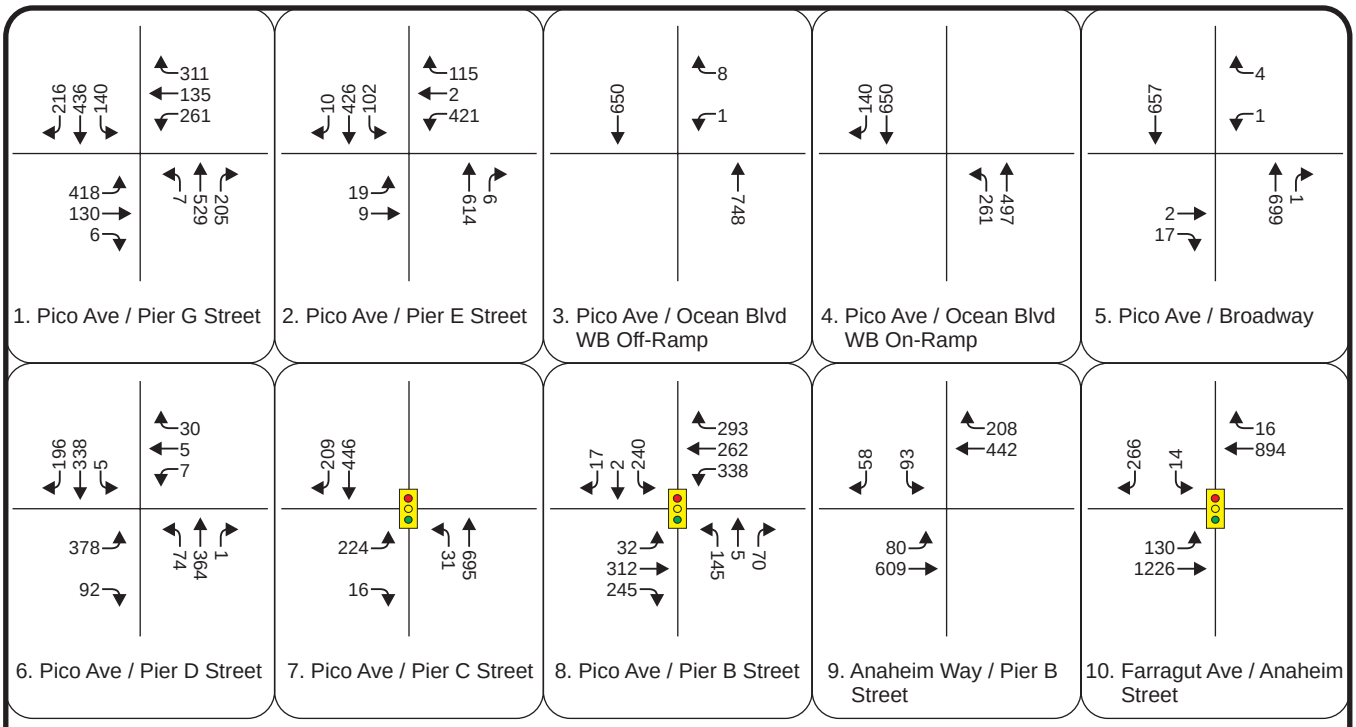


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

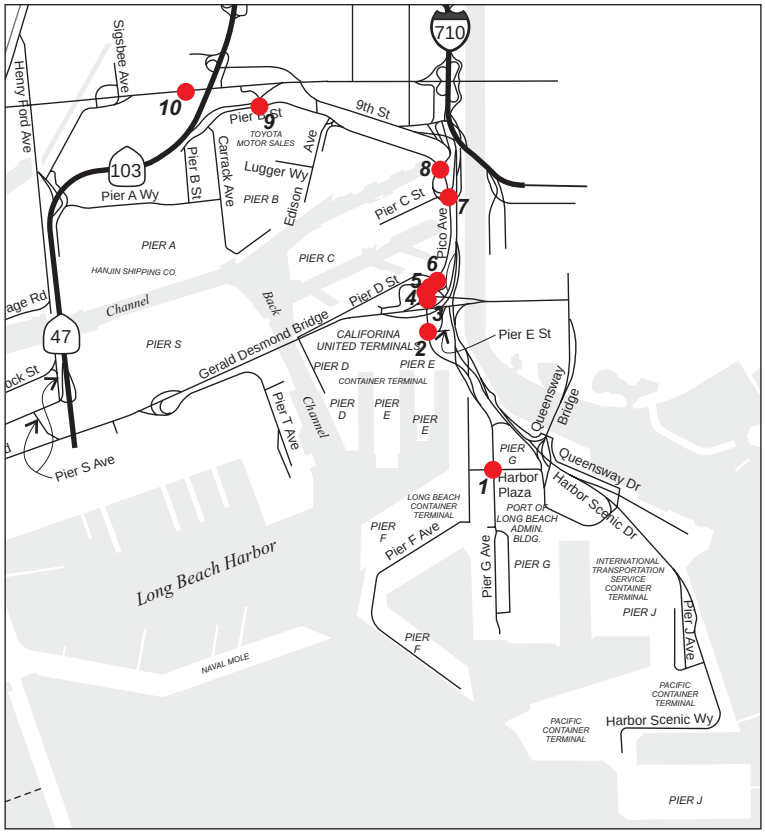
FIGURE 3.5-15
Year 2030 CEQA Baseline
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

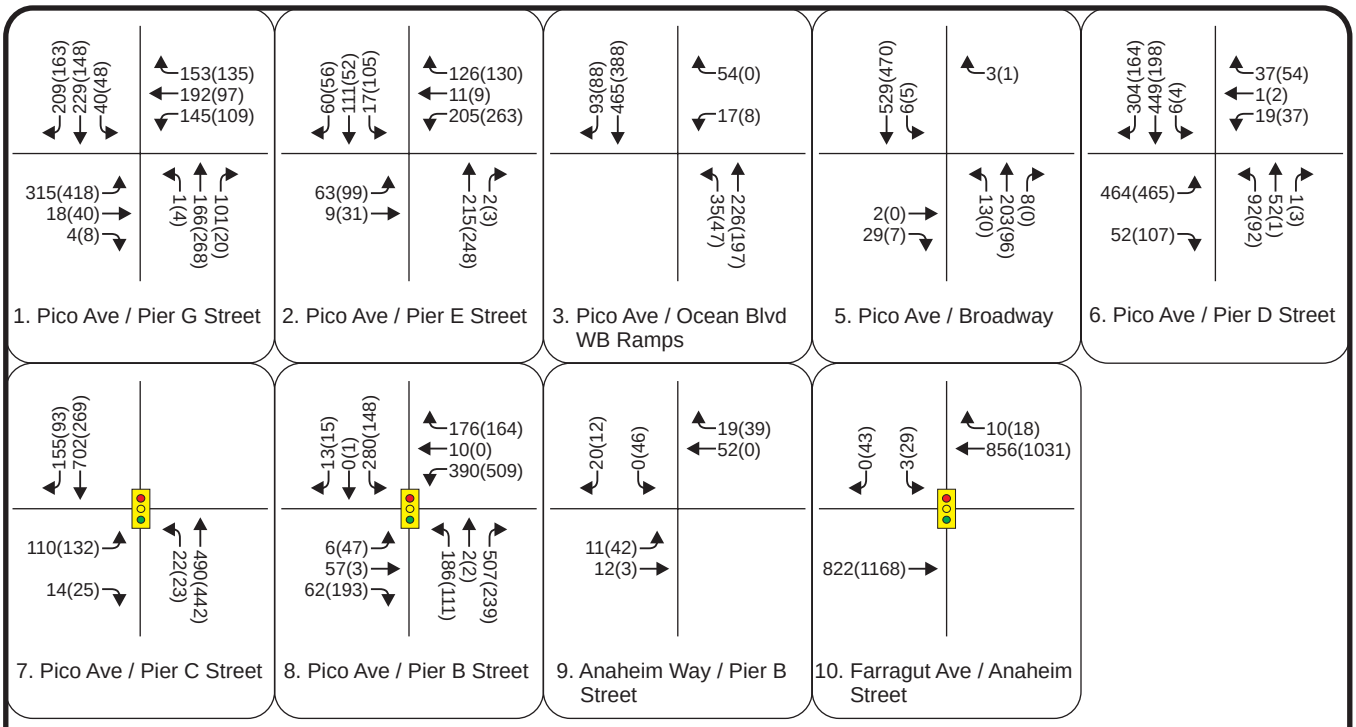


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

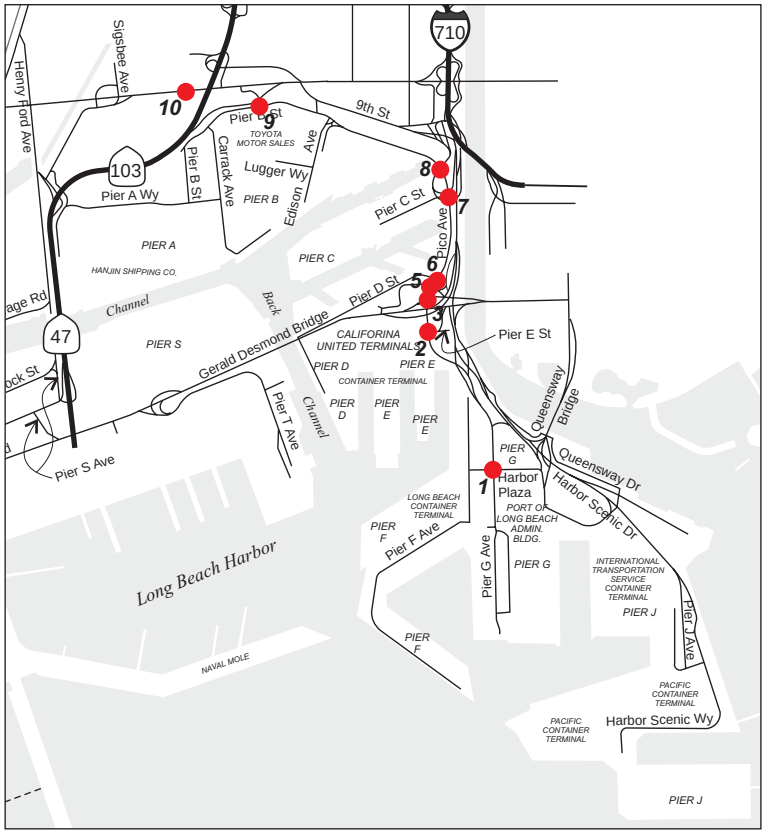
FIGURE 3.5-16
Year 2030 CEQA Baseline
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

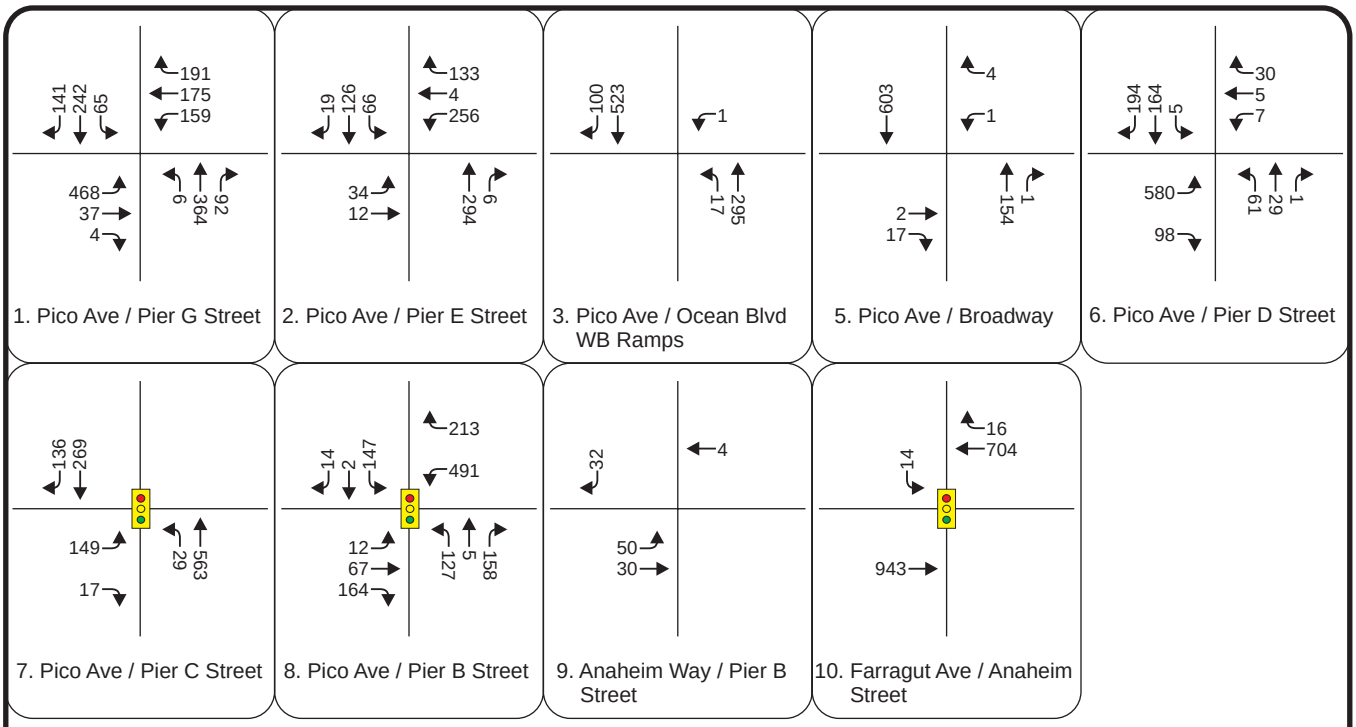


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

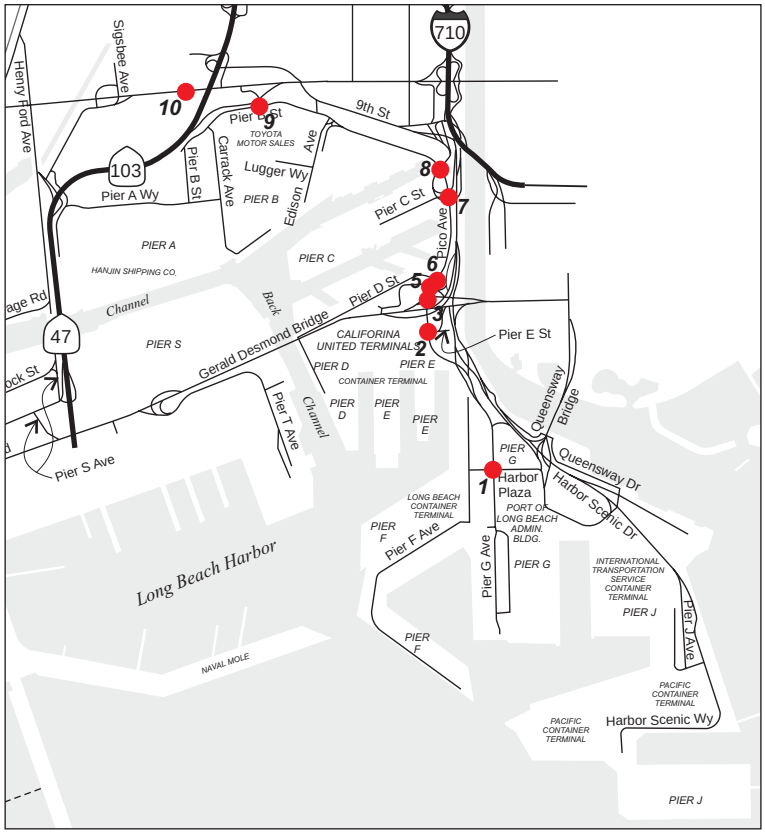
FIGURE 3.5-17
Year 2010 345-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

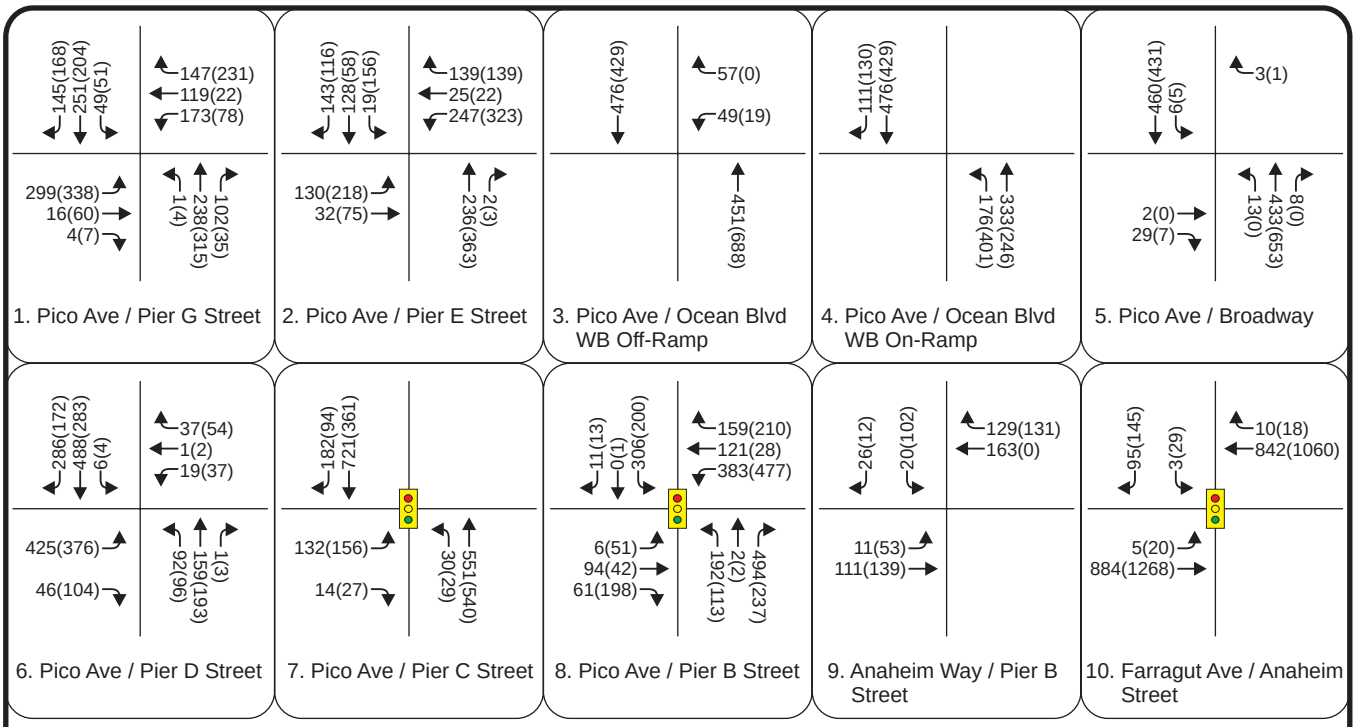


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

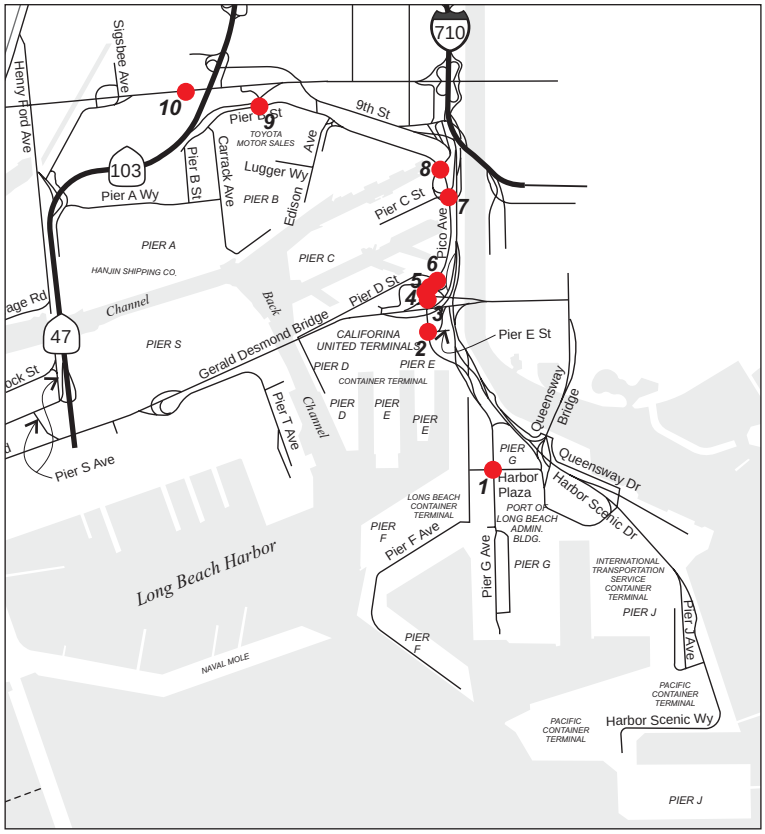
FIGURE 3.5-18
Year 2010 345-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

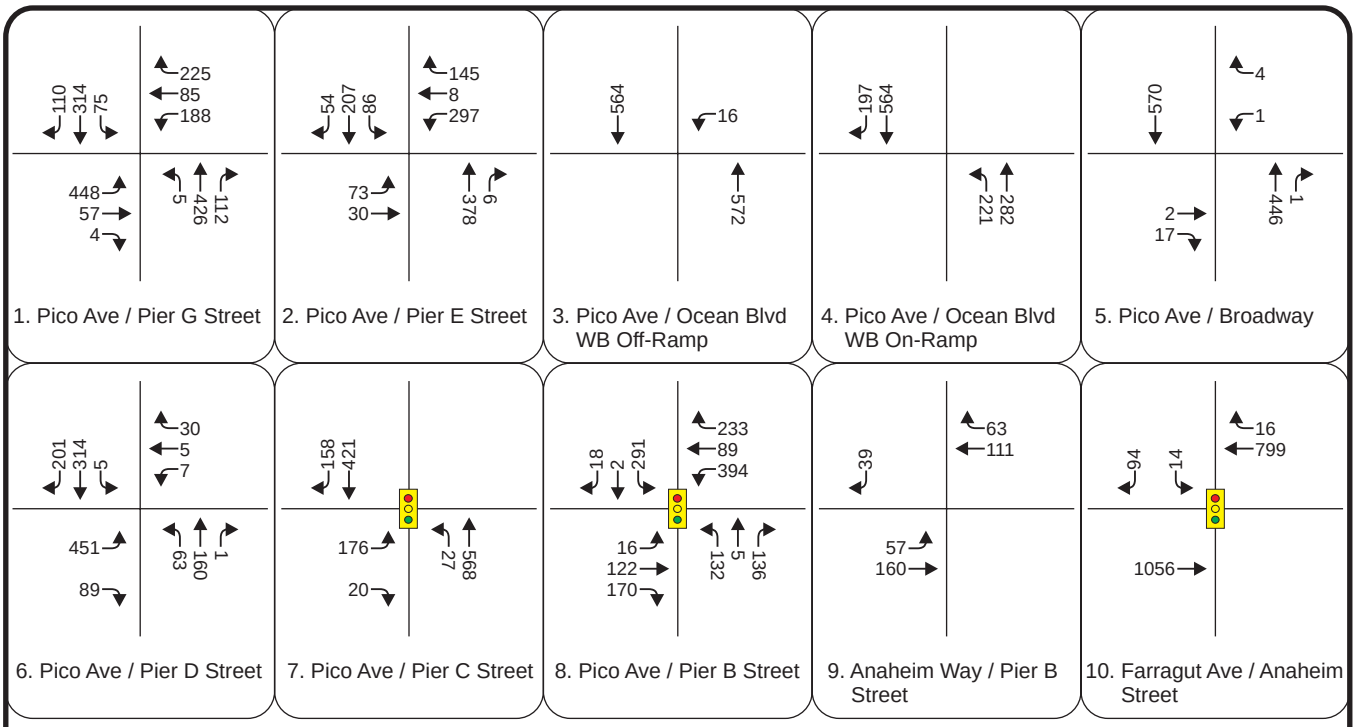


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

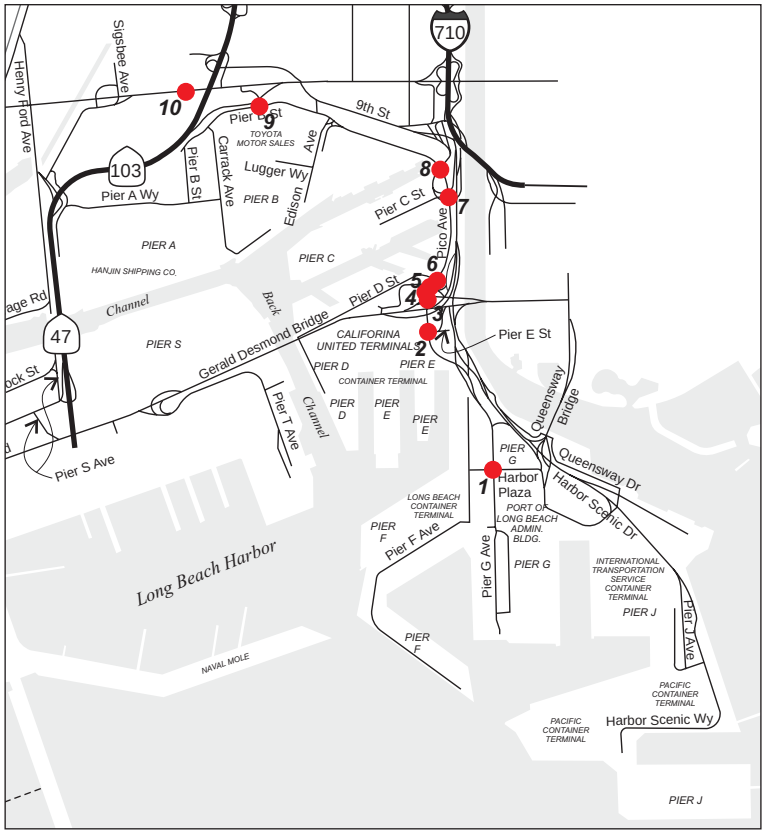
FIGURE 3.5-19
Year 2015 345-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

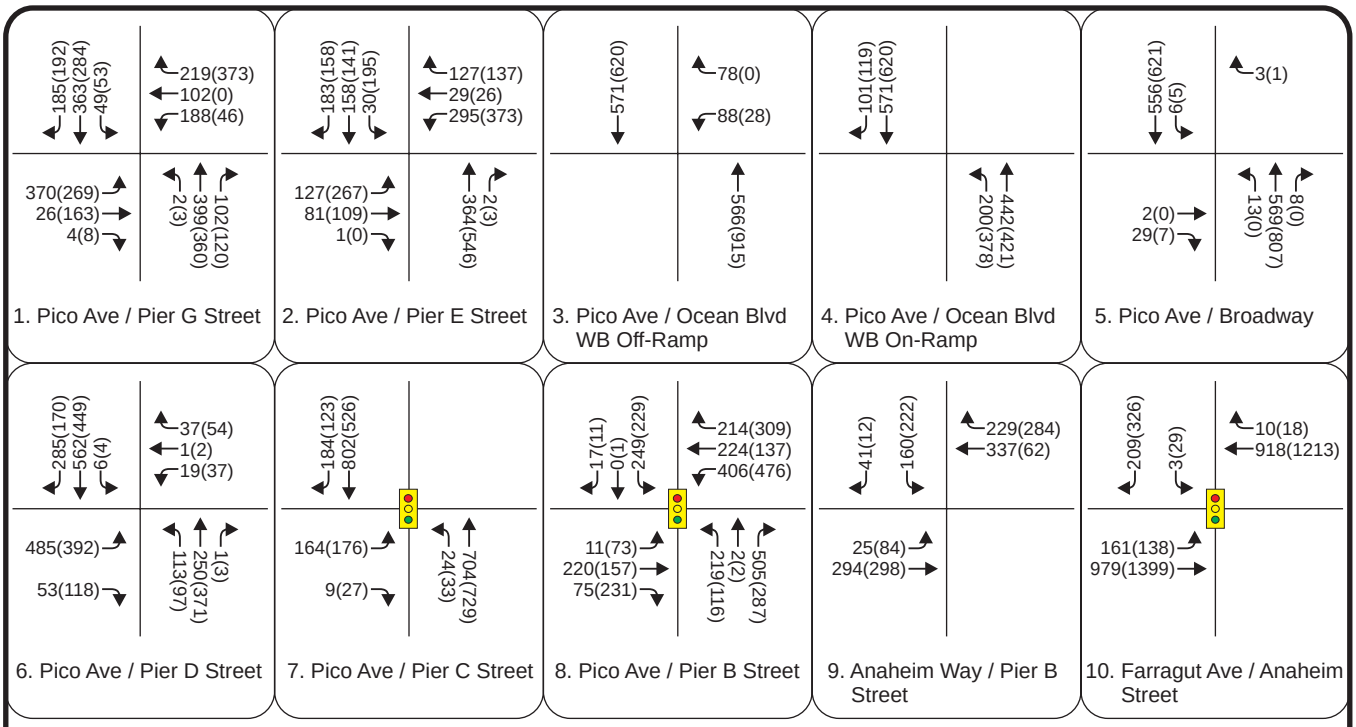


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

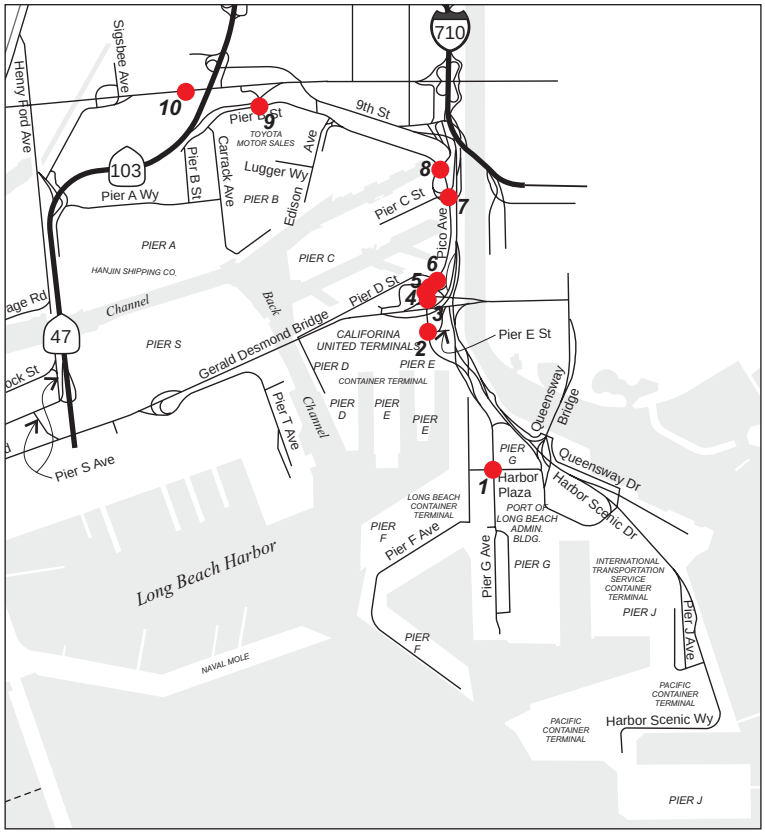
FIGURE 3.5-20
Year 2015 345-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

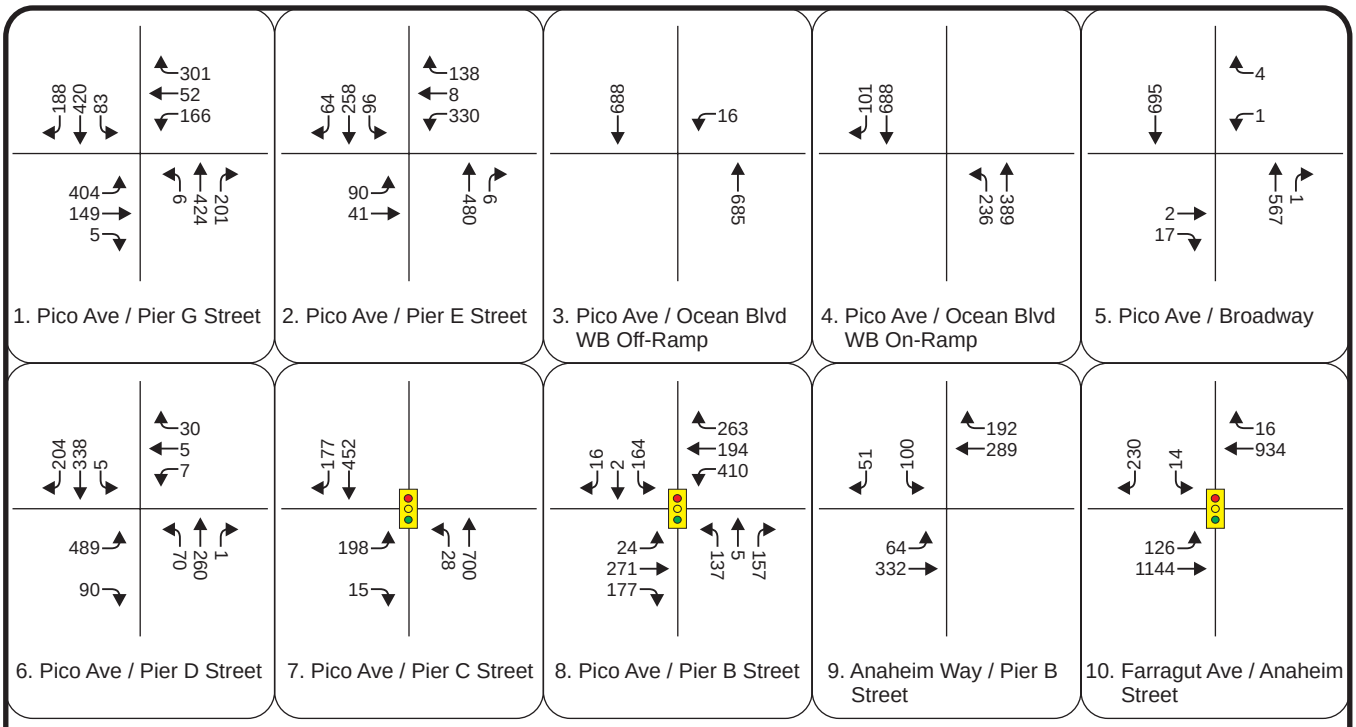


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

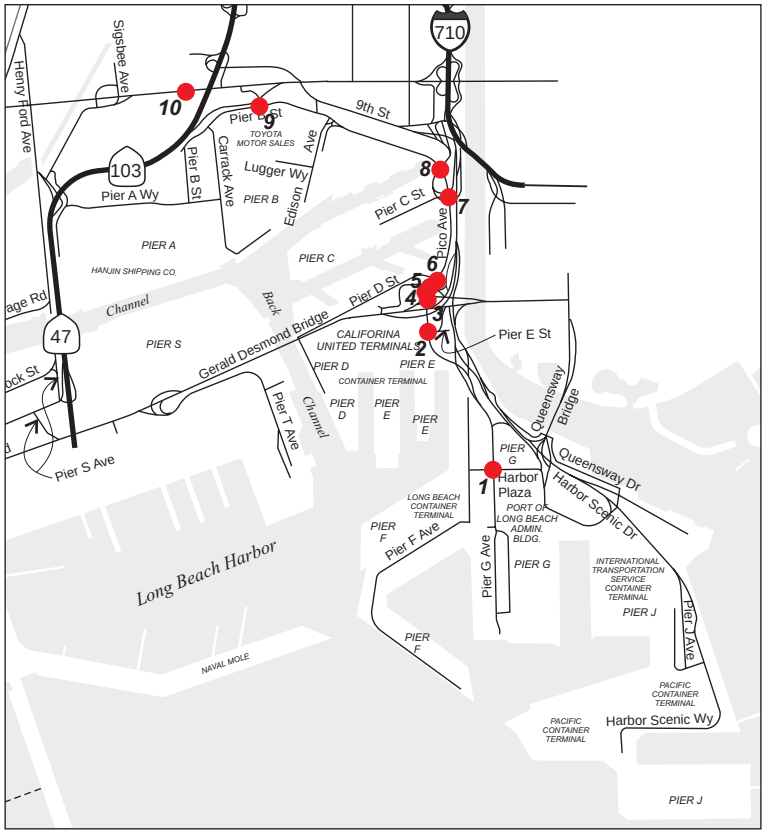
FIGURE 3.5-21
Year 2020 345-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

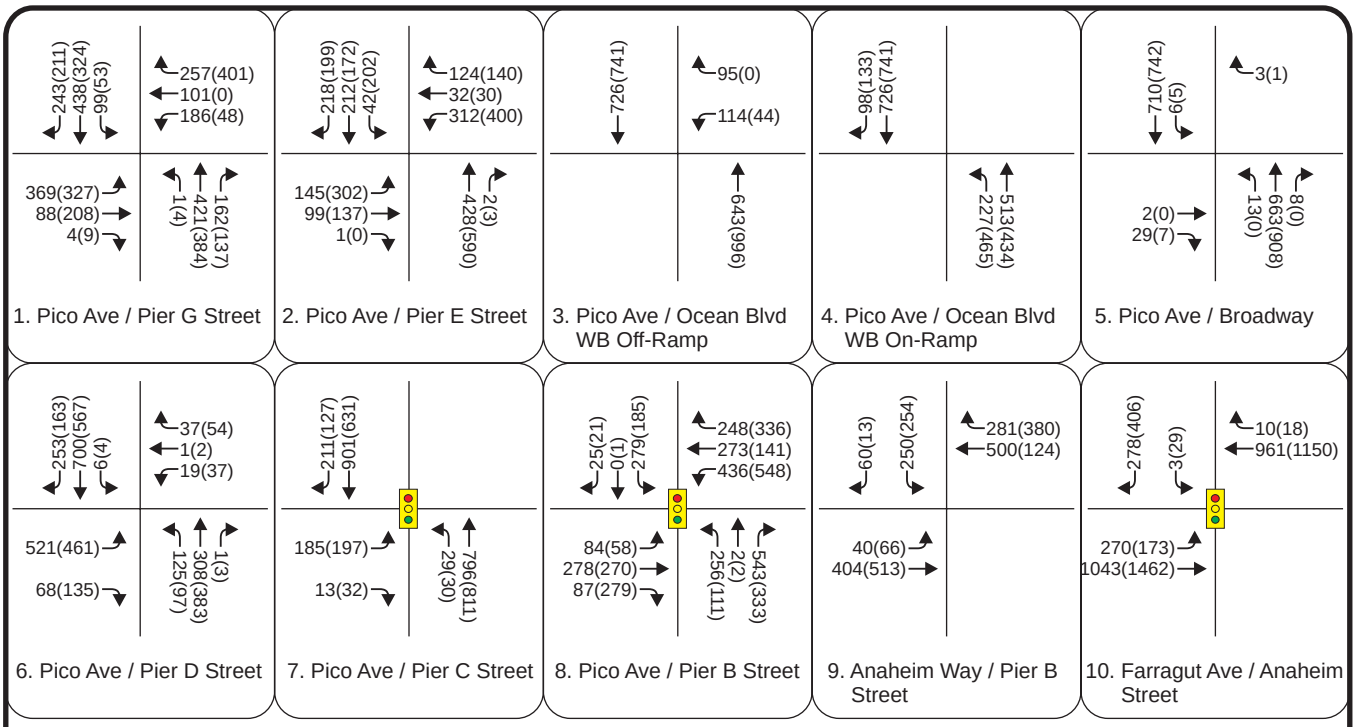


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

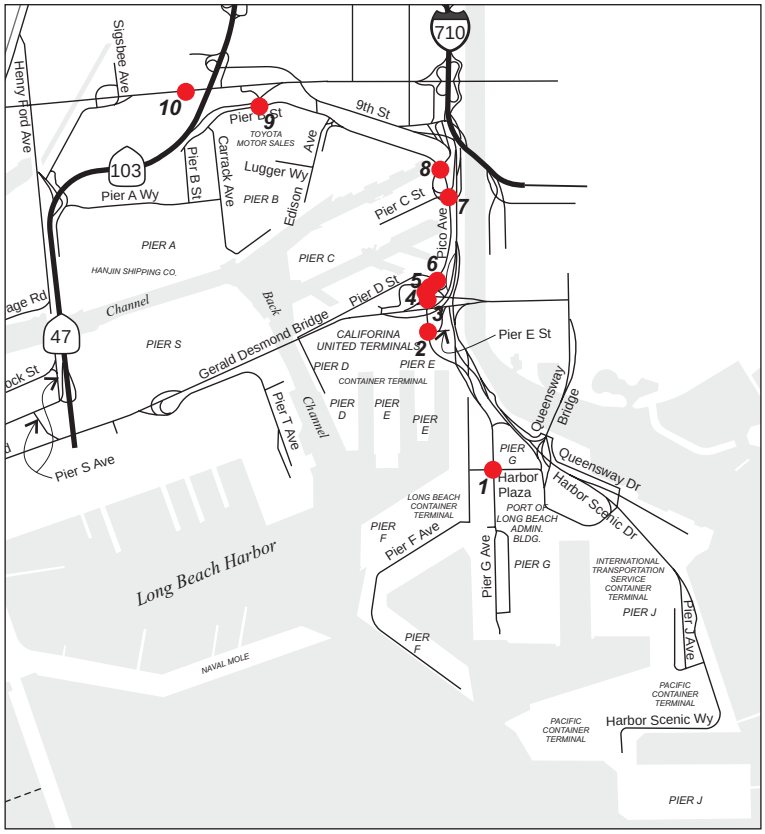
FIGURE 3.5-22
Year 2020 345-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

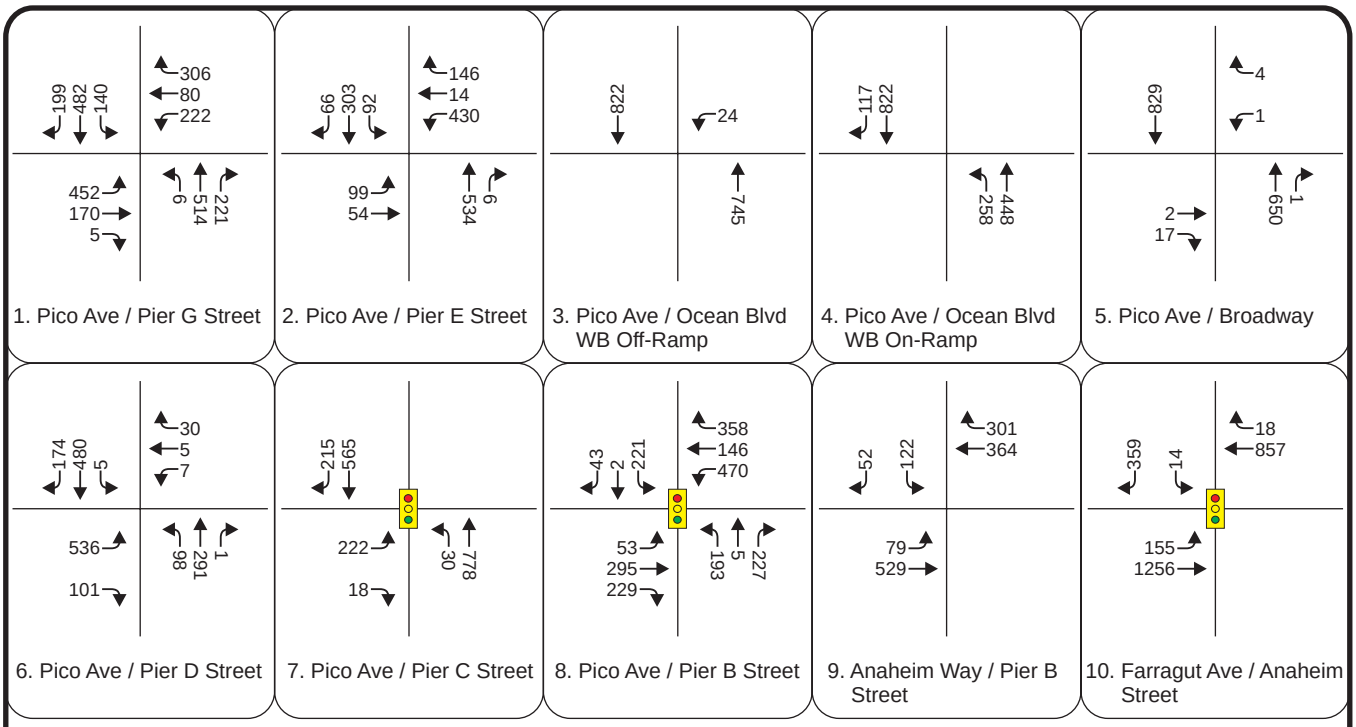


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

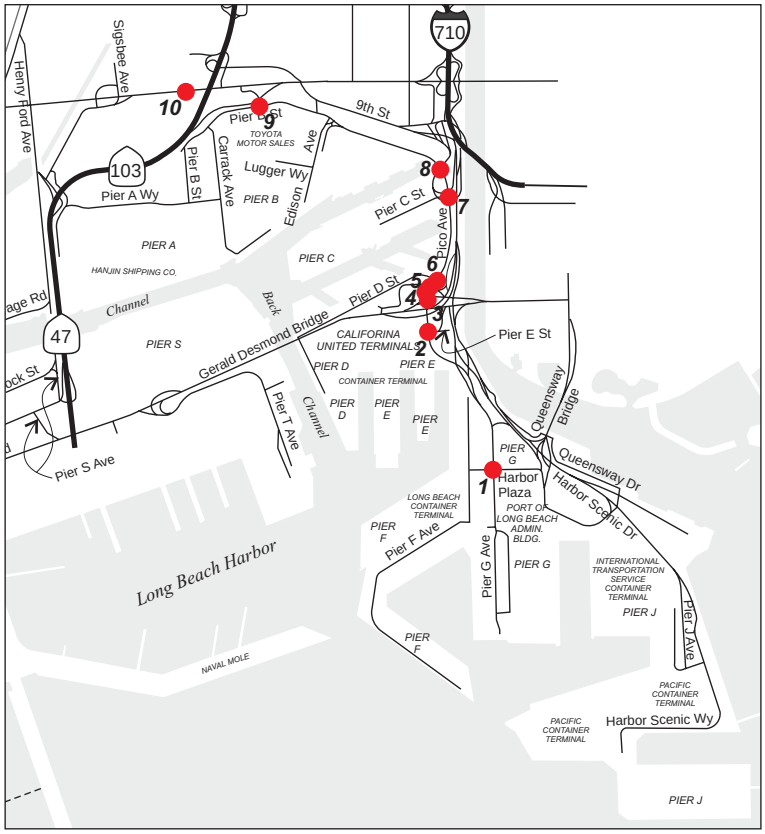
FIGURE 3.5-23
Year 2030 345-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

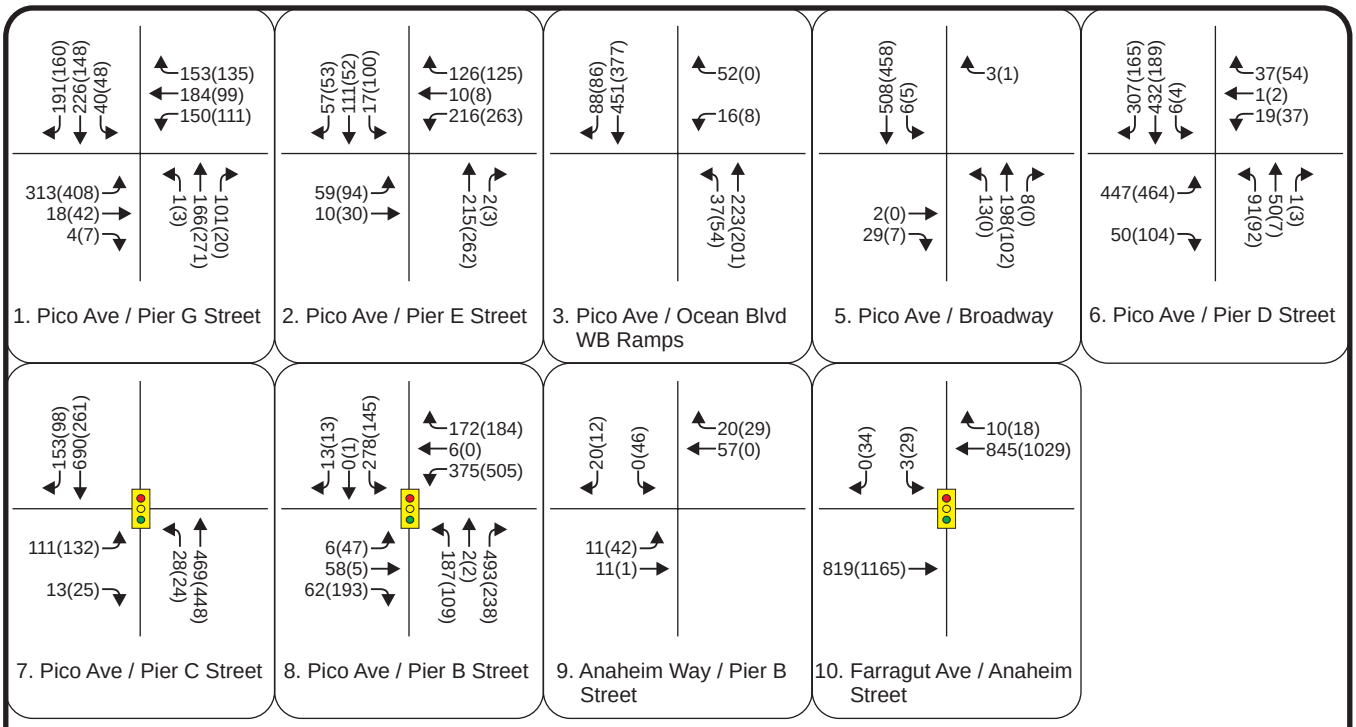


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

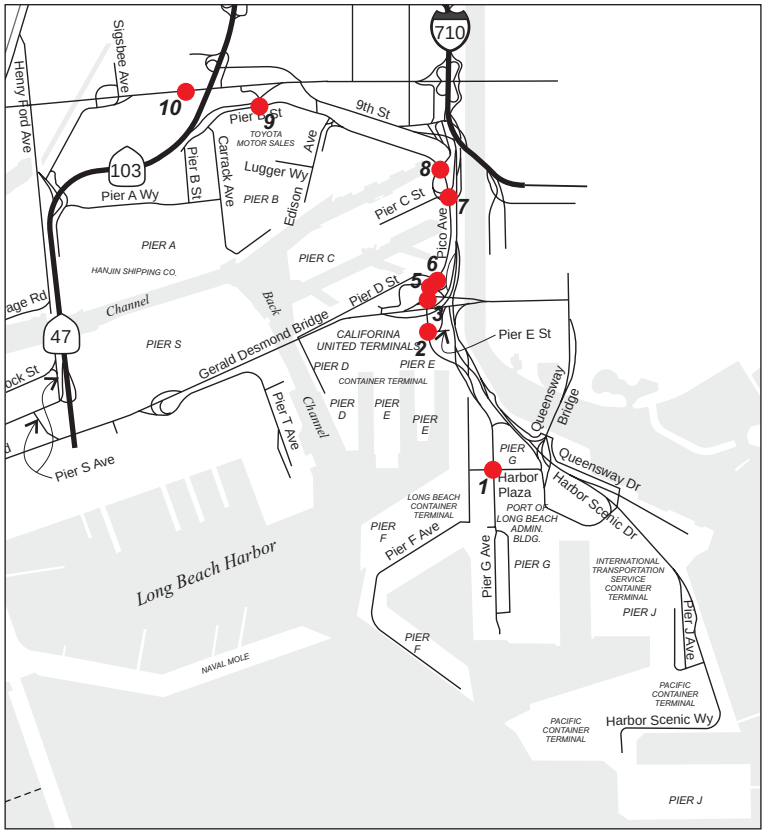
FIGURE 3.5-24
Year 2030 345-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

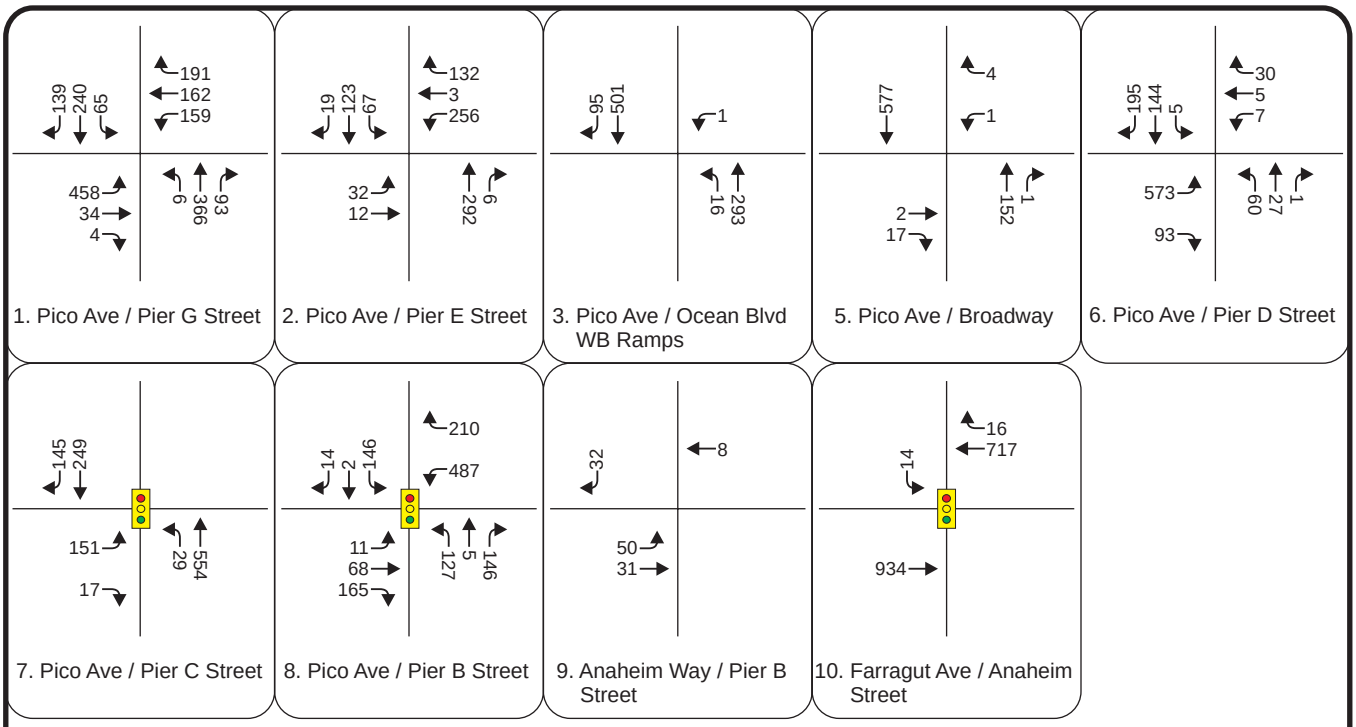


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

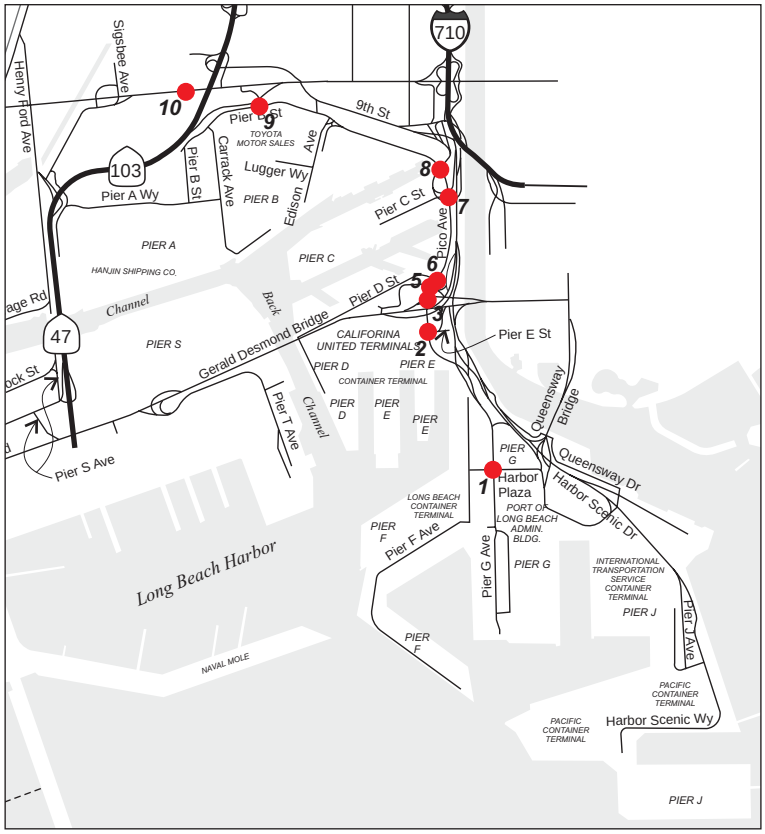
FIGURE 3.5-25
Year 2010 315-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

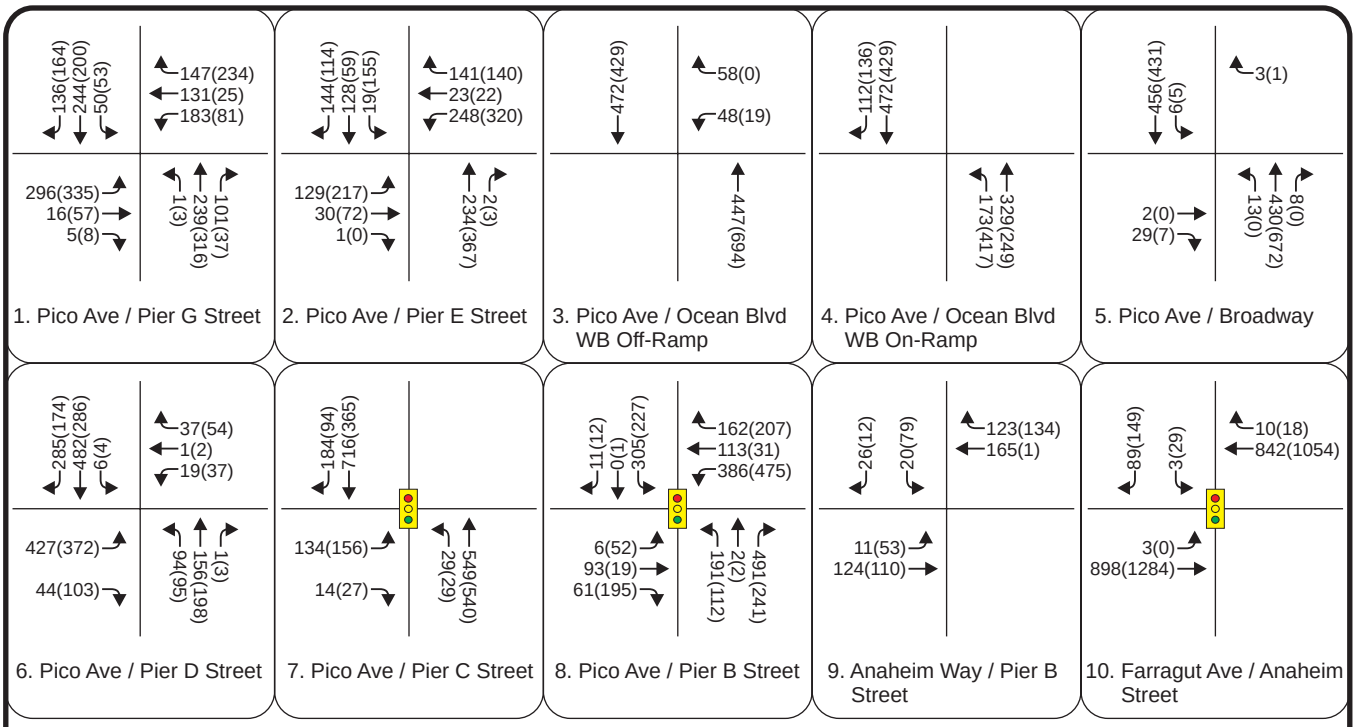


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

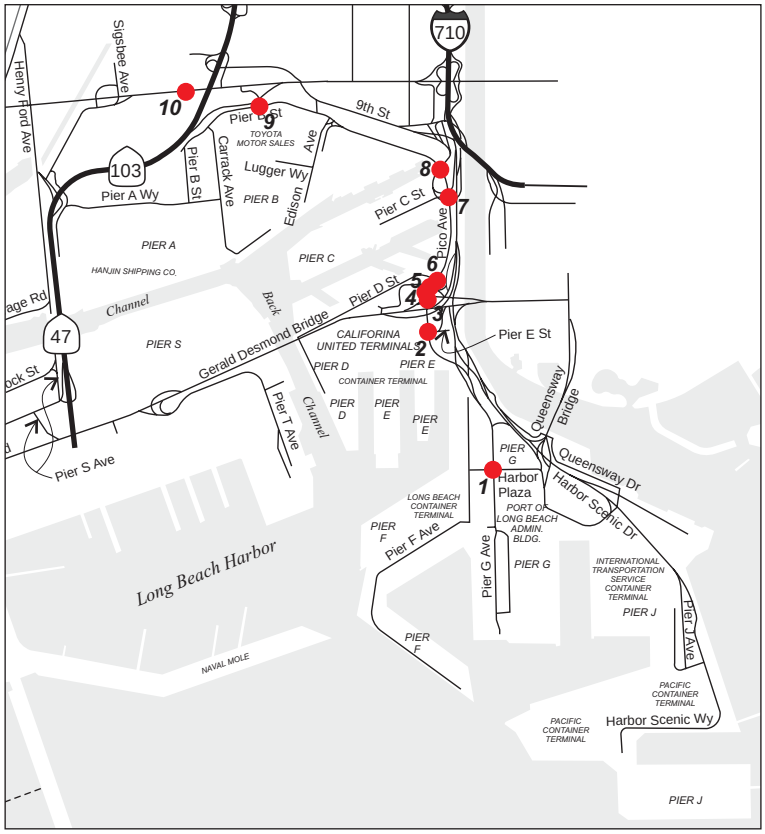
FIGURE 3.5-26
Year 2010 315-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

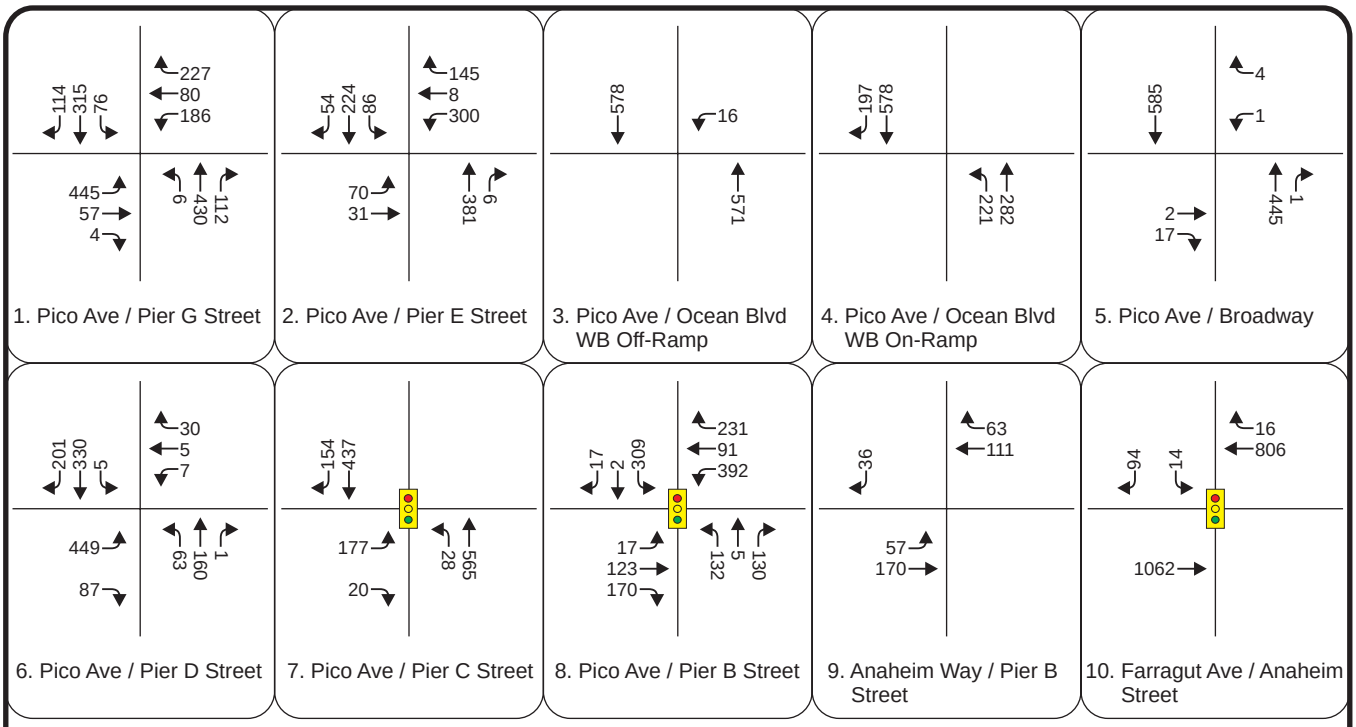


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

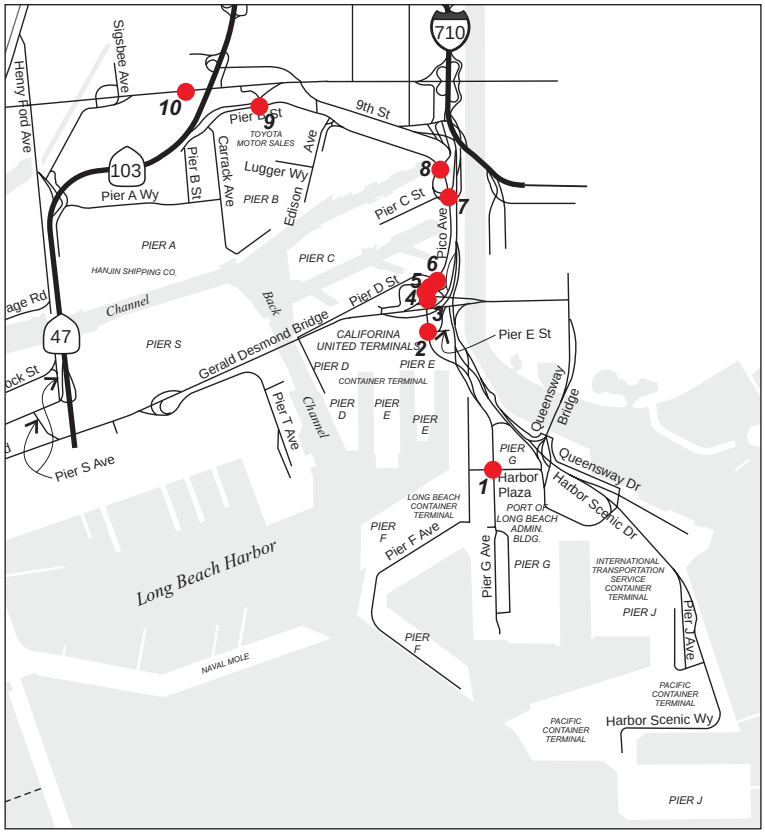
FIGURE 3.5-27
Year 2015 315-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

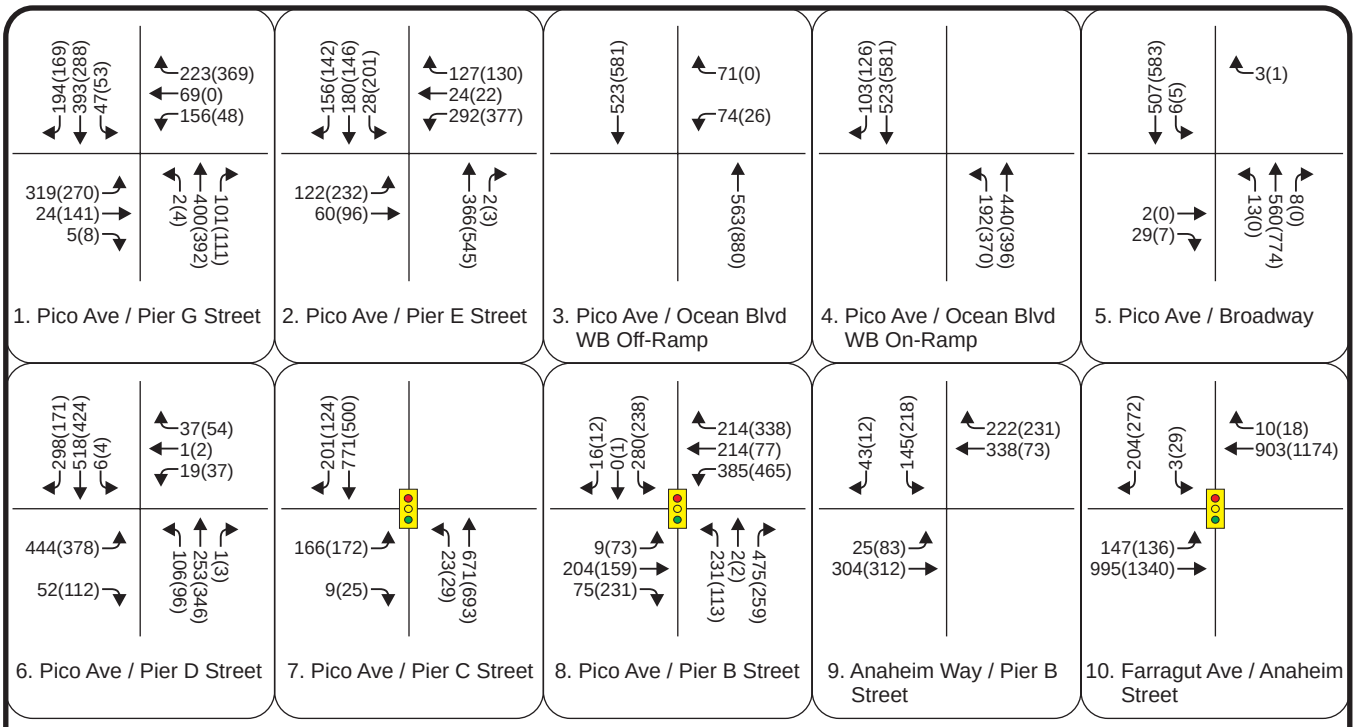


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

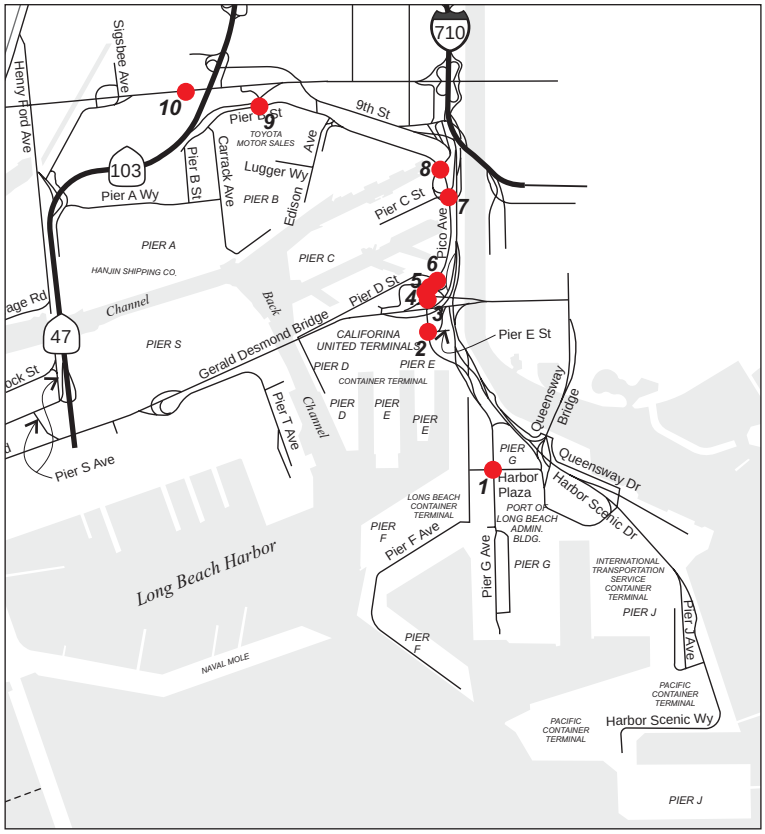
FIGURE 3.5-28
Year 2015 315-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

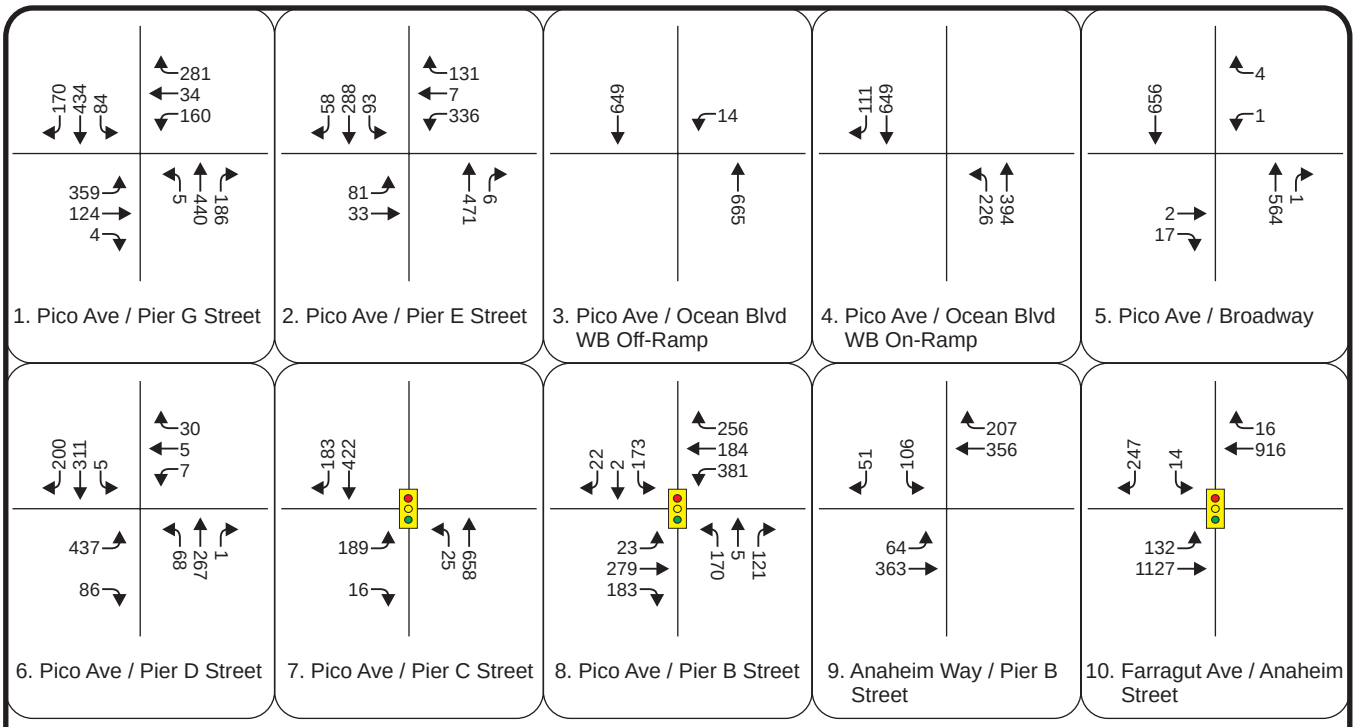


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

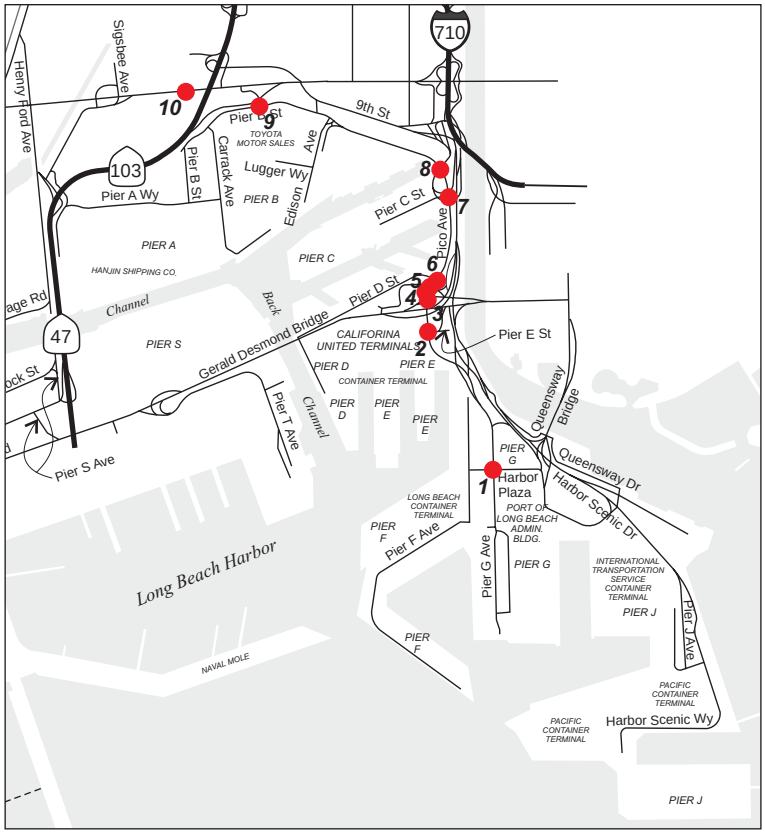
FIGURE 3.5-29
Year 2020 315-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

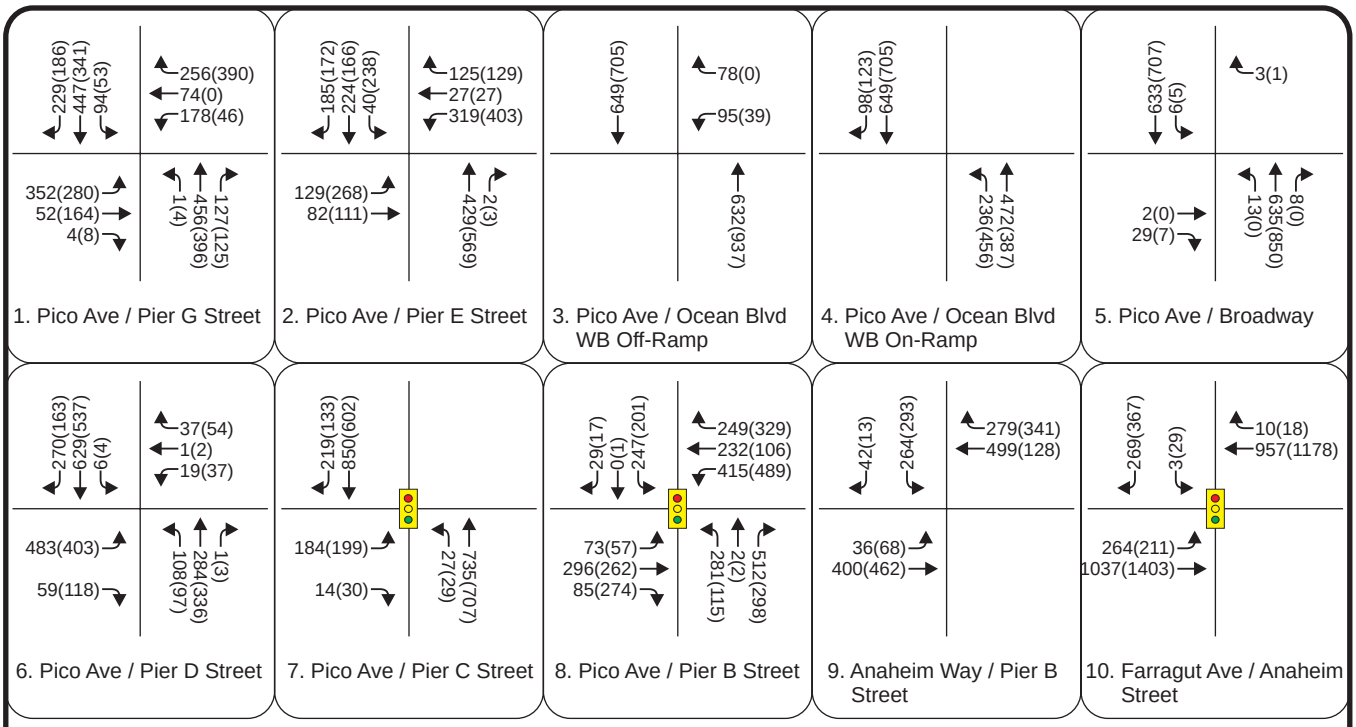


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

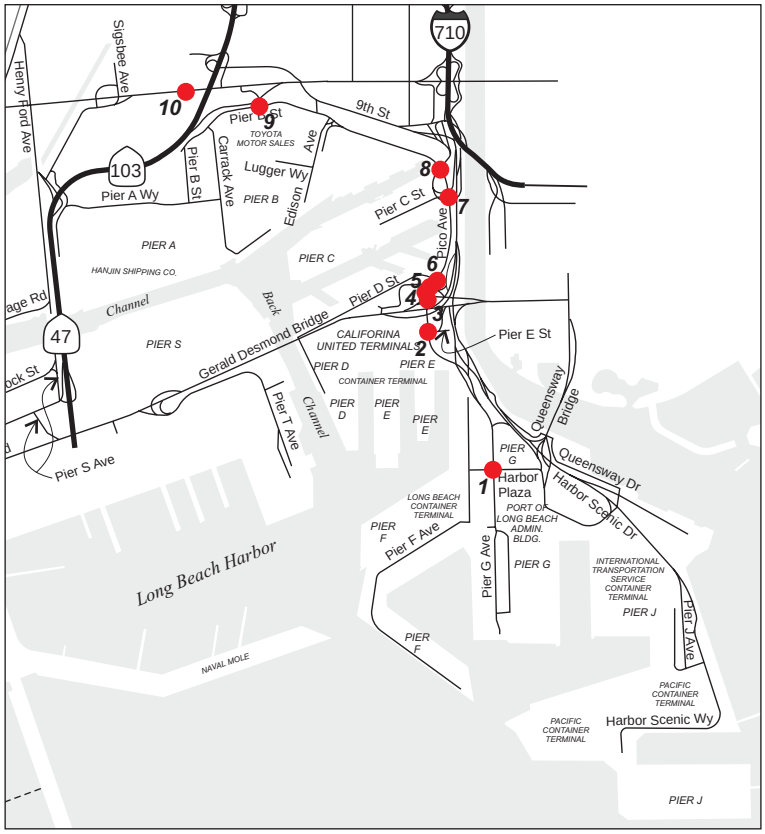
FIGURE 3.5-30
Year 2020 315-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

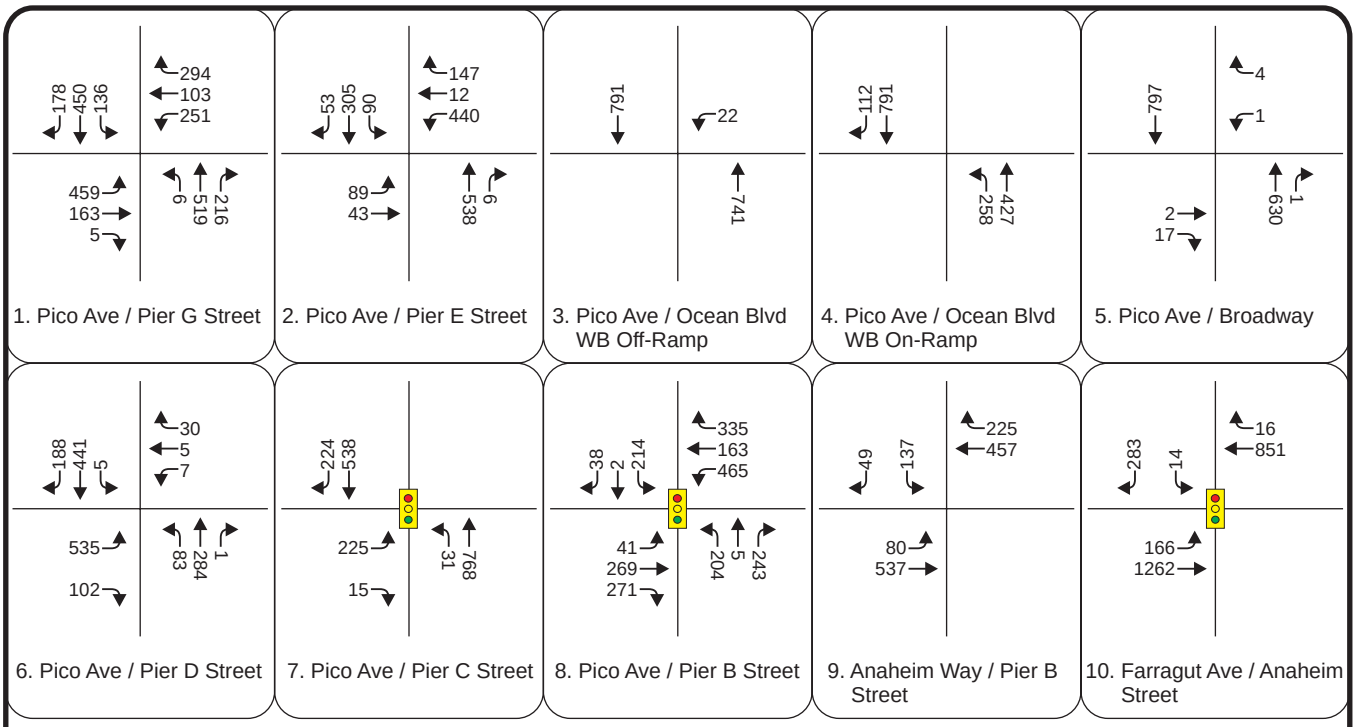


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

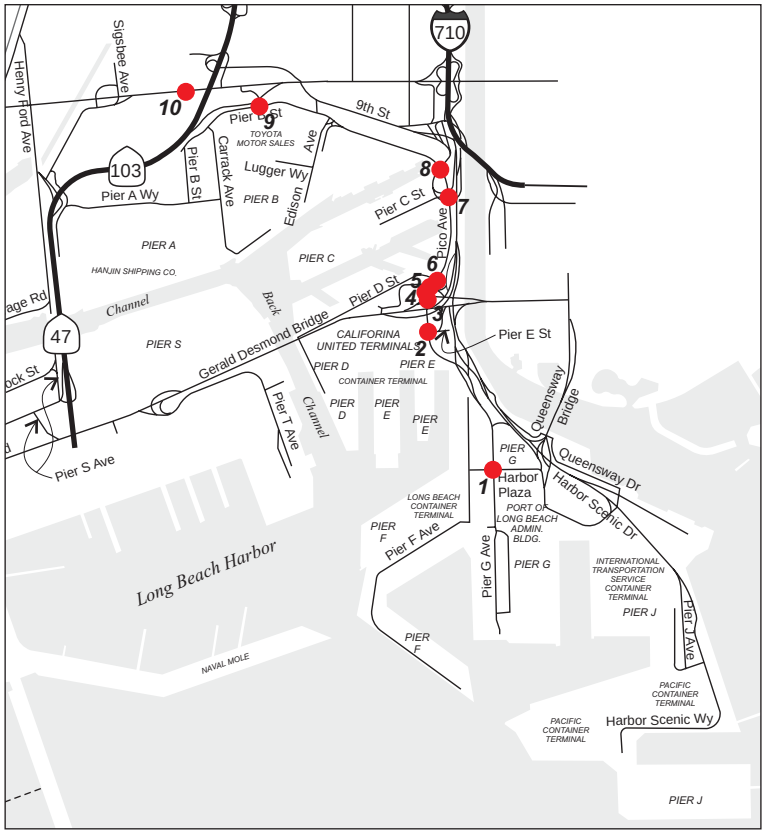
FIGURE 3.5-31
Year 2030 315-Acre Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

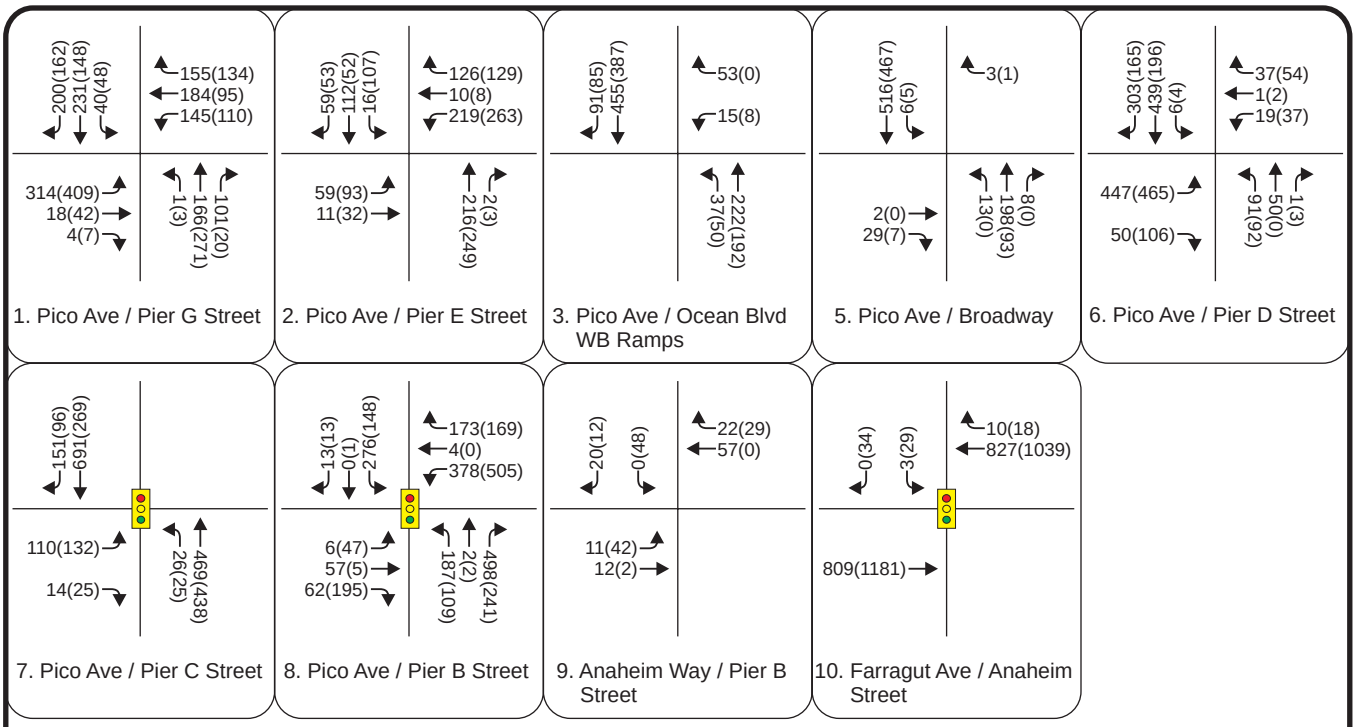


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

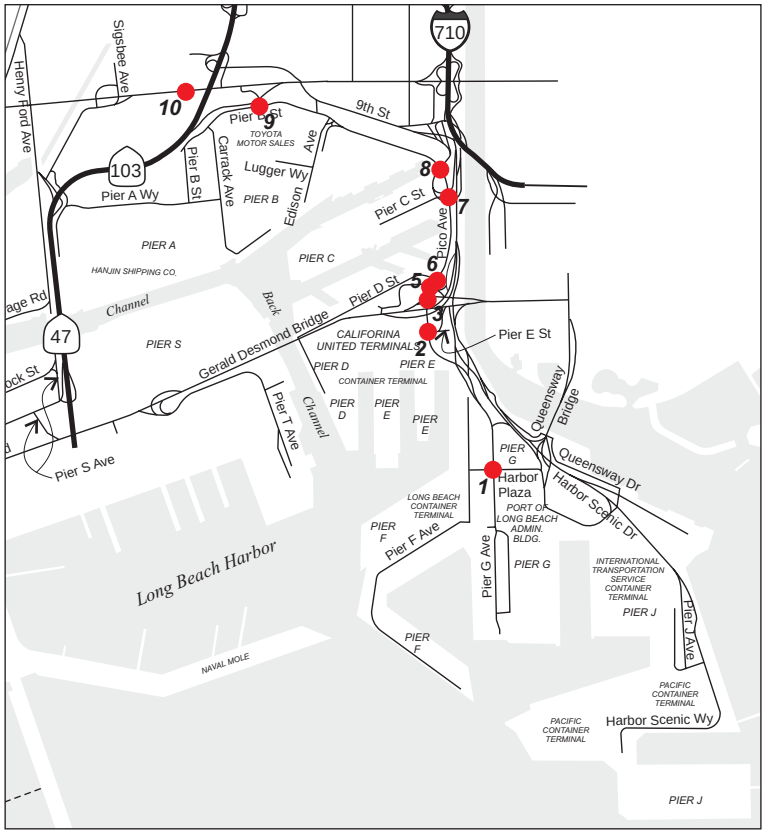
FIGURE 3.5-32
Year 2030 315-Acre Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE



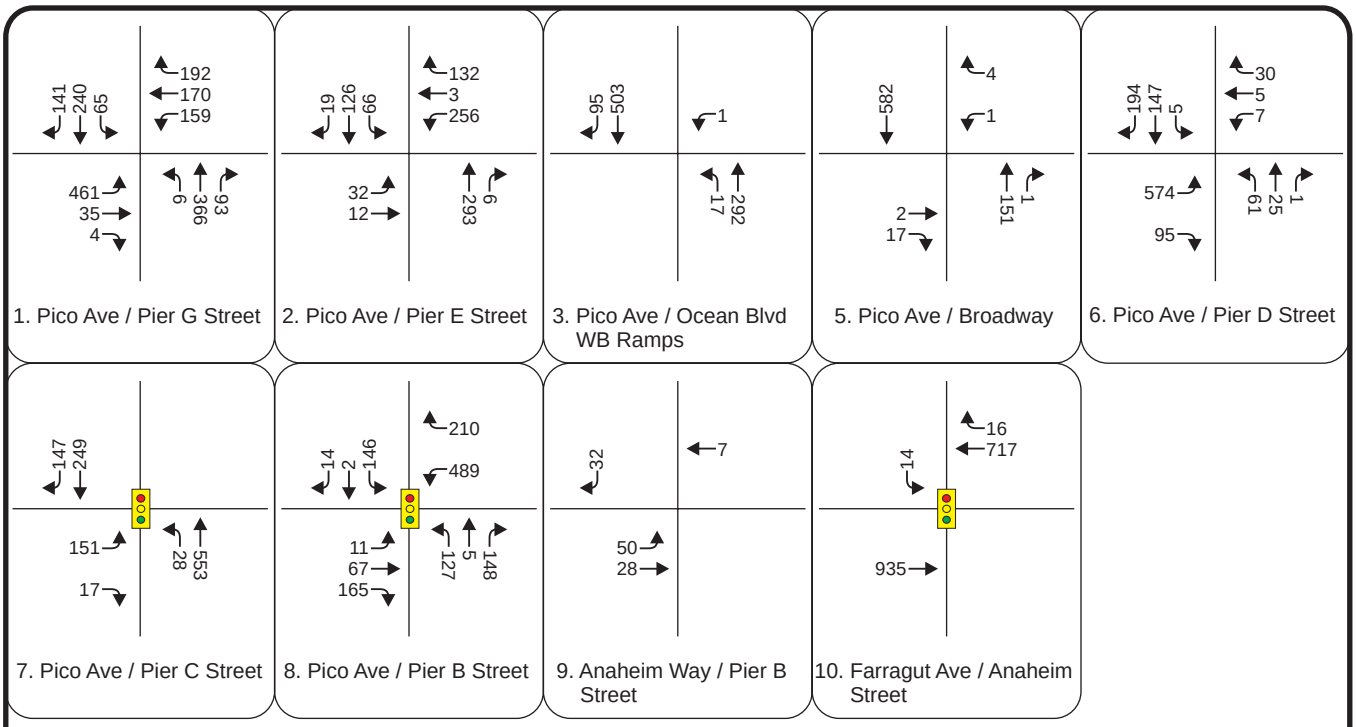
Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-33

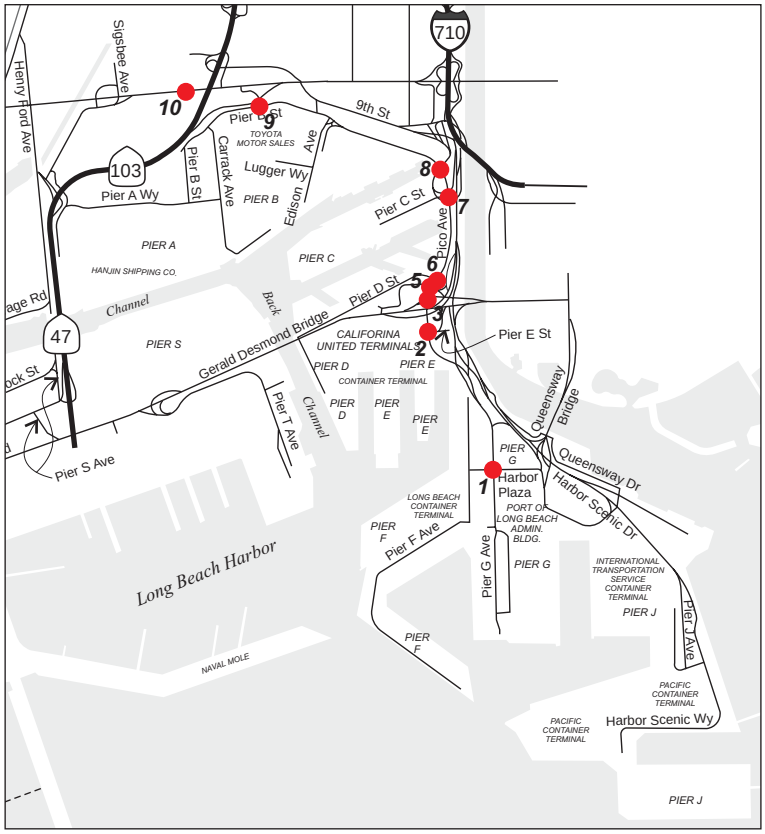
Year 2010 Landside Improvements/NEPA Baseline Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE



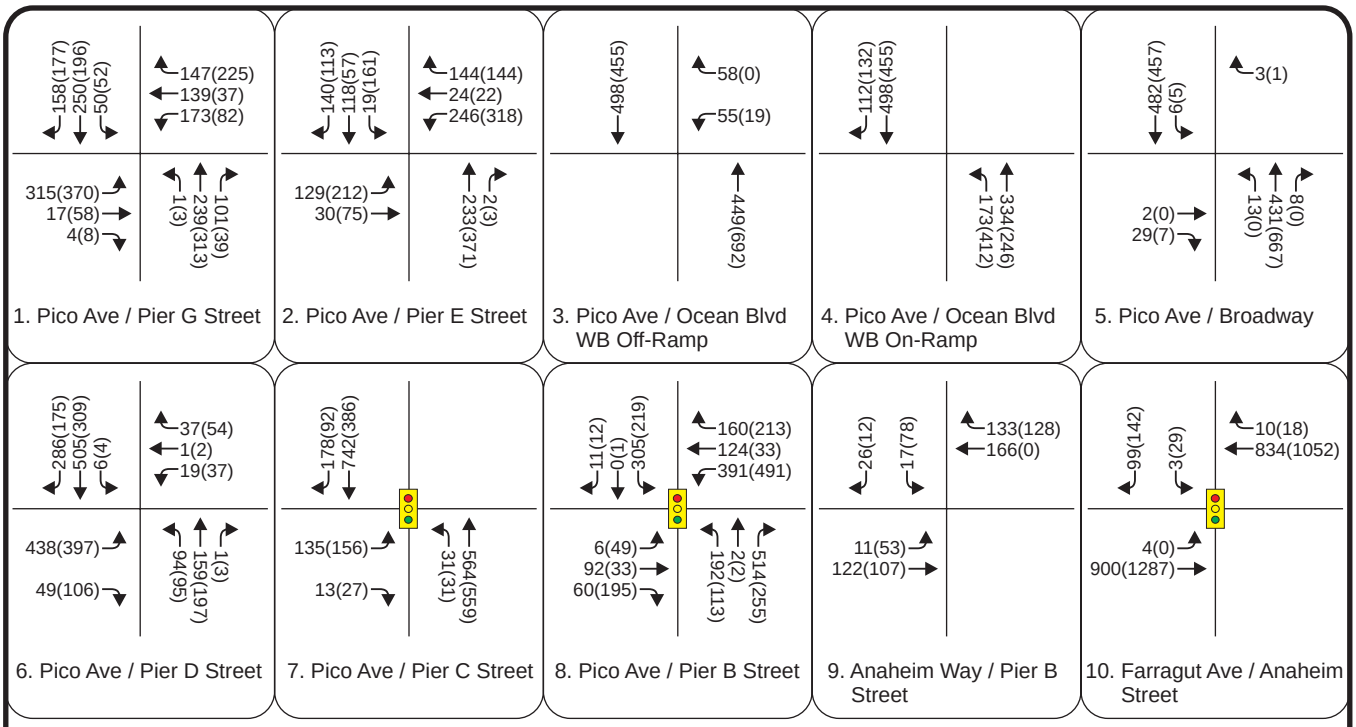
Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-34

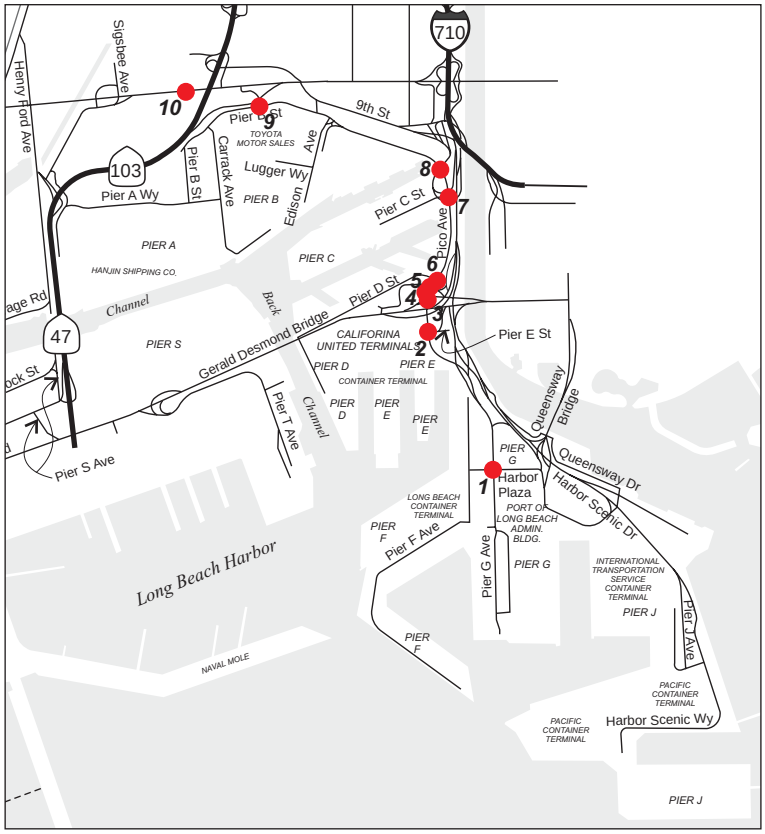
Year 2010 Landside Improvements/NEPA Baseline Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE



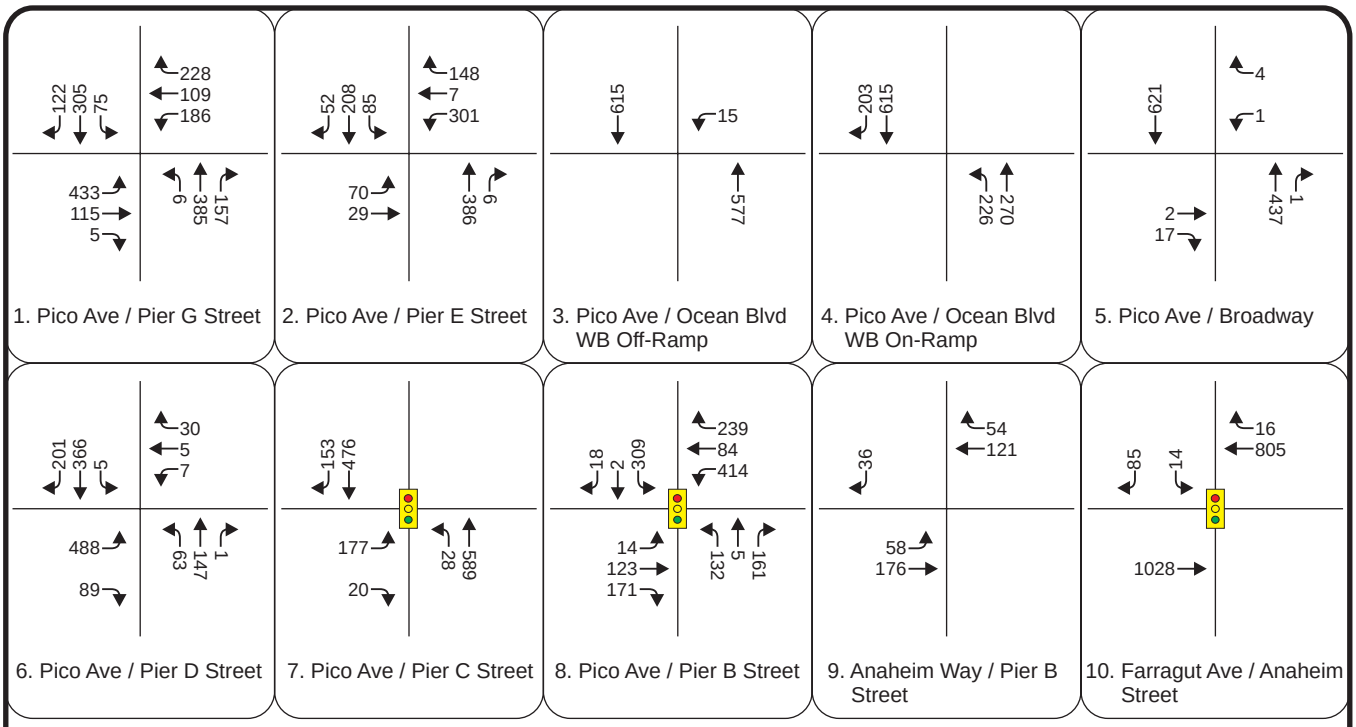
Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-35

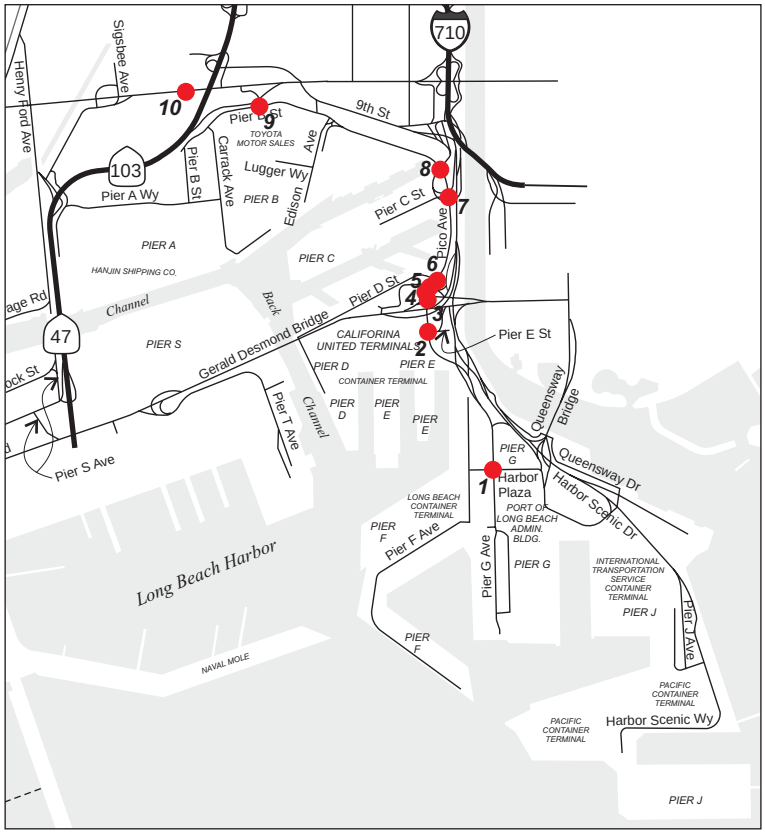
Year 2015 Landside Improvements/NEPA Baseline Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

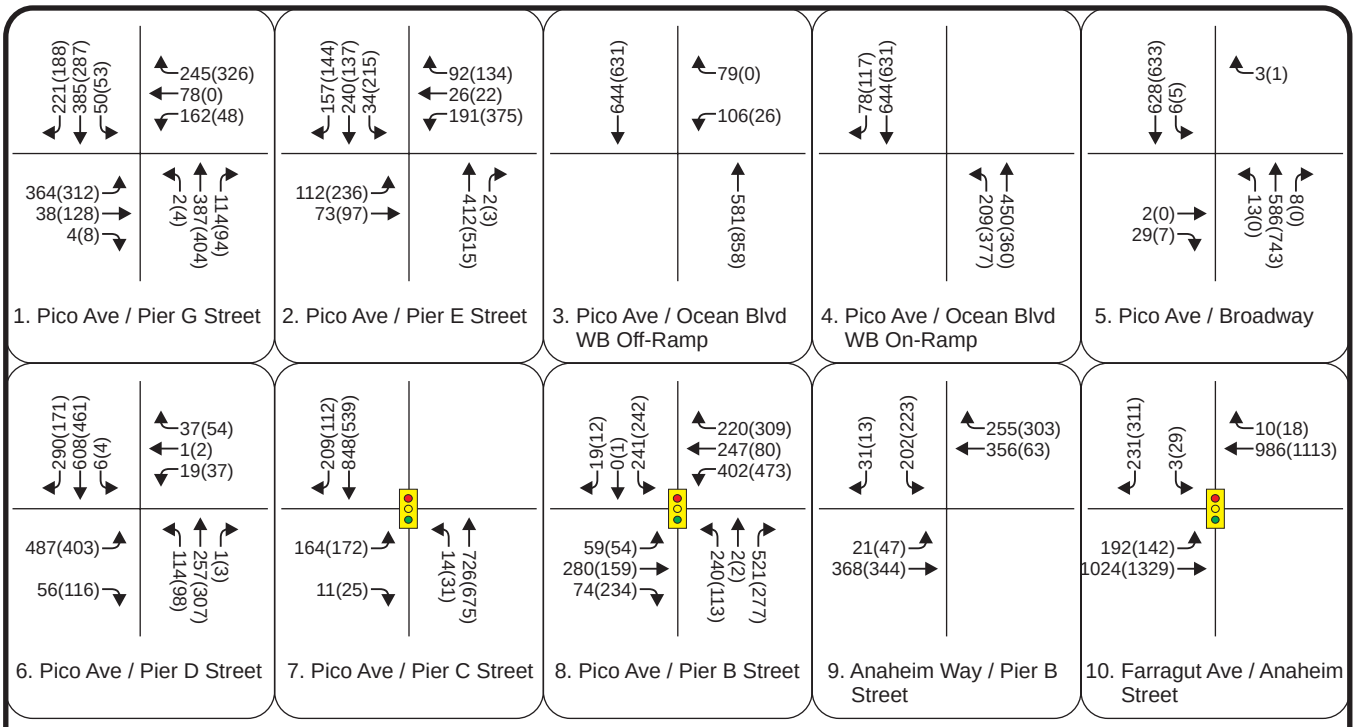


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

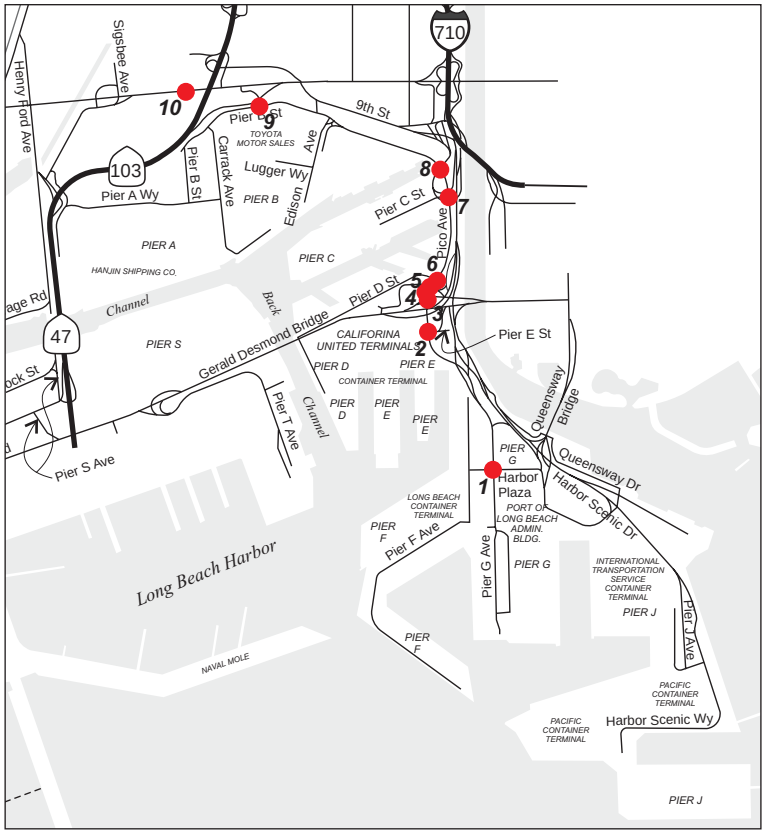
FIGURE 3.5-36
Year 2015 Landside Improvements/NEPA Baseline Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE



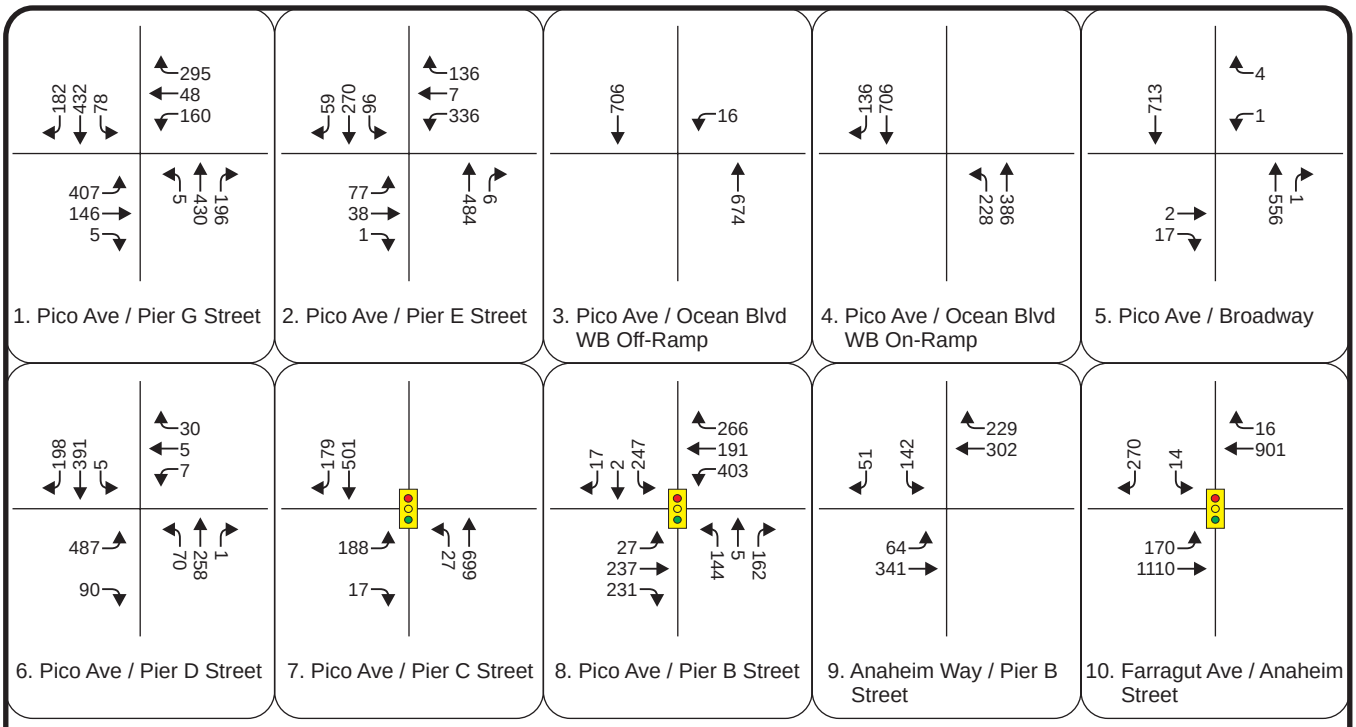
Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-37

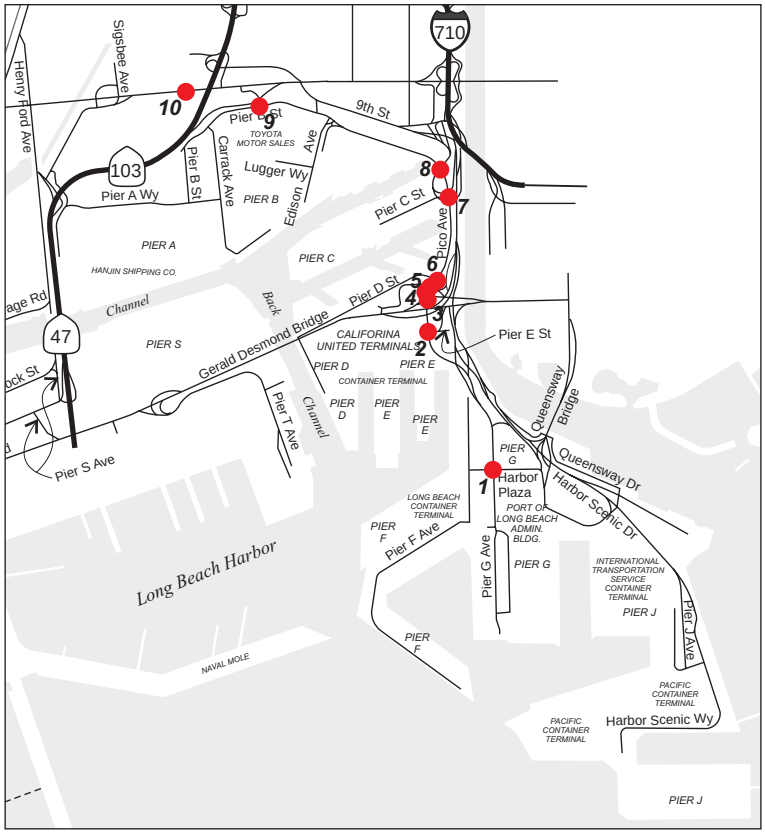
Year 2020 Landside Improvements/NEPA Baseline Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

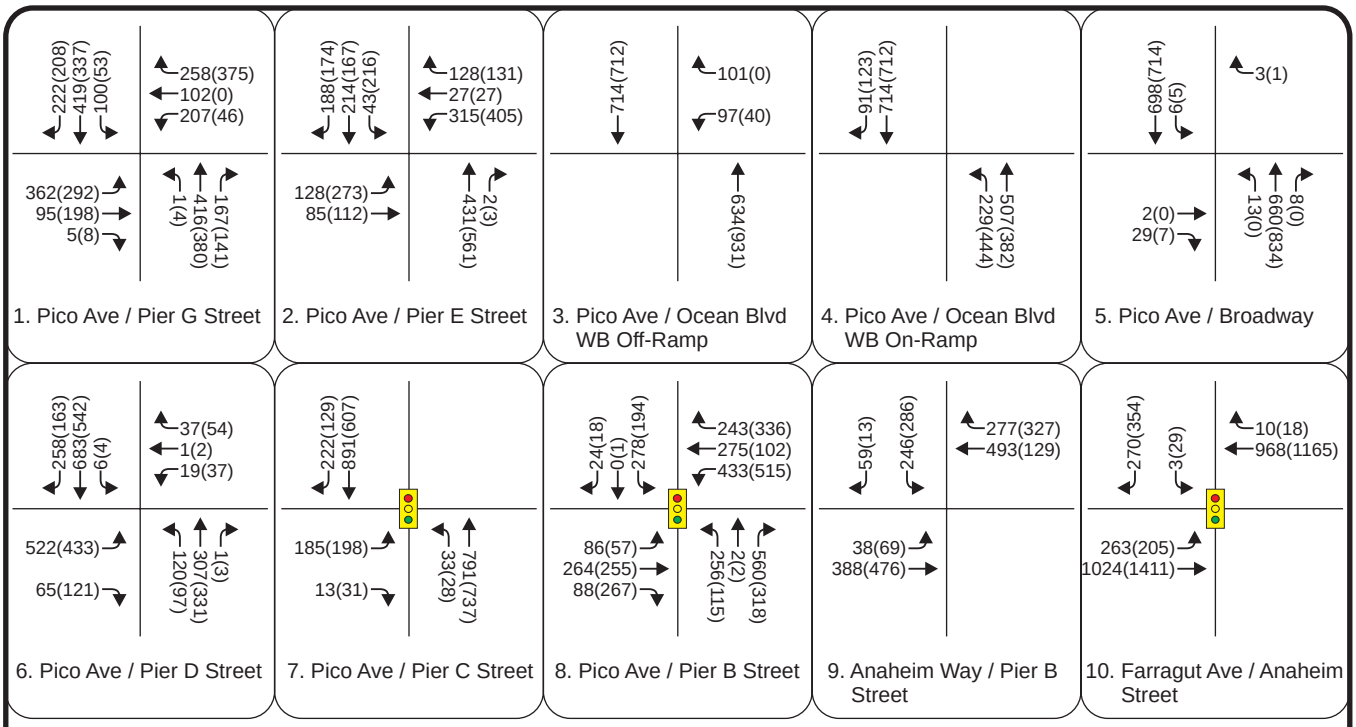


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

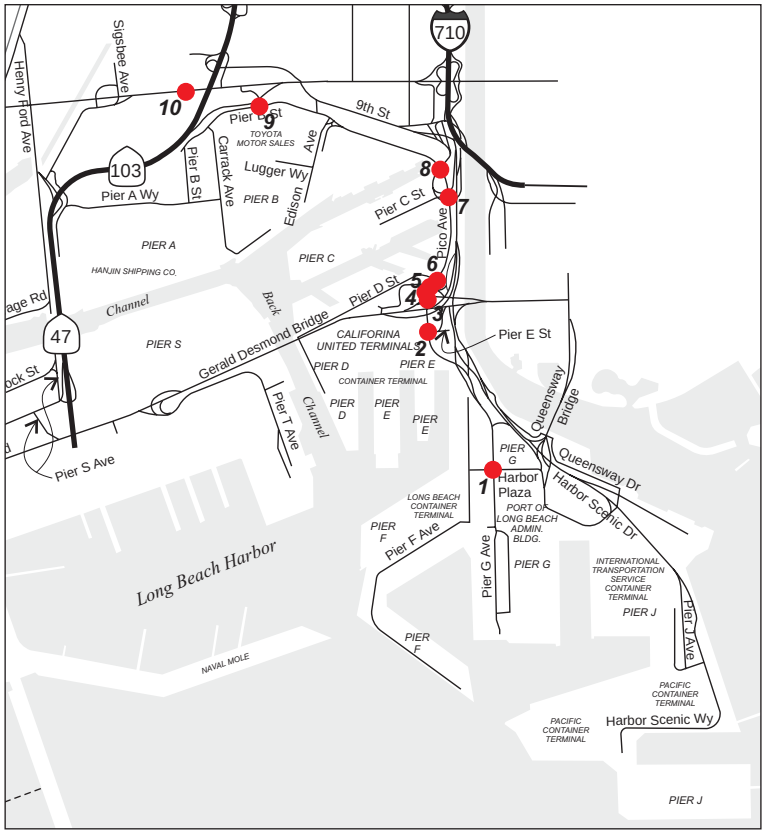
FIGURE 3.5-38
Year 2020 Landside Improvements/NEPA Baseline Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE



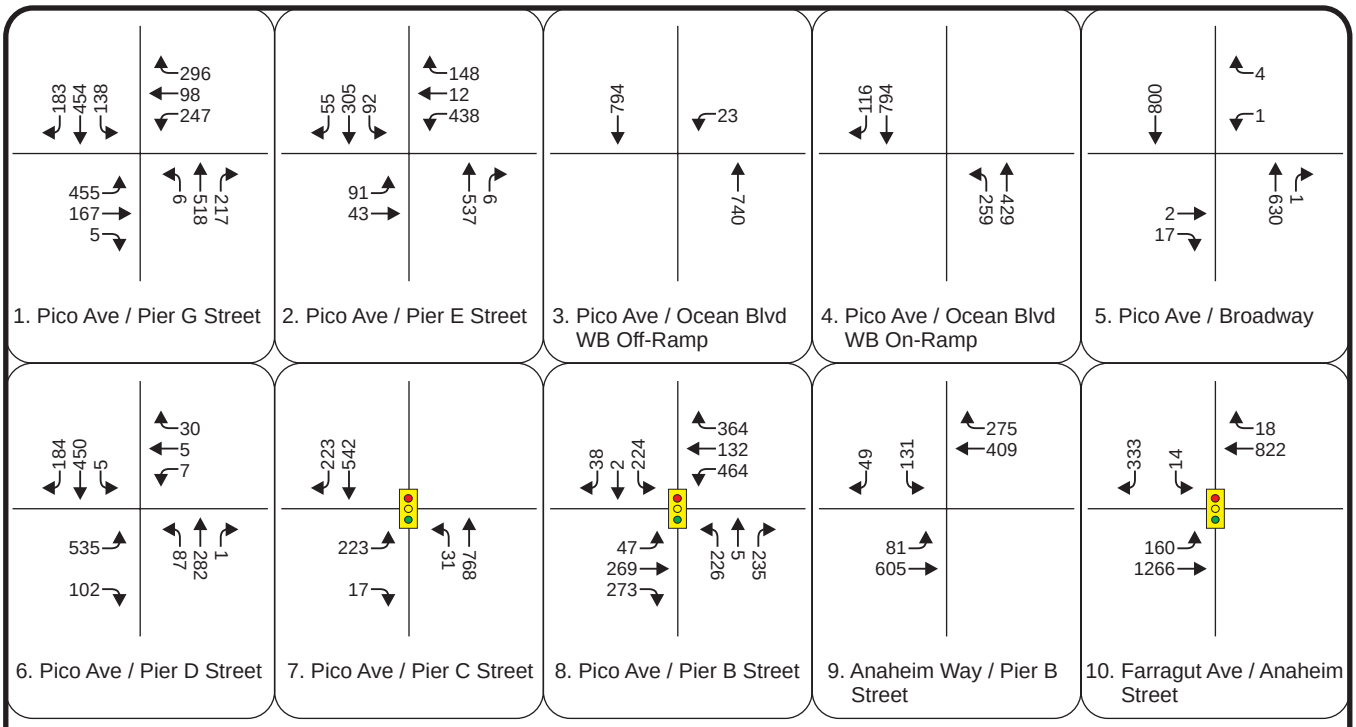
Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-39

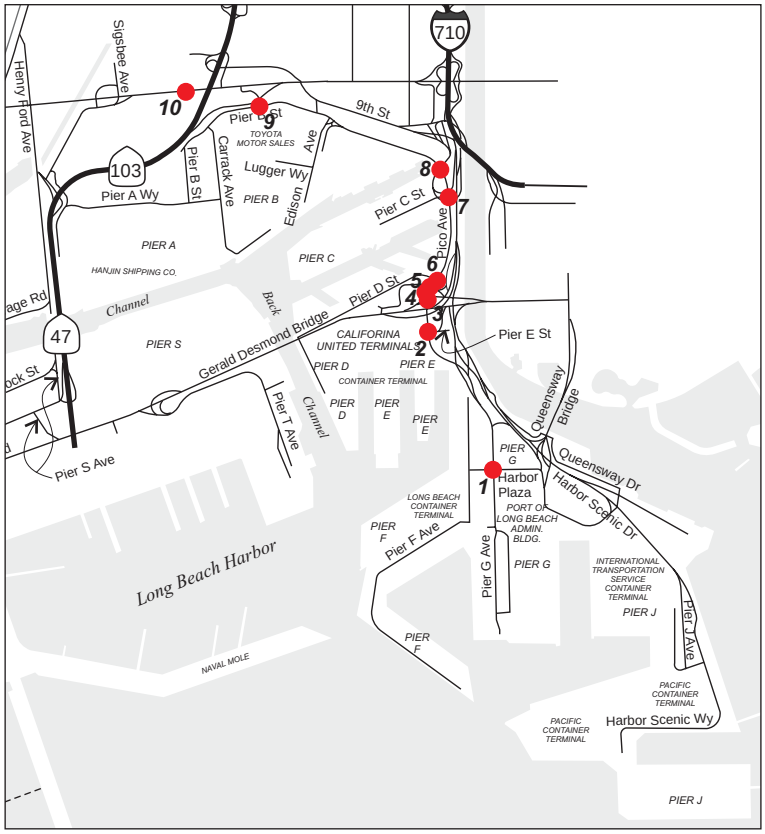
Year 2030 Landside Improvements/NEPA Baseline Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

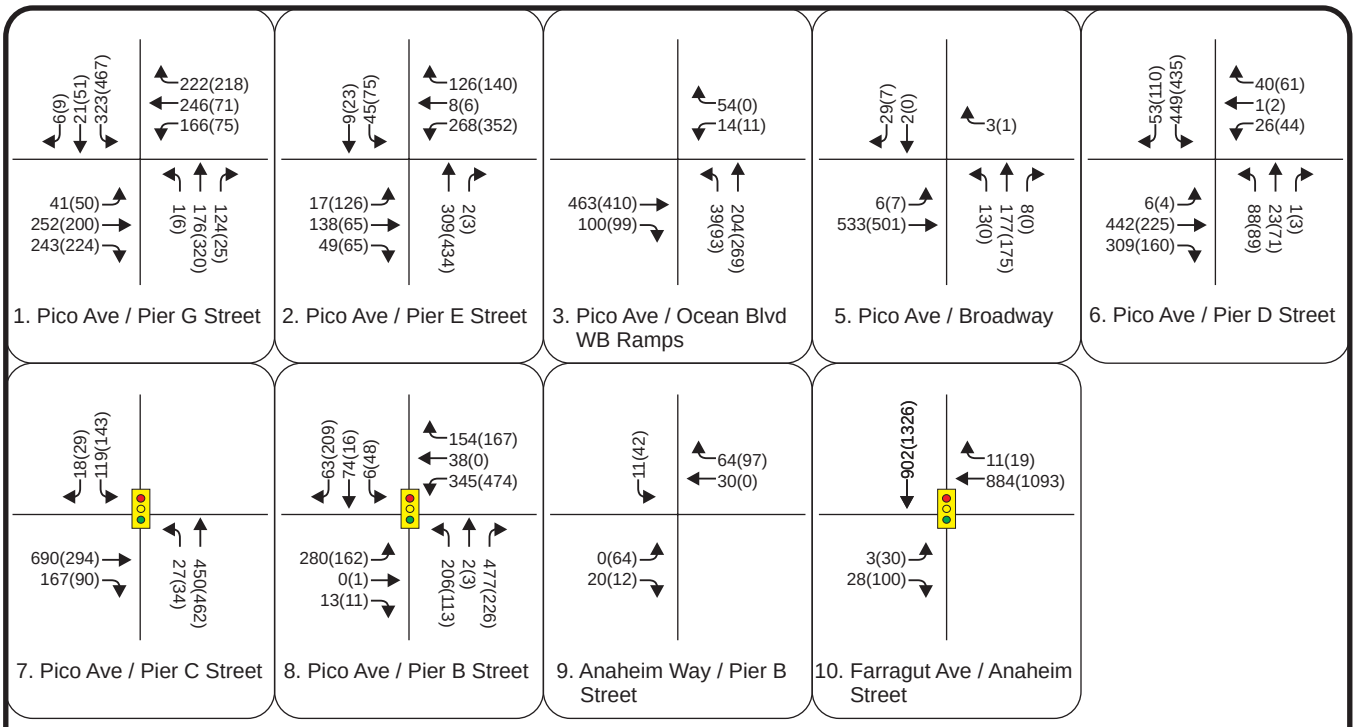


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

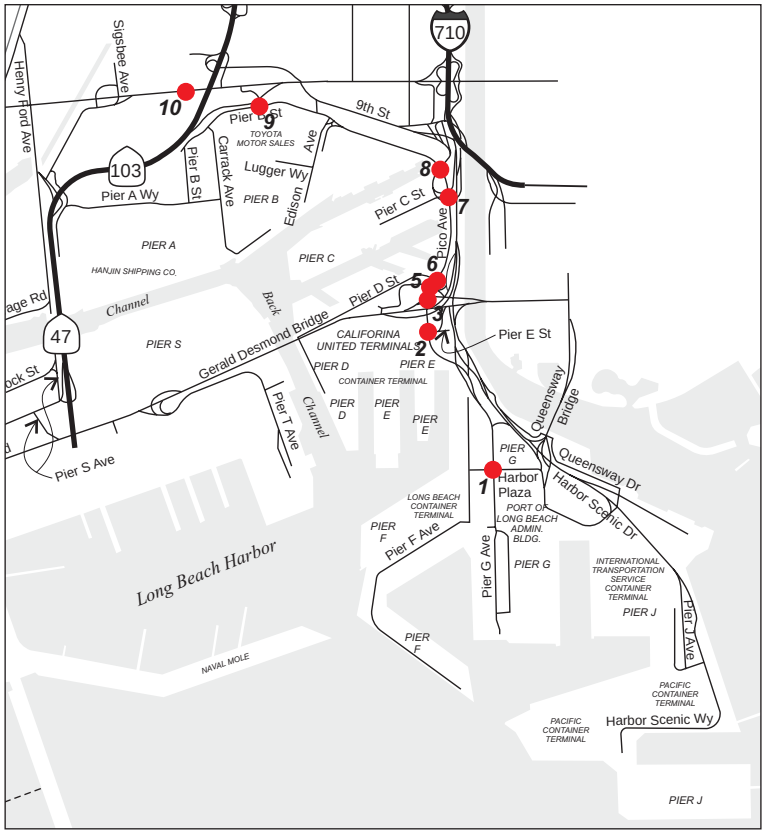
FIGURE 3.5-40
Year 2030 Landside Improvements/NEPA Baseline Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

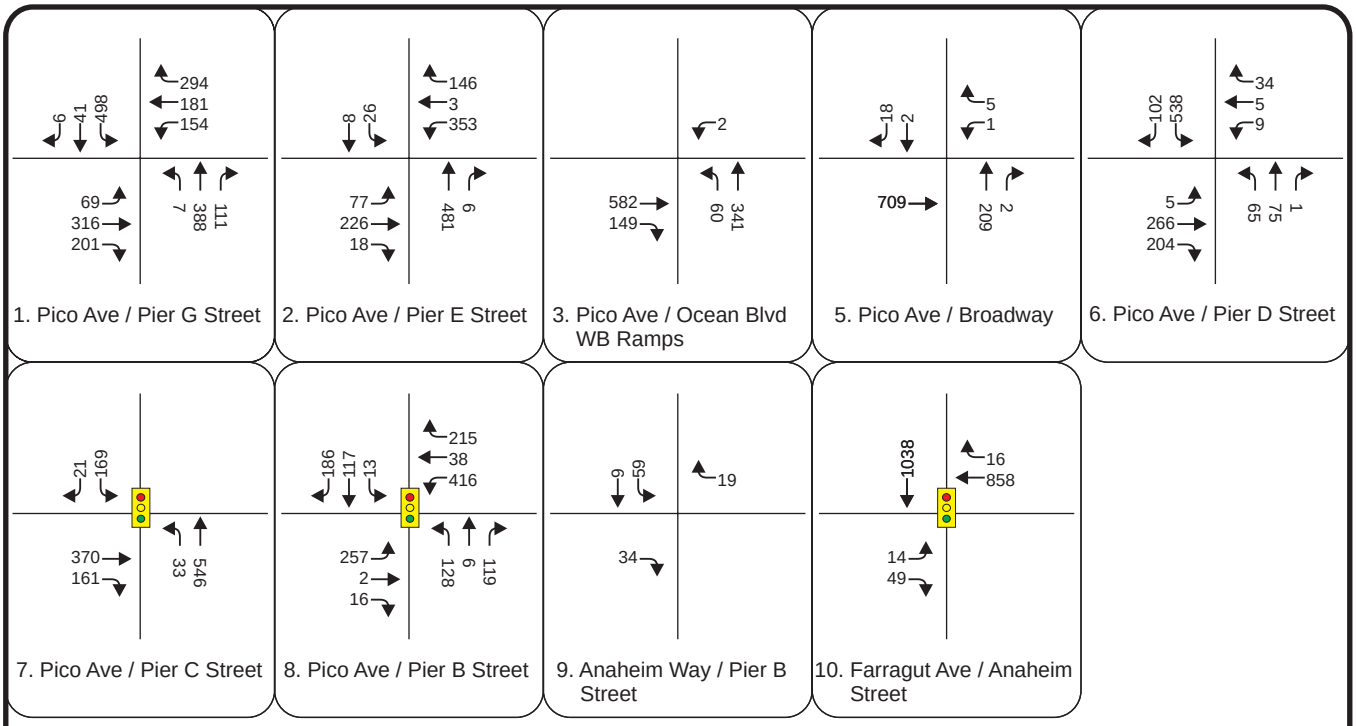


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

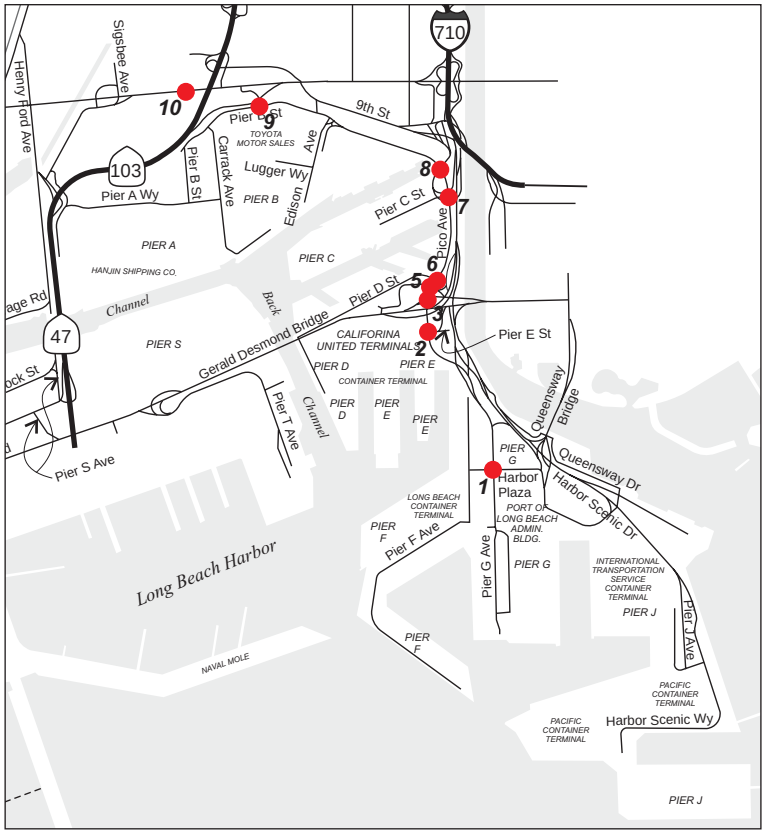
FIGURE 3.5-41
Year 2010 No Project Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

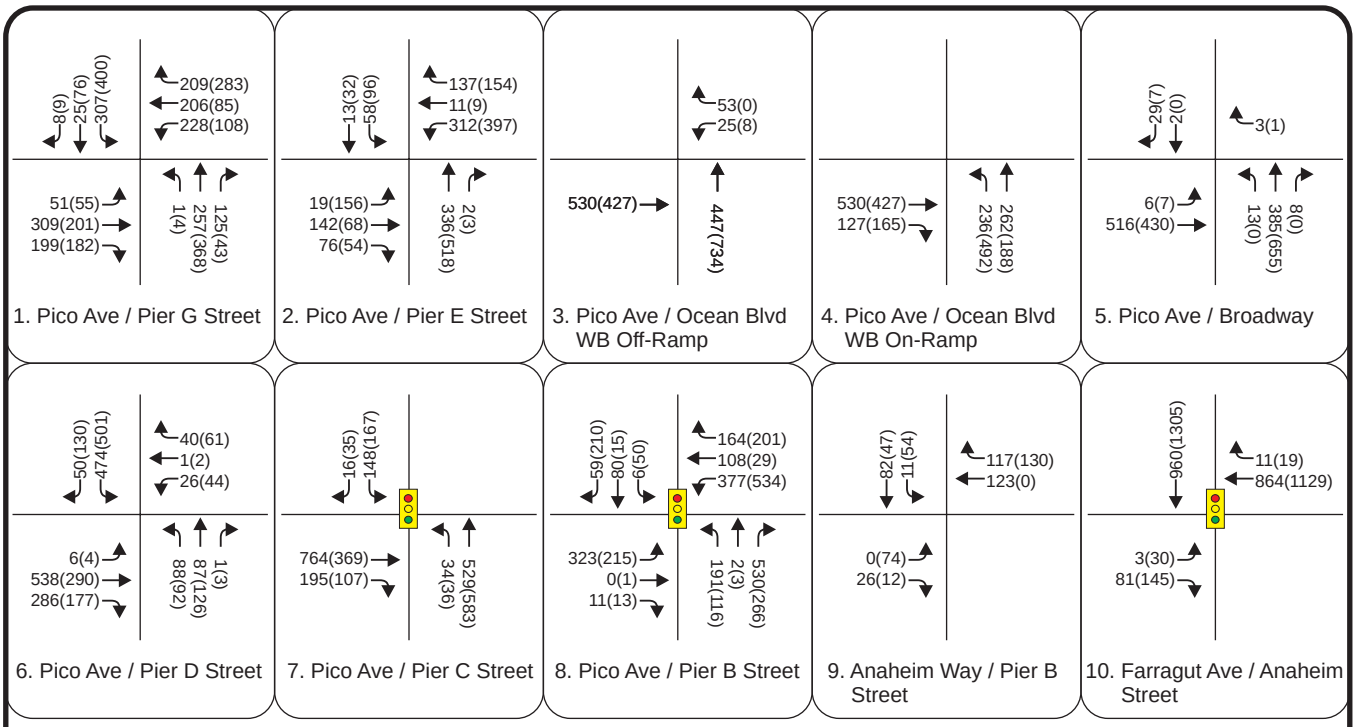


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

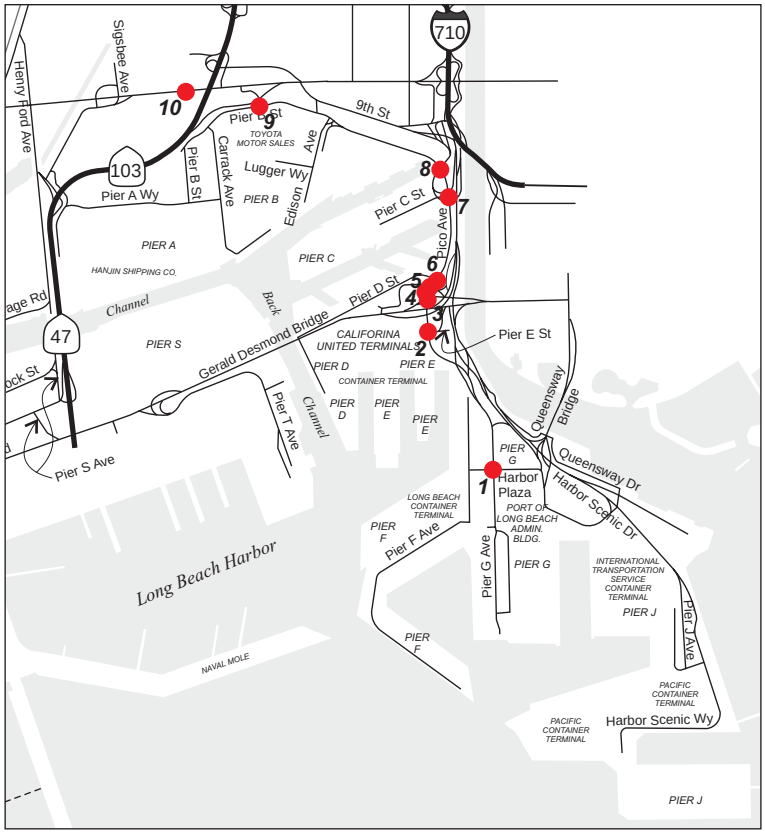
FIGURE 3.5-42
Year 2010 No Project Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

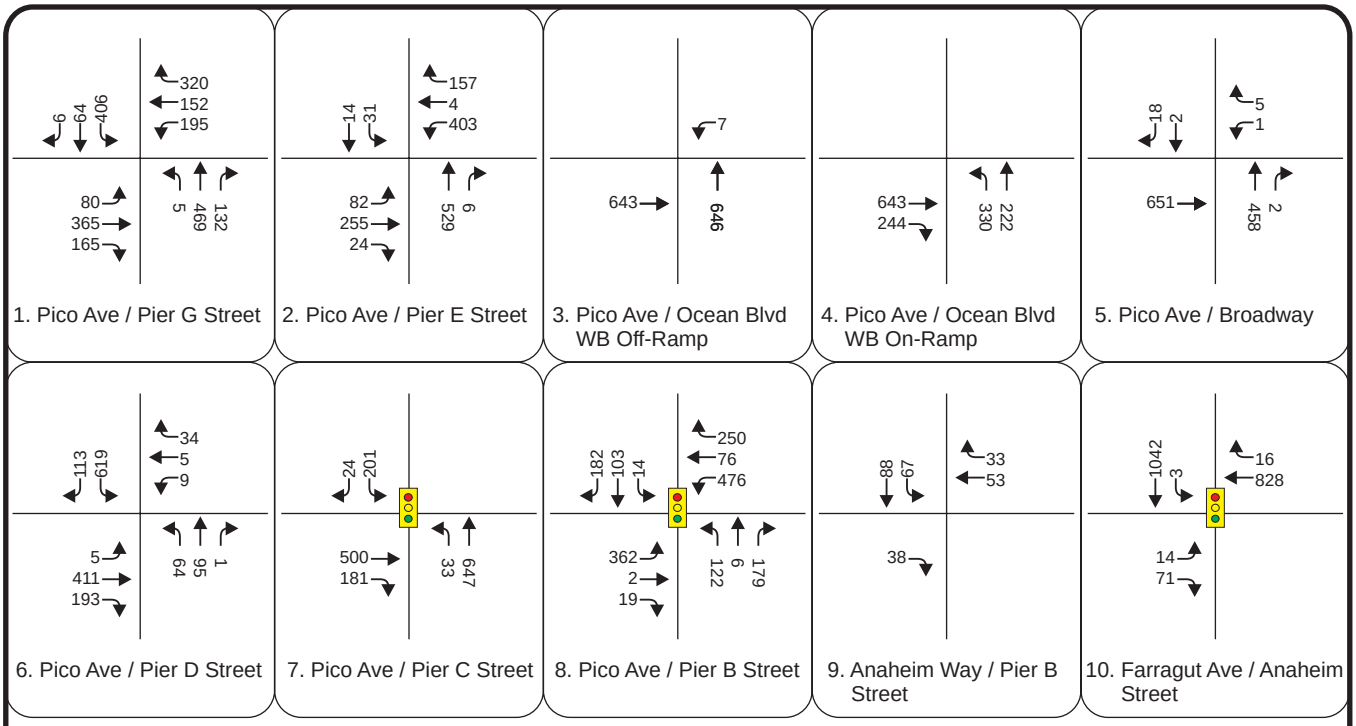


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

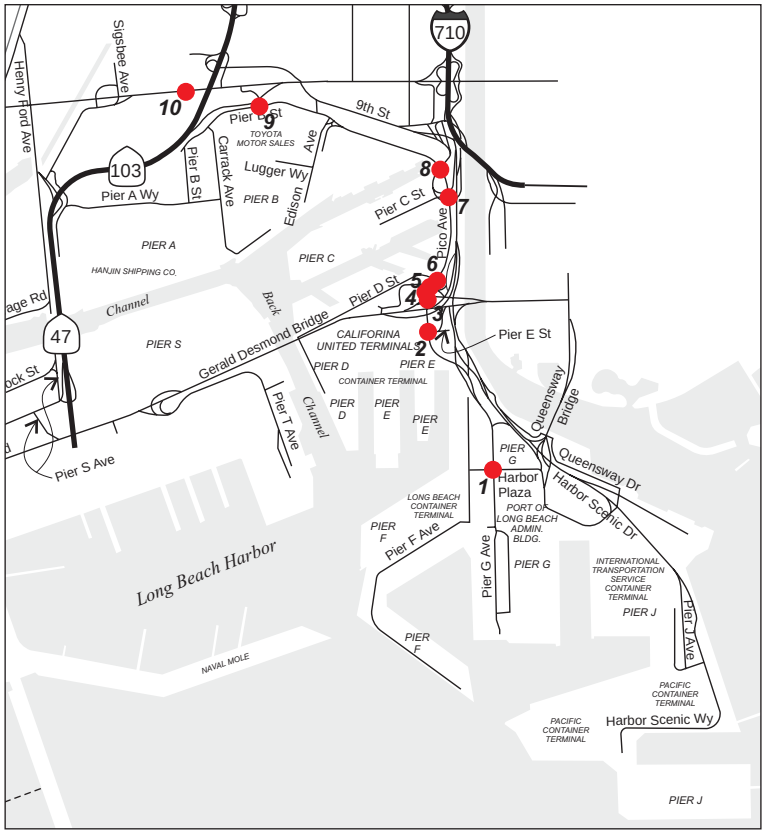
FIGURE 3.5-43
Year 2015 No Project Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX MD Peak Hour Volume

NOT TO SCALE

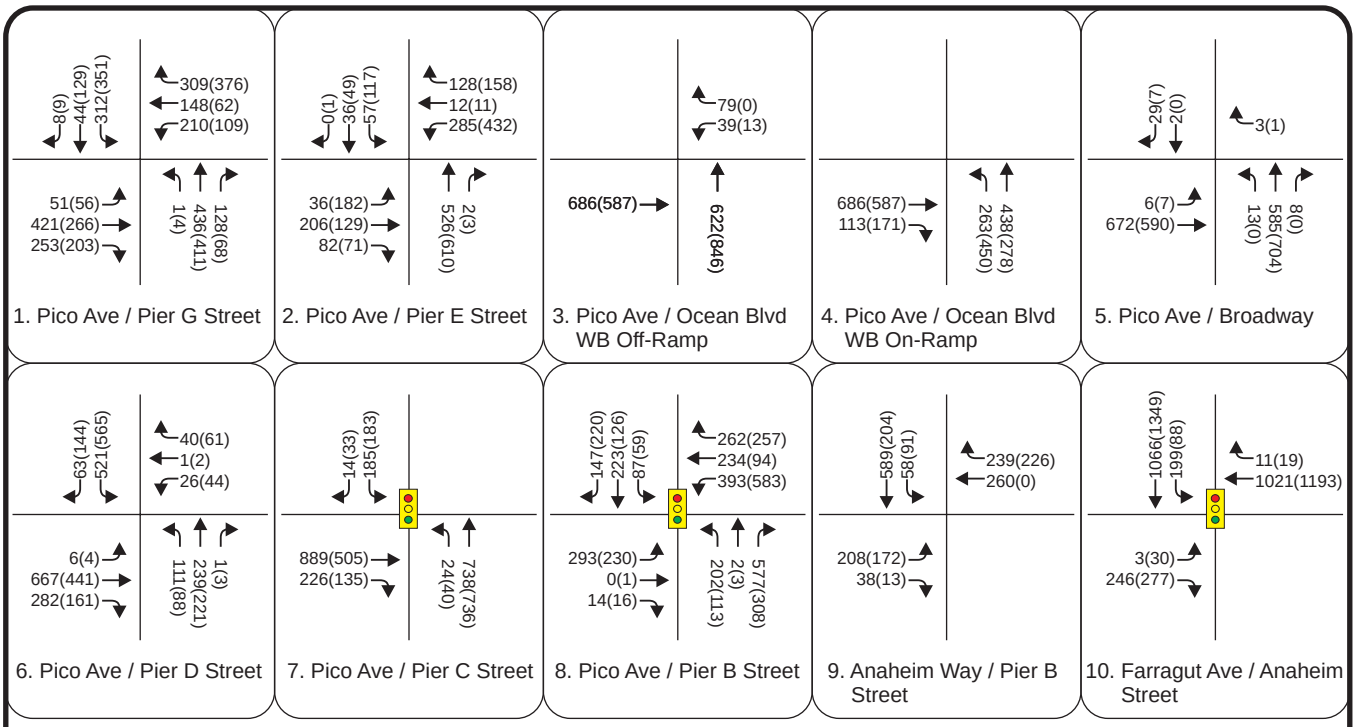


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

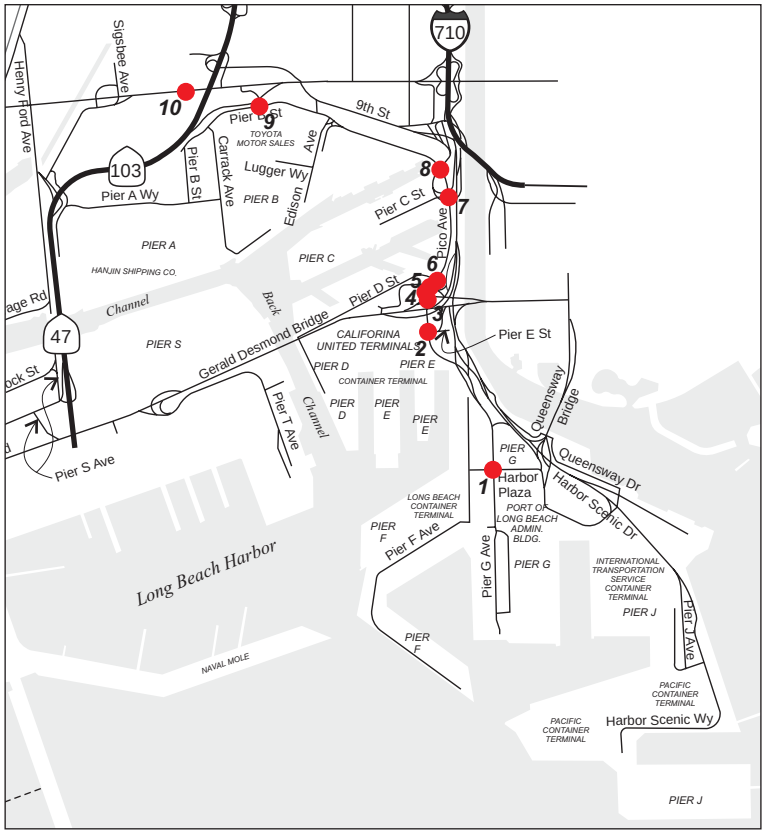
FIGURE 3.5-44
Year 2015 No Project Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

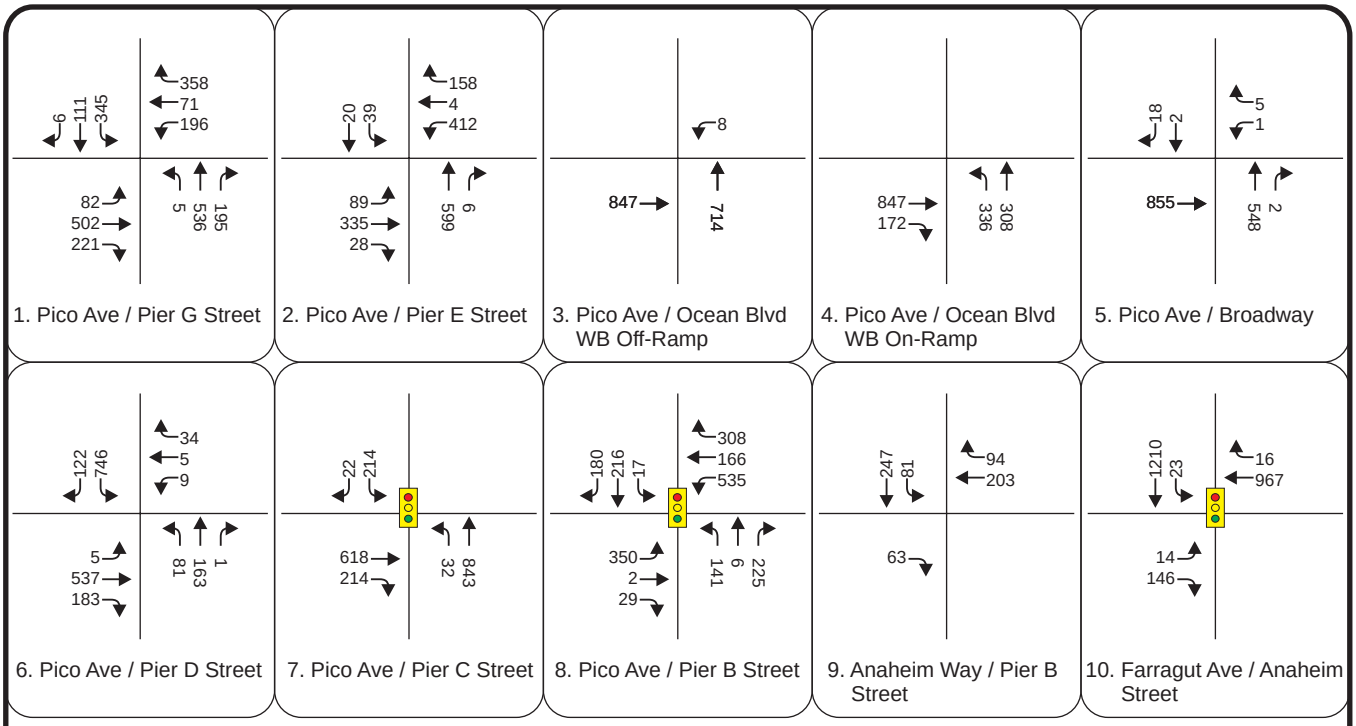


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

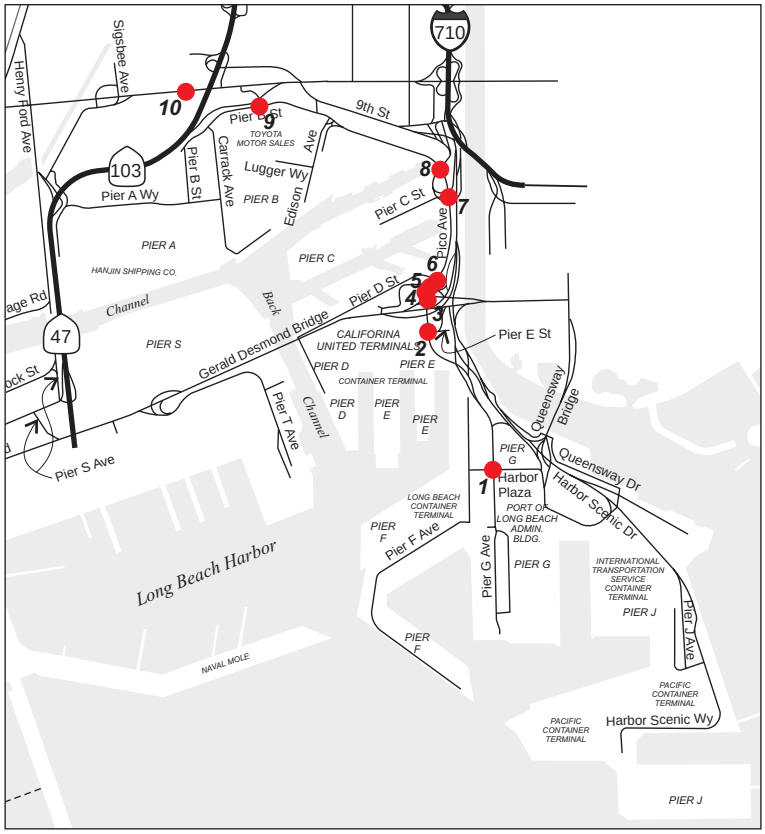
FIGURE 3.5-45
Year 2020 No Project Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE

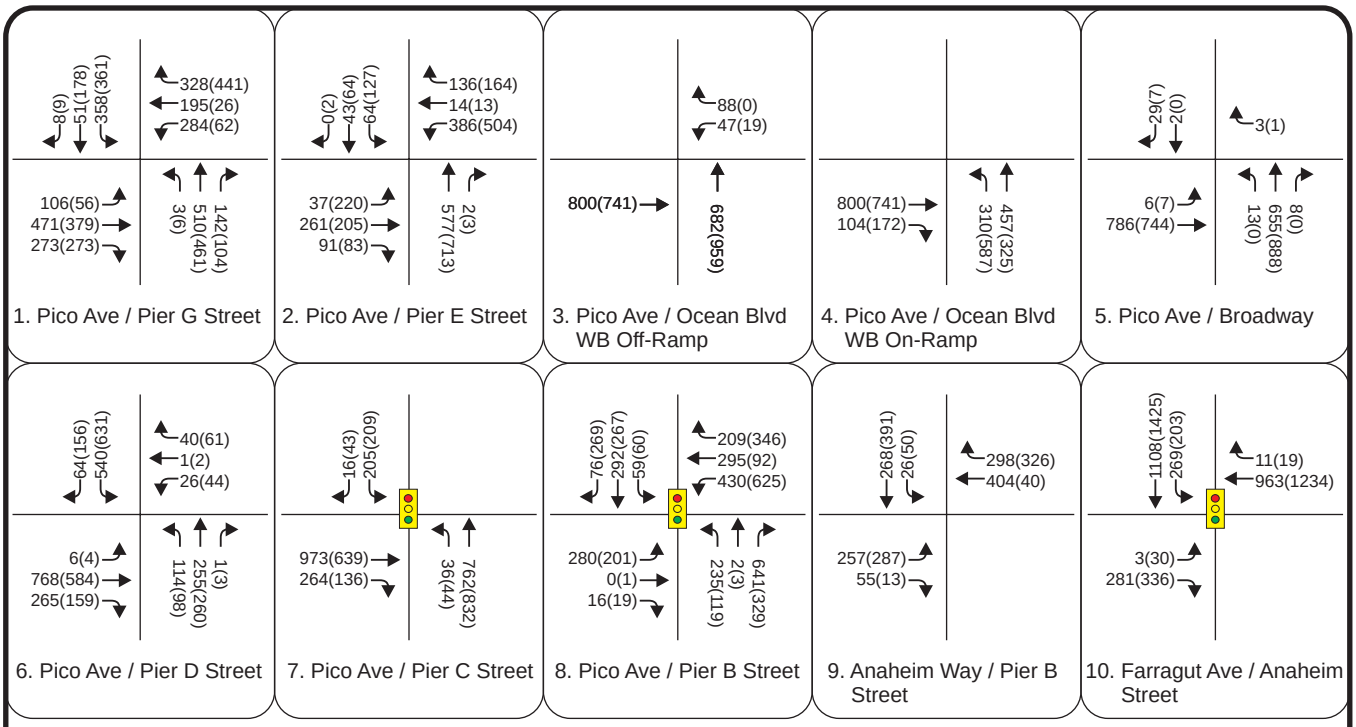


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

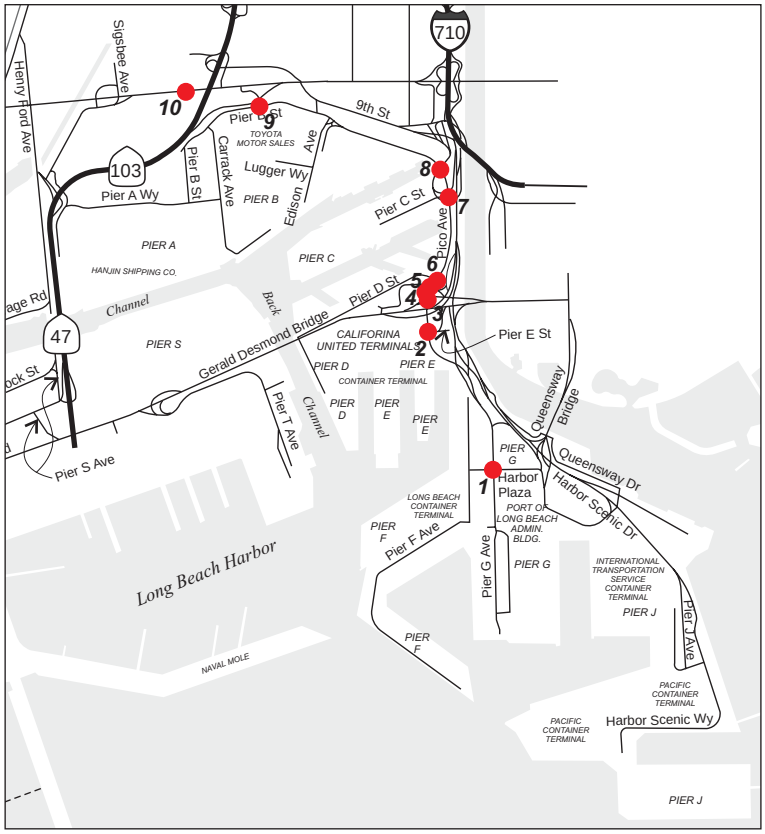
FIGURE 3.5-46
Year 2020 No Project Alternative
MD Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX(XXX) AM(PM) Peak Hour Volume

NOT TO SCALE

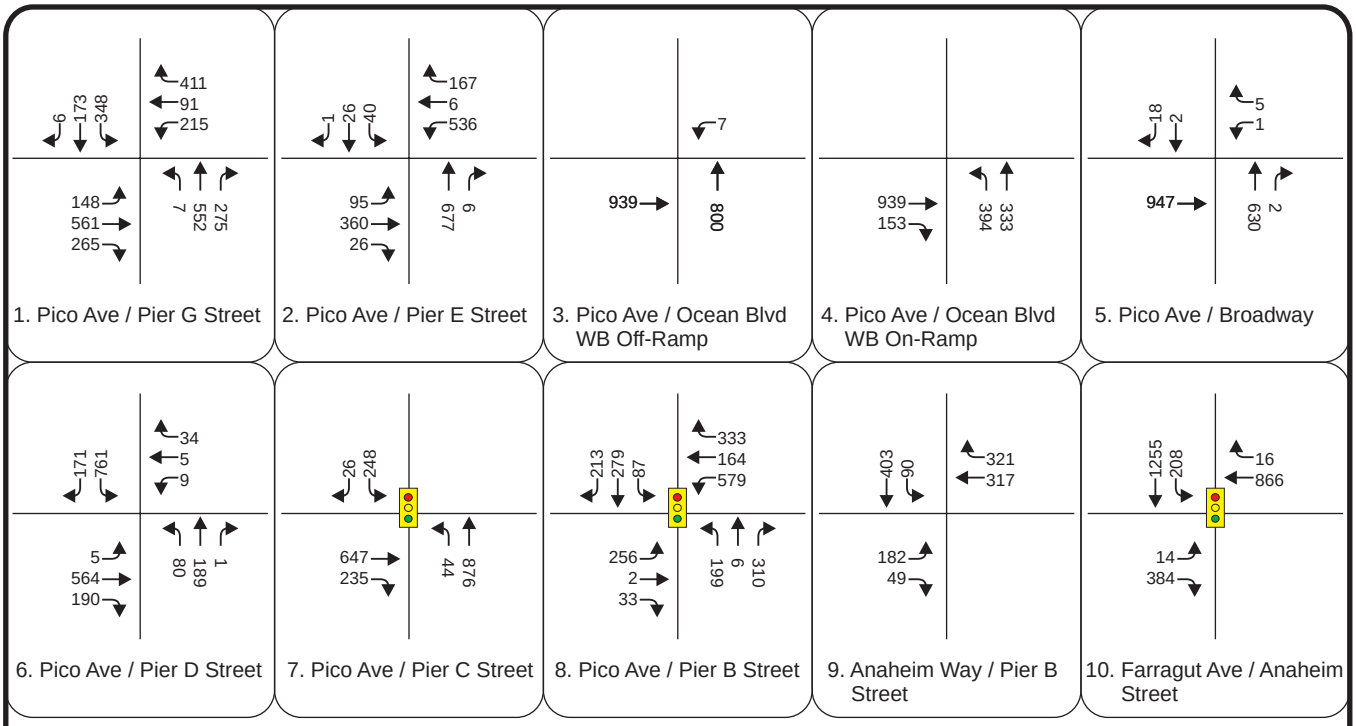


Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

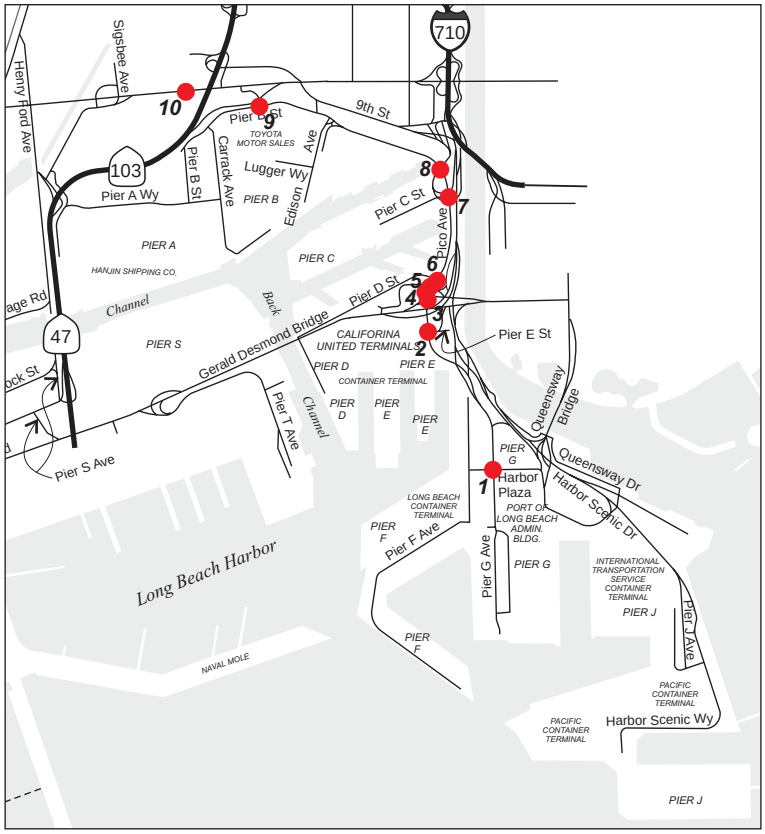
FIGURE 3.5-47
Year 2030 No Project Alternative
AM and PM Peak Hour Traffic Volumes (PCE)



Legend

- Study Intersection
- Signalized Intersection
- XXX — MD Peak Hour Volume

NOT TO SCALE



Meyer, Mohaddes Associates

a business unit of Iteris, Inc.

Port of Long Beach
Middle Harbor Project

FIGURE 3.5-48
Year 2030 No Project Alternative
MD Peak Hour Traffic Volumes (PCE)

Appendix B: Existing Year 2005 Traffic Counts

NORTH / SOUTH STREET:	Pico Avenue/Pier G Street
EAST / WEST STREET:	Harbor Plaza
COMPANY SITE CODE #:	Wiltec
DATE:	Wednesday August 17, 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	2	7	10	69	5	149	21	6	4	30	68	44	415	6:45 AM
		MID	2	18	17	47	9	39	34	17	1	13	4	63	264	2:15 PM
		PM	0	16	12	40	8	97	107	28	9	4	12	153	486	4:30 PM
2	BOBTAILS	AM	0	0	27	1	22	50	34	3	2	2	5	70	216	8:00 AM
		MID	0	2	22	7	26	50	91	5	1	0	9	88	301	2:15 PM
		PM	1	4	1	2	3	33	84	3	0	1	10	49	191	4:00 PM
3	CHASSIS	AM	0	0	3	0	3	2	5	1	0	0	0	3	17	8:00 AM
		MID	0	1	5	3	4	1	14	1	0	0	2	8	39	2:00 PM
		PM	0	0	0	5	0	1	10	1	0	0	1	3	21	4:15 PM
4	CONTAINERS	AM	0	2	24	1	18	58	80	0	0	1	1	6	191	8:00 AM
		MID	1	3	19	2	21	77	96	3	0	0	2	21	245	2:00 PM
		PM	1	2	3	5	5	70	48	1	0	0	1	16	152	4:00 PM
5	OTHER TRUCKS	AM	0	10	2	5	11	27	36	0	0	2	1	6	100	8:00 AM
		MID	1	40	3	0	32	33	58	4	0	3	0	10	184	MULT PKS
		PM	0	11	1	0	29	8	10	0	1	1	0	4	65	4:15 PM
2 - 5	TRUCK SUBTOTAL	AM	0	12	56	7	54	137	155	4	2	5	7	85	524	8:00 AM
		MID	1	23	42	14	53	156	241	10	1	0	11	111	663	2:15 PM
		PM	2	19	5	14	36	111	148	5	1	1	12	71	425	4:00 PM
1 - 5	ALL VEHICLES	AM	1	20	68	41	65	169	184	17	4	22	27	137	755	8:00 AM
		MID	3	41	59	61	62	195	275	27	2	13	15	174	927	2:15 PM
		PM	2	35	12	40	41	178	255	26	6	5	21	206	827	4:00 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	1	8	12	34	11	32	29	13	2	17	20	52	231	
		MID	3	18	15	52	11	40	28	12	2	9	7	58	255	
		PM	0	16	7	26	5	67	107	21	5	4	9	135	402	
2	Bobtails	AM	0	0	27	1	22	50	34	3	2	2	5	70	216	
		MID	0	2	19	5	25	53	69	4	1	0	9	88	275	
		PM	1	4	1	2	3	33	84	3	0	1	10	49	191	
3	Chassis	AM	0	0	3	0	3	2	5	1	0	0	0	3	17	
		MID	0	1	5	3	4	1	14	1	0	0	2	8	39	
		PM	0	0	0	7	2	0	7	0	0	0	1	3	20	
4 - 5	Container + Other Trucks	AM	0	12	26	6	29	85	116	0	0	3	2	12	291	
		MID	1	17	21	3	33	101	131	5	0	0	2	21	335	
		PM	1	15	4	5	31	78	57	2	1	0	1	19	214	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	12	56	7	54	137	155	4	2	5	7	85	524	
		MID	1	20	45	11	62	155	214	10	1	0	13	117	649	
		PM	2	19	5	14	36	111	148	5	1	1	12	71	425	
1 - 5	Non-PCE (ALL VEHICLES)	AM	1	20	68	41	65	169	184	17	4	22	27	137	755	
		MID	4	38	60	63	73	195	242	22	3	9	20	175	904	
		PM	2	35	12	40	41	178	255	26	6	5	21	206	827	
Adjusted	PCE Volume (ALL VEHICLES)	AM	1	32	124	48	119	306	339	21	6	27	34	222	1279	8:00 A.M.
		MID	5	58	105	74	135	350	456	32	4	9	33	292	1553	2:00 P.M.
		PM	4	54	17	54	77	289	403	31	7	6	33	277	1252	4:00 P.M.

NORTH / SOUTH STREET:	Pico Avenue
EAST / WEST STREET:	Pier E 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	5	64	8	14	40	52	17	1	2	128	34	66	431	6:45 AM
		MID	0	75	2	53	52	2	9	3	2	29	4	26	257	2:15 PM
		PM	9	193	6	72	40	16	39	35	0	66	19	33	528	4:30 PM
2	BOBTAILS	AM	7	83	0	0	8	0	30	1	6	31	18	6	190	8:00 AM
		MID	11	118	0	0	12	0	71	0	5	54	7	8	286	2:00 PM
		PM	4	85	0	0	6	0	38	0	0	32	9	15	189	4:00 PM
3	CHASSIS	AM	0	9	0	0	0	0	1	0	0	3	0	3	16	8:00 AM
		MID	0	12	0	0	6	0	23	0	0	6	4	2	53	2:00 PM
		PM	0	5	0	0	7	0	7	0	0	5	0	0	24	4:00 PM
4	CONTAINERS	AM	0	14	0	0	3	2	58	0	0	17	1	9	104	8:00 AM
		MID	2	31	0	0	6	0	36	0	1	14	11	19	120	3:00 PM
		PM	0	24	0	0	5	0	29	0	0	20	2	14	94	4:00 PM
5	OTHER TRUCKS	AM	0	17	1	2	2	1	0	0	0	7	0	7	37	7:00 AM
		MID	0	16	2	0	9	0	0	0	1	11	0	9	48	MULT PKS
		PM	0	1	0	1	4	0	9	0	1	1	0	1	18	5:00 PM
2 - 5	TRUCK SUBTOTAL	AM	7	111	0	0	15	4	89	2	8	54	20	22	332	8:00 AM
		MID	15	156	2	0	32	0	135	0	5	86	16	31	478	2:00 PM
		PM	4	115	0	0	19	0	78	0	0	58	12	31	317	4:00 PM
1 - 5	ALL VEHICLES	AM	12	132	2	18	57	29	107	8	7	139	40	63	614	7:30 AM
		MID	15	239	4	44	84	2	143	0	7	114	19	62	733	2:00 PM
		PM	8	270	3	89	47	11	113	36	1	107	27	61	773	4:00 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	8	64	2	14	34	12	10	7	3	22	6	31	213	
		MID	0	83	2	44	52	2	8	0	2	28	3	31	255	
		PM	4	155	3	89	28	11	35	36	1	49	15	30	456	
2	Bobtails	AM	7	83	0	0	8	0	30	1	6	31	18	6	190	
		MID	11	118	0	0	12	0	71	0	5	54	7	8	286	
		PM	4	85	0	0	6	0	38	0	0	32	9	15	189	
3	Chassis	AM	0	9	0	0	0	0	1	0	0	3	0	3	16	
		MID	0	12	0	0	6	0	23	0	0	6	4	2	53	
		PM	0	5	0	0	7	0	7	0	0	5	0	0	24	
4 - 5	Container + Other Trucks	AM	0	19	0	0	7	4	58	1	2	20	2	13	126	
		MID	4	26	2	0	14	0	41	0	0	26	5	21	139	
		PM	0	25	0	0	6	0	33	0	0	21	3	16	104	
2 - 5	Non-PCE (ALL TRUCKS)	AM	7	111	0	0	15	4	89	2	8	54	20	22	332	
		MID	15	156	2	0	32	0	135	0	5	86	16	31	478	
		PM	4	115	0	0	19	0	78	0	0	58	12	31	317	
1 - 5	Non-PCE (ALL VEHICLES)	AM	15	175	2	14	49	16	99	9	11	76	26	53	545	
		MID	15	239	4	44	84	2	143	0	7	114	19	62	733	
		PM	8	270	3	89	47	11	113	36	1	107	27	61	773	
Adjusted	PCE Volume (ALL VEHICLES)	AM	22	286	2	14	64	20	188	11	19	130	46	75	877	8:00 A.M.
		MID	30	395	6	44	116	2	278	0	12	200	35	93	1211	2:00 P.M.
		PM	12	385	3	89	66	11	191	36	1	165	39	92	1090	4:00 P.M.

NORTH / SOUTH STREET:	Pico Avenue
EAST / WEST STREET:	Broadway
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	27	174	2	0	122	29	7	0	13	0	2	0	376	6:45 AM
		MID	19	93	0	0	2	114	7	0	19	0	0	3	257	2:45 PM
		PM	3	113	0	3	0	158	23	0	21	0	0	1	322	4:00 PM
2	BOBTAILS	AM	0	30	0	0	53	0	0	0	0	0	0	0	83	8:00 AM
		MID	0	68	1	0	0	42	0	0	1	0	0	1	113	2:15 PM
		PM	0	78	0	2	0	19	0	0	0	0	0	0	99	4:00 PM
3	CHASSIS	AM	0	4	1	0	4	0	2	1	0	0	0	0	12	8:00 AM
		MID	1	26	0	0	0	9	0	0	0	0	0	1	37	2:00 PM
		PM	0	5	0	0	0	10	0	0	0	0	0	0	15	4:00 PM
4	CONTAINERS	AM	0	69	0	0	57	0	3	0	0	0	0	0	129	8:00 AM
		MID	0	67	0	0	0	70	9	1	3	0	0	0	150	2:00 PM
		PM	0	57	0	0	0	28	8	0	0	0	0	0	93	4:00 PM
5	OTHER TRUCKS	AM	5	32	0	0	9	1	3	0	4	0	0	0	54	6:45 AM
		MID	4	14	0	0	0	6	5	0	0	0	0	0	29	2:00 PM
		PM	0	2	0	0	0	6	1	0	0	0	0	0	9	5:00 PM
2 - 5	TRUCK SUBTOTAL	AM	3	115	3	0	121	2	5	1	9	0	0	0	259	8:00 AM
		MID	5	180	1	0	0	121	14	1	4	0	0	2	328	2:00 PM
		PM	0	146	0	2	0	58	8	0	0	0	0	0	214	4:00 PM
1 - 5	ALL VEHICLES	AM	32	241	2	0	209	30	11	1	17	0	2	0	545	6:45 AM
		MID	23	282	1	0	3	222	21	1	23	1	0	3	580	2:00 PM
		PM	3	259	0	5	0	216	31	0	21	0	0	1	536	4:00 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	16	87	2	6	69	12	8	0	18	0	0	3	221	
		MID	18	102	0	0	3	101	7	0	19	1	0	1	252	
		PM	3	113	0	3	0	158	23	0	21	0	0	1	322	
2	Bobtails	AM	0	30	0	0	53	0	0	0	0	0	0	0	83	
		MID	0	73	1	0	0	36	0	0	1	0	0	1	112	
		PM	0	78	0	2	0	19	0	0	0	0	0	0	99	
3	Chassis	AM	0	4	1	0	4	0	2	1	0	0	0	0	12	
		MID	1	26	0	0	0	9	0	0	0	0	0	1	37	
		PM	0	5	0	0	0	10	0	0	0	0	0	0	15	
4 - 5	Container + Other Trucks	AM	3	81	2	0	64	2	3	0	9	0	0	0	164	
		MID	4	81	0	0	0	76	14	1	3	0	0	0	179	
		PM	0	63	0	0	0	29	8	0	0	0	0	0	100	
2 - 5	Non-PCE (ALL TRUCKS)	AM	3	115	3	0	121	2	5	1	9	0	0	0	259	
		MID	5	180	1	0	0	121	14	1	4	0	0	2	328	
		PM	0	146	0	2	0	58	8	0	0	0	0	0	214	
1 - 5	Non-PCE (ALL VEHICLES)	AM	19	202	5	6	190	14	13	1	27	0	0	3	480	
		MID	23	282	1	0	3	222	21	1	23	1	0	3	580	
		PM	3	259	0	5	0	216	31	0	21	0	0	1	536	
Adjusted	PCE Volume (ALL VEHICLES)	AM	22	317	8	6	311	16	18	2	36	0	0	3	739	8:00 A.M.
		MID	28	462	2	0	3	343	35	2	27	1	0	5	908	2:00 P.M.
		PM	3	405	0	7	0	274	39	0	21	0	0	1	750	4:00 P.M.

NORTH / SOUTH STREET:	Pico Avenue
EAST / WEST STREET:	Pier D 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	59	112	1	6	117	89	12	2	9	8	2	4	421	6:45 AM
		MID	32	95	1	2	90	16	122	57	3	2	1	2	423	3:00 PM
		PM	46	126	3	4	119	20	199	42	0	6	2	3	570	4:00 PM
2	BOBTAILS	AM	0	19	0	0	46	0	0	0	0	7	0	3	75	7:45 AM
		MID	0	65	0	0	42	2	51	0	0	2	0	3	165	2:15 PM
		PM	0	64	0	0	18	2	82	0	0	8	0	8	182	4:00 PM
3	CHASSIS	AM	1	5	0	0	2	0	0	0	1	0	0	0	9	8:00 AM
		MID	0	21	0	0	14	0	8	1	0	0	0	0	44	3:00 PM
		PM	0	7	0	0	12	0	13	0	0	2	0	0	34	4:00 PM
4	CONTAINERS	AM	2	63	0	0	54	0	0	0	0	1	0	8	128	8:00 AM
		MID	0	47	0	0	84	2	124	3	0	2	0	17	279	2:45 PM
		PM	0	56	0	0	37	3	149	1	0	9	0	15	270	4:00 PM
5	OTHER TRUCKS	AM	6	6	0	0	14	52	39	0	6	3	0	10	136	7:30 AM
		MID	2	10	0	0	10	15	24	22	0	1	1	0	85	2:00 PM
		PM	2	6	0	0	31	16	38	5	0	2	4	10	114	MULT PKS
2 - 5	TRUCK SUBTOTAL	AM	15	180	0	0	232	93	89	0	17	22	1	37	686	MULT PKS
		MID	2	164	0	0	128	17	199	24	0	4	1	17	556	2:00 PM
		PM	1	131	0	0	74	8	265	2	0	19	0	29	529	4:00 PM
1 - 5	ALL VEHICLES	AM	63	164	1	6	204	122	53	2	20	13	2	13	663	6:45 AM
		MID	23	237	2	3	221	39	326	59	2	9	5	13	939	2:30 PM
		PM	47	257	3	4	193	28	464	44	0	25	2	32	1099	4:00 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	20	71	1	6	66	29	13	0	11	4	1	4	226	
		MID	17	100	1	5	74	14	116	37	0	1	3	0	368	
		PM	46	126	3	4	119	20	199	42	0	6	2	3	570	
2	Bobtails	AM	0	20	0	0	40	0	0	0	0	8	0	3	71	
		MID	0	69	0	0	35	2	50	0	0	2	0	4	162	
		PM	0	64	0	0	18	2	82	0	0	8	0	8	182	
3	Chassis	AM	1	5	0	0	2	0	0	0	1	0	0	0	9	
		MID	0	26	0	0	8	0	1	0	0	0	0	0	35	
		PM	0	7	0	0	12	0	13	0	0	2	0	0	34	
4 - 5	Container + Other Trucks	AM	6	72	0	0	69	43	47	0	8	3	0	15	263	
		MID	2	69	0	0	85	15	148	24	0	2	1	13	359	
		PM	1	60	0	0	44	6	170	2	0	9	0	21	313	
2 - 5	Non-PCE (ALL TRUCKS)	AM	7	97	0	0	111	43	47	0	9	11	0	18	343	
		MID	2	164	0	0	128	17	199	24	0	4	1	17	556	
		PM	1	131	0	0	74	8	265	2	0	19	0	29	529	
1 - 5	Non-PCE (ALL VEHICLES)	AM	27	168	1	6	177	72	60	0	20	15	1	22	569	
		MID	19	264	1	5	202	31	315	61	0	5	4	17	924	
		PM	47	257	3	4	193	28	464	44	0	25	2	32	1099	
Adjusted	PCE Volume (ALL VEHICLES)	AM	34	265	1	6	288	115	107	0	29	26	1	40	912	8:00 A.M.
		MID	21	428	1	5	330	48	514	85	0	9	5	34	1480	2:00 P.M.
		PM	48	388	3	4	267	36	729	46	0	44	2	61	1628	4:00 P.M.

NORTH / SOUTH STREET:	Pico Avenue
EAST / WEST STREET:	Pier C 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	38	72	0	0	192	80	14	0	10	0	0	0	406	6:45 AM
		MID	15	158	0	0	86	32	23	0	20	0	0	0	334	3:00 PM
		PM	17	161	0	0	86	40	56	0	58	0	0	0	418	4:15 PM
2	BOBTAILS	AM	0	22	0	0	27	10	2	0	5	0	0	0	66	7:45 AM
		MID	6	44	0	0	23	18	3	0	3	0	0	0	97	2:00 PM
		PM	3	48	0	0	23	13	4	0	0	0	0	0	91	4:00 PM
3	CHASSIS	AM	0	0	0	0	2	3	0	0	1	0	0	0	6	6:45 AM
		MID	3	15	0	0	5	1	0	0	2	0	0	0	26	2:30 PM
		PM	2	19	0	0	2	1	0	0	2	0	0	0	26	4:00 PM
4	CONTAINERS	AM	0	30	0	0	33	11	7	0	2	0	0	0	83	8:00 AM
		MID	1	62	0	0	56	30	35	0	1	0	0	0	185	3:00 PM
		PM	2	72	0	0	36	24	19	0	0	0	0	0	153	4:00 PM
5	OTHER TRUCKS	AM	0	72	0	0	64	7	3	0	4	0	0	0	150	8:00 AM
		MID	2	36	0	0	31	5	5	0	1	0	0	0	80	2:00 PM
		PM	1	13	0	0	11	4	5	0	4	0	0	0	38	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	1	125	0	0	123	27	11	0	8	0	0	0	295	8:00 AM
		MID	13	143	0	0	113	61	32	0	7	0	0	0	369	2:15 PM
		PM	8	152	0	0	72	42	28	0	6	0	0	0	308	4:00 PM
1 - 5	ALL VEHICLES	AM	45	209	0	0	240	103	36	0	26	0	0	0	659	7:30 AM
		MID	25	308	0	0	199	95	50	0	24	0	0	0	701	2:15 PM
		PM	25	317	0	0	149	79	72	0	55	0	0	0	697	4:00 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	28	92	0	0	92	59	19	0	23	0	0	0	313	
		MID	14	160	0	0	76	27	23	0	12	0	0	0	312	
		PM	17	165	0	0	77	37	44	0	49	0	0	0	389	
2	Bobtails	AM	1	23	0	0	25	9	1	0	2	0	0	0	61	
		MID	6	44	0	0	23	18	3	0	3	0	0	0	97	
		PM	3	48	0	0	23	13	4	0	0	0	0	0	91	
3	Chassis	AM	0	0	0	0	1	0	0	0	0	0	0	0	1	
		MID	3	11	0	0	6	1	2	0	0	0	0	0	23	
		PM	2	19	0	0	2	1	0	0	2	0	0	0	26	
4 - 5	Container + Other Trucks	AM	0	102	0	0	97	18	10	0	6	0	0	0	233	
		MID	5	103	0	0	70	28	23	0	4	0	0	0	233	
		PM	3	85	0	0	47	28	24	0	4	0	0	0	191	
2 - 5	Non-PCE (ALL TRUCKS)	AM	1	125	0	0	123	27	11	0	8	0	0	0	295	
		MID	14	158	0	0	99	47	28	0	7	0	0	0	353	
		PM	8	152	0	0	72	42	28	0	6	0	0	0	308	
1 - 5	Non-PCE (ALL VEHICLES)	AM	29	217	0	0	215	86	30	0	31	0	0	0	608	
		MID	28	318	0	0	175	74	51	0	19	0	0	0	665	
		PM	25	317	0	0	149	79	72	0	55	0	0	0	697	
Adjusted	PCE Volume (ALL VEHICLES)	AM	30	342	0	0	338	113	41	0	39	0	0	0	903	8:00 A.M.
		MID	42	476	0	0	274	121	79	0	26	0	0	0	1018	2:00 P.M.
		PM	33	469	0	0	221	121	100	0	61	0	0	0	1005	4:00 P.M.

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.

NORTH / SOUTH STREET:	Anaheim Way
EAST / WEST STREET:	Pier B Street
COMPANY SITE CODE #:	Wiltec
DATE:	Wednesday, August 17, 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	0	0	0	15	0	10	5	12	0	0	71	52	165	6:00 AM
		MID	0	0	0	12	0	5	7	62	0	0	13	37	136	3:00 PM
		PM	0	0	0	62	0	8	41	138	0	0	19	71	339	4:30 PM
2	BOBTAILS	AM	0	0	0	0	0	1	0	15	0	0	16	1	33	8:00 AM
		MID	0	0	0	0	0	2	10	35	0	0	15	3	65	2:00 PM
		PM	0	0	0	1	0	0	1	30	0	0	8	3	43	4:00 PM
3	CHASSIS	AM	0	0	0	0	0	0	0	4	0	0	10	0	14	8:00 AM
		MID	0	0	0	0	0	1	1	1	0	0	9	0	12	3:00 PM
		PM	0	0	0	0	0	2	0	4	0	0	3	1	10	4:15 PM
4	CONTAINERS	AM	0	0	0	0	0	1	0	31	0	0	54	2	88	8:00 AM
		MID	0	0	0	0	0	5	7	81	0	0	48	2	143	2:00 PM
		PM	0	0	0	1	0	1	2	44	0	0	39	4	91	4:00 PM
5	OTHER TRUCKS	AM	0	0	0	9	0	11	12	29	0	0	15	16	92	MULT PKS
		MID	0	0	0	3	0	8	8	15	0	0	6	7	47	2:00 PM
		PM	0	0	0	6	0	3	2	5	0	0	7	4	27	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	7	0	7	6	64	0	0	86	11	181	8:00 AM
		MID	0	0	0	3	0	15	25	133	0	0	72	12	260	2:00 PM
		PM	0	0	0	8	0	5	5	82	0	0	58	12	170	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	15	0	13	7	90	0	0	126	47	298	8:00 AM
		MID	0	0	0	7	0	21	42	193	0	0	91	33	387	2:00 PM
		PM	0	0	0	65	0	10	43	212	0	0	75	85	490	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	0	0	0	8	0	6	1	26	0	0	40	36	117	
		MID	0	0	0	4	0	6	17	60	0	0	19	21	127	
		PM	0	0	0	65	0	7	34	127	0	0	24	50	307	
2	Bobtails	AM	0	0	0	0	0	1	0	15	0	0	16	1	33	
		MID	0	0	0	0	0	2	10	35	0	0	15	3	65	
		PM	0	0	0	1	0	0	1	30	0	0	8	3	43	
3	Chassis	AM	0	0	0	0	0	0	0	4	0	0	10	0	14	
		MID	0	0	0	0	0	0	0	2	0	0	3	0	5	
		PM	0	0	0	0	0	1	0	3	0	0	4	1	9	
4 - 5	Container + Other Trucks	AM	0	0	0	7	0	6	6	45	0	0	60	10	134	
		MID	0	0	0	3	0	13	15	96	0	0	54	9	190	
		PM	0	0	0	7	0	4	4	49	0	0	46	8	118	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	7	0	7	6	64	0	0	86	11	181	
		MID	0	0	0	3	0	15	25	133	0	0	72	12	260	
		PM	0	0	0	8	0	5	5	82	0	0	58	12	170	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	15	0	13	7	90	0	0	126	47	298	
		MID	0	0	0	7	0	21	42	193	0	0	91	33	387	
		PM	0	0	0	73	0	12	39	209	0	0	82	62	477	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	22	0	20	13	154	0	0	212	58	479	8:00 A.M.
		MID	0	0	0	10	0	36	67	326	0	0	163	45	647	2:00 P.M.
		PM	0	0	0	81	0	17	44	291	0	0	140	74	647	4:00 P.M.

NORTH / SOUTH STREET:	Farragut Avenue
EAST / WEST STREET:	Anaheim Street
COMPANY SITE CODE #:	Wiltec
DATE:	Wednesday, August 17, 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	0	0	0	3	0	15	13	539	0	0	850	16	1436	7:00 AM
		MID	0	0	0	7	0	40	11	819	0	0	752	8	1637	3:00 PM
		PM	0	0	0	30	0	78	6	1229	0	0	781	18	2142	4:30 PM
2	BOBTAILS	AM	0	0	0	0	0	1	1	58	0	0	42	1	103	8:00 AM
		MID	0	0	0	0	0	4	1	65	0	0	54	0	124	2:15 PM
		PM	0	0	0	1	0	5	0	63	0	0	72	1	142	4:00 PM
3	CHASSIS	AM	0	0	0	0	0	0	0	13	0	0	2	0	15	8:00 AM
		MID	0	0	0	1	0	0	0	10	0	0	6	0	17	3:00 PM
		PM	0	0	0	0	0	1	0	4	0	0	5	1	11	4:30 PM
4	CONTAINERS	AM	0	0	0	0	0	3	5	149	0	0	35	0	192	MULT PKS
		MID	0	0	0	0	0	9	4	111	0	0	27	2	153	2:00 PM
		PM	0	0	0	2	0	6	1	52	0	0	49	0	110	4:00 PM
5	OTHER TRUCKS	AM	0	0	0	1	0	5	6	164	0	0	96	0	272	7:00 AM
		MID	0	0	0	2	0	7	3	60	0	0	58	1	131	2:45 PM
		PM	0	0	0	1	0	3	3	39	0	0	41	1	88	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	4	8	309	0	0	146	2	469	7:15 AM
		MID	0	0	0	5	0	27	9	224	0	0	123	4	392	2:00 PM
		PM	0	0	0	4	0	15	4	159	0	0	165	3	350	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	4	0	20	22	827	0	0	1001	16	1890	7:00 AM
		MID	0	0	0	12	0	58	19	1009	0	0	875	12	1985	2:45 PM
		PM	0	0	0	32	0	97	9	1366	0	0	902	24	2430	4:30 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	0	0	0	3	0	17	13	430	0	0	677	7	1147	
		MID	0	0	0	4	0	33	15	657	0	0	592	8	1309	
		PM	0	0	0	22	0	55	4	1062	0	0	855	13	2011	
2	Bobtails	AM	0	0	0	0	0	1	1	58	0	0	42	1	103	
		MID	0	0	0	0	0	10	2	61	0	0	49	0	122	
		PM	0	0	0	1	0	5	0	63	0	0	72	1	142	
3	Chassis	AM	0	0	0	0	0	0	0	13	0	0	2	0	15	
		MID	0	0	0	0	0	1	0	11	0	0	4	0	16	
		PM	0	0	0	0	0	1	0	5	0	0	3	1	10	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	5	2	221	0	0	105	1	334	
		MID	0	0	0	5	0	16	7	152	0	0	70	4	254	
		PM	0	0	0	3	0	9	4	91	0	0	90	1	198	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	6	3	292	0	0	149	2	452	
		MID	0	0	0	5	0	27	9	224	0	0	123	4	392	
		PM	0	0	0	4	0	15	4	159	0	0	165	3	350	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	3	0	23	16	722	0	0	826	9	1599	
		MID	0	0	0	9	0	60	24	881	0	0	715	12	1701	
		PM	0	0	0	26	0	70	8	1221	0	0	1020	16	2361	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	3	0	29	19	1014	0	0	975	11	2051	8:00 A.M.
		MID	0	0	0	14	0	87	33	1105	0	0	838	16	2093	2:00 P.M.
		PM	0	0	0	30	0	85	12	1380	0	0	1185	19	2711	4:00 P.M.

NORTH / SOUTH STREET:	Connolly Pacific
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	6	6	MULT PKS
		PM	0	0	0	4	0	0	0	0	0	0	0	1	5	4:00 PM
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
1 - 5	ALL VEHICLES	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	6	6	MULT PKS
		PM	0	0	0	4	0	0	0	0	0	0	0	1	5	4:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	0	0	0	0	0	0	0	0	0	0	0	2	2	
		PM	0	0	0	4	0	0	0	0	0	0	0	1	5	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	0	0	0	0	0	0	0	0	0	0	0	2	2	
		PM	0	0	0	4	0	0	0	0	0	0	0	1	5	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8:00 A.M.
		MID	0	0	0	0	0	0	0	0	0	0	0	2	2	2:00 P.M.
		PM	0	0	0	4	0	0	0	0	0	0	0	1	5	4:00 P.M.

NORTH / SOUTH STREET:	L.G. Everist Driveway A
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	2	0	0	0	105	0	0	56	4	167	8:00 AM
		MID	0	0	0	4	0	3	1	164	0	0	51	8	231	2:00 PM
		PM	0	0	0	7	0	1	1	122	0	0	22	2	155	4:00 PM
2	BOBTAILS	AM	0	0	0	0	0	0	0	5	0	0	0	0	5	8:00 AM
		MID	0	0	0	0	0	0	0	4	0	0	0	0	4	MULT PKS
		PM	0	0	0	0	0	0	0	8	0	0	0	0	8	MULT PKS
3	CHASSIS	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	8:00 AM
		MID	0	0	0	0	0	0	0	8	0	0	4	0	12	MULT PKS
		PM	0	0	0	0	0	0	0	0	0	0	4	0	4	MULT PKS
4	CONTAINERS	AM	0	0	0	0	0	0	0	8	0	0	4	0	12	MULT PKS
		MID	0	0	0	0	0	0	0	3	0	0	0	0	3	2:00 PM
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	7	0	0	14	0	21	8:00 AM
		MID	0	0	0	0	0	0	0	34	0	0	16	0	50	2:00 PM
		PM	0	0	0	0	0	0	0	6	0	0	4	0	10	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	27	0	0	32	0	59	8:00 AM
		MID	0	0	0	0	0	0	0	42	0	0	18	0	60	2:00 PM
		PM	0	0	0	0	0	0	0	10	0	0	5	0	15	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	2	0	0	0	132	0	0	88	4	226	8:00 AM
		MID	0	0	0	4	0	3	1	206	0	0	69	8	291	2:00 PM
		PM	0	0	0	7	0	1	1	132	0	0	27	2	170	4:00 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	0	0	0	2	0	0	0	105	0	0	56	4	167	
		MID	0	0	0	4	0	3	1	164	0	0	51	8	231	
		PM	0	0	0	7	0	1	1	122	0	0	22	2	155	
2	Bobtails	AM	0	0	0	0	0	0	0	5	0	0	0	0	5	
		MID	0	0	0	0	0	0	0	1	0	0	0	0	1	
		PM	0	0	0	0	0	0	0	4	0	0	0	0	4	
3	Chassis	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	
		MID	0	0	0	0	0	0	0	4	0	0	2	0	6	
		PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	
		MID	0	0	0	0	0	0	0	37	0	0	16	0	53	
		PM	0	0	0	0	0	0	0	6	0	0	4	0	10	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	27	0	0	32	0	59	
		MID	0	0	0	0	0	0	0	42	0	0	18	0	60	
		PM	0	0	0	0	0	0	0	10	0	0	5	0	15	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	2	0	0	0	132	0	0	88	4	226	
		MID	0	0	0	4	0	3	1	206	0	0	69	8	291	
		PM	0	0	0	7	0	1	1	132	0	0	27	2	170	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	2	0	0	0	159	0	0	120	4	285	8:00 A.M.
		MID	0	0	0	4	0	3	1	248	0	0	87	8	351	2:00 P.M.
		PM	0	0	0	7	0	1	1	142	0	0	32	2	185	4:00 P.M.

NORTH / SOUTH STREET:	L.G. Everist Driveway B
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	0	105	0	0	56	0	161	8:00 AM
		MID	0	0	0	0	0	0	0	164	0	0	51	0	215	2:00 PM
		PM	0	0	0	0	0	0	0	122	0	0	22	0	144	4:00 PM
2	BOBTAILS	AM	0	0	0	0	0	0	0	5	0	0	0	0	5	8:00 AM
		MID	0	0	0	0	0	0	0	4	0	0	0	0	4	MULT PKS
		PM	0	0	0	0	0	0	0	8	0	0	0	0	8	MULT PKS
3	CHASSIS	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	8:00 AM
		MID	0	0	0	0	0	0	0	8	0	0	4	0	12	MULT PKS
		PM	0	0	0	0	0	0	0	0	0	0	4	0	4	MULT PKS
4	CONTAINERS	AM	0	0	0	0	0	0	0	8	0	0	4	0	12	MULT PKS
		MID	0	0	0	0	0	0	0	3	0	0	0	0	3	2:00 PM
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	7	0	0	14	0	21	8:00 AM
		MID	0	0	0	0	0	0	0	34	0	0	16	0	50	2:00 PM
		PM	0	0	0	0	0	0	0	6	0	0	2	0	8	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	27	0	0	32	0	59	8:00 AM
		MID	0	0	0	0	0	0	0	42	0	0	18	0	60	2:00 PM
		PM	0	0	0	0	0	0	0	10	0	0	3	0	13	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	0	0	0	0	132	0	0	88	0	220	8:00 AM
		MID	0	0	0	0	0	0	0	206	0	0	69	0	275	2:00 PM
		PM	0	0	0	0	0	0	0	132	0	0	25	0	157	4:00 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	0	0	0	0	0	0	0	105	0	0	56	0	161	
		MID	0	0	0	0	0	0	0	164	0	0	51	0	215	
		PM	0	0	0	0	0	0	0	122	0	0	22	0	144	
2	Bobtails	AM	0	0	0	0	0	0	0	5	0	0	0	0	5	
		MID	0	0	0	0	0	0	0	1	0	0	0	0	1	
		PM	0	0	0	0	0	0	0	4	0	0	0	0	4	
3	Chassis	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	
		MID	0	0	0	0	0	0	0	4	0	0	2	0	6	
		PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	11	0	0	16	0	27	
		MID	0	0	0	0	0	0	0	37	0	0	16	0	53	
		PM	0	0	0	0	0	0	0	6	0	0	2	0	8	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	27	0	0	32	0	59	
		MID	0	0	0	0	0	0	0	42	0	0	18	0	60	
		PM	0	0	0	0	0	0	0	10	0	0	3	0	13	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	0	0	0	0	132	0	0	88	0	220	
		MID	0	0	0	0	0	0	0	206	0	0	69	0	275	
		PM	0	0	0	0	0	0	0	132	0	0	25	0	157	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	0	0	0	0	159	0	0	120	0	279	8:00 A.M.
		MID	0	0	0	0	0	0	0	248	0	0	87	0	335	2:00 P.M.
		PM	0	0	0	0	0	0	0	142	0	0	28	0	170	4:00 P.M.

NORTH / SOUTH STREET:	GP Gypsum Driveway A
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	8:00 AM
		MID	0	0	0	2	0	4	0	0	0	0	0	0	6	MULT PKS
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	8:00 AM
		MID	0	0	0	2	0	4	0	0	0	0	0	0	6	MULT PKS
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	8:00 AM
		MID	0	0	0	2	0	4	0	0	0	0	0	0	6	MULT PKS
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	4:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
4 - 5	Container + Other Trucks	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	
		MID	0	0	0	1	0	2	0	0	0	0	0	0	3	
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	
		MID	0	0	0	1	0	2	0	0	0	0	0	0	3	
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	1	0	0	0	0	0	0	0	0	1	
		MID	0	0	0	1	0	2	0	0	0	0	0	0	3	
		PM	0	0	0	1	0	0	0	0	0	0	0	0	1	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	2	0	0	0	0	0	0	0	0	2	8:00 A.M.
		MID	0	0	0	2	0	4	0	0	0	0	0	0	6	2:00 P.M.
		PM	0	0	0	2	0	0	0	0	0	0	0	0	2	4:00 P.M.

NORTH / SOUTH STREET:	GP Gypsum Driveway B
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	8:00 AM
		MID	0	0	0	2	0	6	0	0	0	0	0	0	8	MULT PKS
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	8:00 AM
		MID	0	0	0	2	0	6	0	0	0	0	0	0	8	MULT PKS
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	8:00 AM
		MID	0	0	0	2	0	6	0	0	0	0	0	0	8	MULT PKS
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	4:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	
		MID	0	0	0	1	0	3	0	0	0	0	0	0	4	
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	
		MID	0	0	0	1	0	3	0	0	0	0	0	0	4	
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	0	0	2	0	0	0	0	0	0	2	
		MID	0	0	0	1	0	3	0	0	0	0	0	0	4	
		PM	0	0	0	0	0	2	0	0	0	0	0	0	2	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	0	0	4	0	0	0	0	0	0	4	8:00 A.M.
		MID	0	0	0	2	0	6	0	0	0	0	0	0	8	2:00 P.M.
		PM	0	0	0	0	0	4	0	0	0	0	0	0	4	4:00 P.M.

NORTH / SOUTH STREET:	GP Gypsum Driveway C
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	1	0	0	0	0	0	0	0	2	3	8:00 AM
		MID	0	0	0	4	0	0	0	0	0	0	0	4	8	MULT PKS
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	MULT PKS
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	0	0	0	0	0	0	0	0	2	2	8:00 AM
		MID	0	0	0	0	0	0	0	0	0	0	0	5	5	2:00 PM
		PM	0	0	0	0	0	0	0	0	0	0	0	5	5	4:00 PM
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	4	0	0	0	0	0	4	MULT PKS
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	0	0	0	0	2	2	8:00 AM
		MID	0	0	0	0	0	0	1	0	0	0	0	5	6	2:00 PM
		PM	0	0	0	0	0	0	0	0	0	0	0	5	5	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	1	0	0	0	0	0	0	0	4	5	8:00 AM
		MID	0	0	0	1	0	0	1	0	0	0	0	6	8	2:00 PM
		PM	0	0	0	2	0	0	0	0	0	0	0	5	7	4:00 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	0	0	0	1	0	0	0	0	0	0	0	2	3	
		MID	0	0	0	1	0	0	0	0	0	0	0	1	2	
		PM	0	0	0	2	0	0	0	0	0	0	0	0	2	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	0	0	0	0	0	0	0	0	2	2	
		MID	0	0	0	0	0	0	0	0	0	0	0	5	5	
		PM	0	0	0	0	0	0	0	0	0	0	0	5	5	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	0	0	0	0	0	0	1	0	0	0	0	0	1	
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	0	0	0	0	2	2	
		MID	0	0	0	0	0	0	1	0	0	0	0	5	6	
		PM	0	0	0	0	0	0	0	0	0	0	0	5	5	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	1	0	0	0	0	0	0	0	4	5	
		MID	0	0	0	1	0	0	1	0	0	0	0	6	8	
		PM	0	0	0	2	0	0	0	0	0	0	0	5	7	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	1	0	0	0	0	0	0	0	6	7	8:00 A.M.
		MID	0	0	0	1	0	0	2	0	0	0	0	11	14	2:00 P.M.
		PM	0	0	0	2	0	0	0	0	0	0	0	10	12	4:00 P.M.

NORTH / SOUTH STREET:	GP Gypsum Driveway D
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	8:00 AM
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	2:00 PM
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	4:00 PM
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	8:00 AM
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	2:00 PM
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	8:00 AM
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	2:00 PM
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	4:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	3	0	0	0	0	0	0	0	0	3	
		MID	0	0	0	5	0	0	0	0	0	0	0	0	5	
		PM	0	0	0	6	0	0	0	0	0	0	0	0	6	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	6	0	0	0	0	0	0	0	0	6	8:00 A.M.
		MID	0	0	0	10	0	0	0	0	0	0	0	0	10	2:00 P.M.
		PM	0	0	0	12	0	0	0	0	0	0	0	0	12	4:00 P.M.

NORTH / SOUTH STREET:	Foss-Crowley Marine
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	0	0	0	1	0	0	0	0	16	17	8:00 AM
		MID	0	0	0	4	0	2	0	0	0	0	0	4	10	MULT PKS
		PM	0	0	0	18	0	0	0	0	0	0	0	2	20	4:00 PM
2	BOBTAILS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
3	CHASSIS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
4	CONTAINERS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		MID	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
		PM	0	0	0	0	0	0	0	0	0	0	0	0	0	NO PK
1 - 5	ALL VEHICLES	AM	0	0	0	0	0	0	1	0	0	0	0	16	17	8:00 AM
		MID	0	0	0	4	0	2	0	0	0	0	0	4	10	MULT PKS
		PM	0	0	0	18	0	0	0	0	0	0	0	2	20	4:00 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	0	0	0	0	0	0	1	0	0	0	0	16	17	
		MID	0	0	0	2	0	1	0	0	0	0	0	2	5	
		PM	0	0	0	18	0	0	0	0	0	0	0	2	20	
2	Bobtails	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
3	Chassis	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
		MID	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	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	0	0	0	1	0	0	0	0	16	17	
		MID	0	0	0	2	0	1	0	0	0	0	0	2	5	
		PM	0	0	0	18	0	0	0	0	0	0	0	2	20	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	0	0	0	1	0	0	0	0	16	17	8:00 A.M.
		MID	0	0	0	2	0	1	0	0	0	0	0	2	5	2:00 P.M.
		PM	0	0	0	18	0	0	0	0	0	0	0	2	20	4:00 P.M.

NORTH / SOUTH STREET:	Forest Terminal
EAST / WEST STREET:	Pier D Street
COMPANY SITE CODE #:	Southland
DATE:	Tuesday, September 19, 2006

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	0	0	0	2	0	1	1	26	0	0	29	11	70	8:00 AM
		MID	0	0	0	2	0	0	0	65	0	0	29	3	99	2:00 PM
		PM	0	0	0	4	0	0	0	60	0	0	21	1	86	4:00 PM
2	BOBTAILS	AM	0	0	0	0	0	0	0	42	0	0	0	0	42	8:00 AM
		MID	0	0	0	0	0	0	0	14	0	0	0	0	14	2:00 PM
		PM	0	0	0	0	0	0	0	35	0	0	0	0	35	4:00 PM
3	CHASSIS	AM	0	0	0	0	0	0	0	7	0	0	10	0	17	8:00 AM
		MID	1	0	0	0	0	0	0	34	0	0	12	0	47	2:00 PM
		PM	1	0	0	0	0	0	0	2	0	0	0	1	4	4:00 PM
4	CONTAINERS	AM	0	0	0	0	0	0	0	22	0	0	0	0	22	8:00 AM
		MID	0	0	0	0	0	0	0	14	0	0	47	0	61	2:00 PM
		PM	0	0	0	0	0	0	0	13	0	0	0	0	13	4:00 PM
5	OTHER TRUCKS	AM	0	0	0	0	0	0	0	32	0	0	24	0	56	8:00 AM
		MID	5	0	0	0	0	0	0	17	0	0	3	1	26	2:00 PM
		PM	0	0	0	0	0	0	0	2	0	0	3	1	6	4:00 PM
2 - 5	TRUCK SUBTOTAL	AM	0	0	0	0	0	0	0	103	0	0	34	0	137	8:00 AM
		MID	6	0	0	0	0	0	0	79	0	0	62	1	148	2:00 PM
		PM	1	0	0	0	0	0	0	52	0	0	3	2	58	4:00 PM
1 - 5	ALL VEHICLES	AM	0	0	0	2	0	1	1	129	0	0	63	11	207	8:00 AM
		MID	6	0	0	2	0	0	0	144	0	0	91	4	247	2:00 PM
		PM	1	0	0	4	0	0	0	112	0	0	24	3	144	4:00 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	0	0	0	2	0	1	1	26	0	0	29	11	70	
		MID	0	0	0	2	0	0	0	65	0	0	29	3	99	
		PM	0	0	0	4	0	0	0	60	0	0	21	1	86	
2	Bobtails	AM	0	0	0	0	0	0	0	42	0	0	0	0	42	
		MID	0	0	0	0	0	0	0	14	0	0	0	0	14	
		PM	0	0	0	0	0	0	0	35	0	0	0	0	35	
3	Chassis	AM	0	0	0	0	0	0	0	7	0	0	10	0	17	
		MID	1	0	0	0	0	0	0	34	0	0	12	0	47	
		PM	1	0	0	0	0	0	0	2	0	0	0	1	4	
4 - 5	Container + Other Trucks	AM	0	0	0	0	0	0	0	54	0	0	24	0	78	
		MID	5	0	0	0	0	0	0	31	0	0	50	1	87	
		PM	0	0	0	0	0	0	0	15	0	0	3	1	19	
2 - 5	Non-PCE (ALL TRUCKS)	AM	0	0	0	0	0	0	0	103	0	0	34	0	137	
		MID	6	0	0	0	0	0	0	79	0	0	62	1	148	
		PM	1	0	0	0	0	0	0	52	0	0	3	2	58	
1 - 5	Non-PCE (ALL VEHICLES)	AM	0	0	0	2	0	1	1	129	0	0	63	11	207	
		MID	6	0	0	2	0	0	0	144	0	0	91	4	247	
		PM	1	0	0	4	0	0	0	112	0	0	24	3	144	
Adjusted	PCE Volume (ALL VEHICLES)	AM	0	0	0	2	0	1	1	232	0	0	97	11	344	8:00 A.M.
		MID	12	0	0	2	0	0	0	223	0	0	153	5	395	2:00 P.M.
		PM	2	0	0	4	0	0	0	164	0	0	27	5	202	4:00 P.M.

Gerald Desmond Bridge Project
I-710 - Ocean Blvd Connector Ramp Calculation
Year 2005 Counts

Ocean EB to I-710 NB Connector Ramp	AM Peak Hour			MD Peak Hour			PM Peak Hour		
	Both Lanes	Right Lane	Left Lane	Both Lanes	Right Lane	Left Lane	Both Lanes	Right Lane	Left Lane
Autos	851	304	547	840	291	549	786	293	493
Bobtails	120	43	77	237	82	155	182	68	114
Containers	288	103	185	306	106	200	188	70	118
Total Trucks (Non-PCE)	408	146	262	542	188	354	370	138	232
Total Vehicles (Non-PCE)	1259	450	809	1382	479	903	1156	431	725
Total Vehicles (PCE)	1667	596	1071	1924	667	1257	1526	569	957

I-710 SB to Ocean WB Connector Ramp	Peak Hour		
	AM	MD	PM
Autos	321	254	484
Bobtails	106	46	50
Containers	285	167	159
Total Trucks (Non-PCE)	391	213	209
Total Vehicles (Non-PCE)	712	467	693
Total Vehicles (PCE)	1103	680	902

Red = Input from Counts

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE WESTBOUND OFF-RAMP FROM OCEAN BOULEVARD
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:	WB OFF				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	9	5	2	2	18
1:00	3	3	2	0	8
2:00	2	3	2	2	9
3:00	0	1	1	2	4
4:00	2	2	2	3	9
5:00	2	11	10	15	38
6:00	11	19	31	41	102
7:00	31	24	28	29	112
8:00	21	8	16	13	58
9:00	14	11	3	14	42
10:00	17	10	17	15	59
11:00	10	17	21	21	69
12:00	16	24	21	46	107
13:00	35	19	20	17	91
14:00	20	10	13	20	63
15:00	20	12	13	15	60
16:00	12	13	8	7	40
17:00	13	15	16	7	51
18:00	9	9	3	5	26
19:00	7	4	10	9	30
20:00	10	9	11	14	44
21:00	6	10	15	8	39
22:00	11	14	9	10	44
23:00	6	6	5	1	18
				TOTAL	1141

AM PEAK HOUR	0630-0730
VOLUME	127
PM PEAK HOUR	1215-1315
VOLUME	126

DIRECTION:	O				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	1141

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE WESTBOUND ON-RAMP TO OCEAN BOULEVARD
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:	WB ON				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	18	14	20	22	74
1:00	17	12	12	17	58
2:00	16	22	41	52	131
3:00	14	7	4	16	41
4:00	2	8	3	6	19
5:00	5	3	1	2	11
6:00	6	12	13	12	43
7:00	14	26	15	39	94
8:00	33	34	48	34	149
9:00	62	56	42	55	215
10:00	57	52	58	52	219
11:00	54	51	45	54	204
12:00	46	43	26	52	167
13:00	37	54	40	44	175
14:00	61	39	44	55	199
15:00	53	30	51	45	179
16:00	52	40	66	100	258
17:00	82	49	26	29	186
18:00	34	28	37	22	121
19:00	37	25	33	28	123
20:00	21	17	15	37	90
21:00	34	40	14	32	120
22:00	24	11	12	10	57
23:00	12	22	25	9	68
				TOTAL	3001

AM PEAK HOUR	0200-0300
VOLUME	222
PM PEAK HOUR	1630-1730
VOLUME	297

DIRECTION:	O				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	3001

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE EASTBOUND OFF-RAMPS FROM OCEAN BOULEVARD
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		EB OFF			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	25	12	14	15	66
1:00	20	15	6	8	49
2:00	8	10	6	2	26
3:00	2	0	4	1	7
4:00	4	2	3	3	12
5:00	2	8	7	12	29
6:00	20	17	34	65	136
7:00	34	44	49	57	184
8:00	36	54	43	34	167
9:00	38	40	38	33	149
10:00	25	44	48	28	145
11:00	50	46	44	57	197
12:00	40	42	41	61	184
13:00	37	48	71	63	219
14:00	62	40	50	40	192
15:00	53	42	47	36	178
16:00	37	38	32	46	153
17:00	33	37	56	30	156
18:00	16	36	33	26	111
19:00	24	29	19	10	82
20:00	15	16	16	8	55
21:00	10	14	20	20	64
22:00	25	12	35	31	103
23:00	15	9	14	21	59
				TOTAL	2723

AM PEAK HOUR	1100-1200
VOLUME	197
PM PEAK HOUR	1315-1415
VOLUME	244

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	2723

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE EASTBOUND ON-RAMP TO OCEAN BOULEVARD
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:	EB ON RAMP				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	3	2	1	1	7
1:00	0	2	0	0	2
2:00	1	0	7	4	12
3:00	2	1	0	0	3
4:00	2	0	1	0	3
5:00	2	1	1	1	5
6:00	1	2	2	2	7
7:00	4	2	5	3	14
8:00	5	4	5	3	17
9:00	9	2	6	6	23
10:00	14	10	11	12	47
11:00	15	14	27	34	90
12:00	28	16	10	12	66
13:00	10	10	6	14	40
14:00	15	11	22	22	70
15:00	16	12	26	13	67
16:00	37	19	31	41	128
17:00	27	12	16	10	65
18:00	4	11	5	4	24
19:00	5	5	2	0	12
20:00	3	4	10	3	20
21:00	4	7	3	7	21
22:00	5	1	2	2	10
23:00	3	0	2	0	5
				TOTAL	758

AM PEAK HOUR	1100-1200
VOLUME	90
PM PEAK HOUR	1600-1700
VOLUME	128

DIRECTION:	O				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	758

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: GATE 5 / PIER T
WESTBOOUND OFF-RAMP
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		WB OFF			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	11	9	10	7	37
1:00	10	14	11	11	46
2:00	7	11	8	2	28
3:00	3	3	2	0	8
4:00	0	2	6	2	10
5:00	7	7	10	24	48
6:00	18	18	40	53	129
7:00	51	42	63	50	206
8:00	38	32	41	36	147
9:00	33	42	58	50	183
10:00	47	47	43	44	181
11:00	47	42	47	41	177
12:00	35	46	46	71	198
13:00	45	49	38	30	162
14:00	27	34	36	30	127
15:00	33	33	24	17	107
16:00	17	20	19	25	81
17:00	19	27	25	22	93
18:00	19	18	29	20	86
19:00	21	24	27	25	97
20:00	18	16	17	21	72
21:00	18	15	8	23	64
22:00	15	10	20	18	63
23:00	13	12	9	5	39
				TOTAL	2389

AM PEAK HOUR	0645-0745
VOLUME	209
PM PEAK HOUR	1230-1330
VOLUME	211

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	2389

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: SOUTHBOUND I-710 CONNECTOR RAMP TO WESTBOUND OCEAN BOULEVARD (BOTH LANES)
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		WB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	56	53	43	50	202
1:00	50	46	33	32	161
2:00	23	28	17	10	78
3:00	8	19	16	18	61
4:00	23	23	44	43	133
5:00	56	106	154	175	491
6:00	139	189	203	233	764
7:00	221	216	226	199	862
8:00	192	157	197	166	712
9:00	157	145	139	164	605
10:00	168	180	158	170	676
11:00	172	162	185	140	659
12:00	157	161	188	175	681
13:00	172	170	144	107	593
14:00	98	114	108	147	467
15:00	151	174	164	175	664
16:00	158	168	201	166	693
17:00	175	239	192	194	800
18:00	161	172	161	189	683
19:00	181	180	152	136	649
20:00	123	121	116	132	492
21:00	112	136	128	136	512
22:00	102	102	112	111	427
23:00	75	79	61	14	229
				TOTAL	12294

AM PEAK HOUR	0645-0745
VOLUME	896
PM PEAK HOUR	1700-1800
VOLUME	800

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	12294

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: NB I -710 CONNECTOR RAMP FROM
EASTBOUND OCEAN BOULEVARD (BOTH LANES)
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		TOTAL			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	170	164	186	160	680
1:00	76	100	91	90	357
2:00	122	76	62	102	362
3:00	59	30	12	15	116
4:00	14	18	30	36	98
5:00	52	58	113	119	342
6:00	140	147	162	180	629
7:00	202	212	300	328	1042
8:00	281	288	326	364	1259
9:00	356	346	294	282	1278
10:00	306	248	318	307	1179
11:00	266	334	305	316	1221
12:00	237	202	174	182	795
13:00	200	216	336	404	1156
14:00	348	348	364	322	1382
15:00	287	233	267	312	1099
16:00	281	304	277	294	1156
17:00	212	180	178	188	758
18:00	180	214	250	275	919
19:00	253	279	280	244	1056
20:00	276	276	210	183	945
21:00	214	223	192	210	839
22:00	213	150	108	111	582
23:00	93	106	112	96	407
				TOTAL	19657

AM PEAK HOUR	0830-0930
VOLUME	1392
PM PEAK HOUR	1345-1445
VOLUME	1464

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	19657

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: NB I -710 CONNECTOR RAMP FROM EASTBOUND OCEAN BOULEVARD (RIGHT LANE)
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		EB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	45	40	55	30	170
1:00	20	26	27	25	98
2:00	35	19	21	43	118
3:00	20	13	6	3	42
4:00	4	7	12	12	35
5:00	21	22	44	49	136
6:00	63	68	84	73	288
7:00	102	106	125	136	469
8:00	112	106	121	111	450
9:00	104	107	95	88	394
10:00	98	87	92	84	361
11:00	80	101	106	97	384
12:00	81	78	62	61	282
13:00	59	63	118	140	380
14:00	107	106	133	133	479
15:00	86	98	92	119	395
16:00	106	96	100	129	431
17:00	92	89	81	88	350
18:00	79	109	88	98	374
19:00	102	85	94	84	365
20:00	100	76	69	68	313
21:00	62	84	62	71	279
22:00	70	59	44	46	219
23:00	29	39	31	30	129
				TOTAL	6941

AM PEAK HOUR	0715-0815
VOLUME	479
PM PEAK HOUR	1345-1445
VOLUME	486

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	6941

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: HARBOR SCENIC DRIVE ON-RAMP TO EASTBOUND OCEAN BOULEVARD
DATE: WEDNESDAY SEPTEMBER 7TH, 2005

DIRECTION:		ON RAMP			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	2	3	1	0	6
1:00	0	0	2	0	2
2:00	0	1	1	2	4
3:00	2	3	2	0	7
4:00	0	0	0	0	0
5:00	1	2	2	0	5
6:00	2	0	1	0	3
7:00	1	2	0	4	7
8:00	3	3	1	6	13
9:00	2	6	2	1	11
10:00	1	2	1	3	7
11:00	5	3	3	9	20
12:00	5	8	3	4	20
13:00	1	2	3	1	7
14:00	3	7	3	3	16
15:00	2	6	6	5	19
16:00	4	2	4	9	19
17:00	8	9	1	1	19
18:00	4	3	1	4	12
19:00	1	1	2	3	7
20:00	2	3	2	3	10
21:00	0	0	3	2	5
22:00	0	1	2	0	3
23:00	3	3	0	0	6
				TOTAL	228

AM PEAK HOUR	0245-0345
VOLUME	20
PM PEAK HOUR	1630-1730
VOLUME	30

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	228

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: OCEAN BOULEVARD EAST OF HARBOR SCENIC DRIVE ON-RAMP
DATE: WEDNESDAY SEPTEMBER 9TH, 2005

DIRECTION:	EB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	22	24	28	16	90
1:00	5	13	15	13	46
2:00	20	16	22	42	100
3:00	27	20	13	14	74
4:00	9	11	16	14	50
5:00	27	24	32	61	144
6:00	60	87	94	120	361
7:00	157	184	241	260	842
8:00	254	249	233	184	920
9:00	164	157	152	116	589
10:00	144	142	120	117	523
11:00	129	146	160	198	633
12:00	204	158	122	154	638
13:00	142	148	145	162	597
14:00	139	186	178	193	696
15:00	206	221	206	276	909
16:00	296	324	283	382	1285
17:00	403	364	358	326	1451
18:00	264	248	206	188	906
19:00	165	168	138	128	599
20:00	124	104	104	91	423
21:00	80	86	80	111	357
22:00	78	86	52	62	278
23:00	56	58	29	29	172
				TOTAL	12683

AM PEAK HOUR	0730-0830
VOLUME	1004
PM PEAK HOUR	1645-1745
VOLUME	1507

DIRECTION:	WB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	26	22	18	20	86
1:00	14	9	10	18	51
2:00	14	11	19	27	71
3:00	26	12	10	12	60
4:00	10	8	14	21	53
5:00	22	42	61	82	207
6:00	96	145	218	262	721
7:00	238	302	289	292	1121
8:00	232	202	204	183	821
9:00	146	158	136	132	572
10:00	114	120	140	126	500
11:00	84	110	133	156	483
12:00	127	161	158	206	652
13:00	160	166	148	128	602
14:00	138	152	124	139	553
15:00	156	164	188	169	677
16:00	204	205	212	249	870
17:00	308	245	214	186	953
18:00	191	184	120	144	639
19:00	114	119	101	105	439
20:00	80	108	100	107	395
21:00	92	104	97	118	411
22:00	90	85	96	88	359
23:00	39	36	42	28	145
				TOTAL	11441

AM PEAK HOUR	0700-0800
VOLUME	1121
PM PEAK HOUR	1645-1745
VOLUME	1016

TOTAL BI-DIRECTIONAL VOLUME	24124

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: OCEAN BOULEVARD EAST OF THE PICO AVENUE RAMPS
WEST OF HARBOR SCENIC DRIVE ON-RAMP (RIGHT LANE)
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		WB RIGHT LANE			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	28	9	15	22	74
1:00	9	12	19	9	49
2:00	5	13	19	21	58
3:00	15	11	11	17	54
4:00	8	3	12	21	44
5:00	21	26	39	47	133
6:00	43	75	104	106	328
7:00	92	106	116	110	424
8:00	90	80	85	76	331
9:00	58	60	67	65	250
10:00	54	52	50	60	216
11:00	57	69	58	78	262
12:00	65	84	68	71	288
13:00	69	77	78	66	290
14:00	68	79	54	84	285
15:00	76	76	83	85	320
16:00	102	110	98	134	444
17:00	146	147	124	107	524
18:00	82	77	87	66	312
19:00	69	82	57	74	282
20:00	47	54	69	53	223
21:00	62	78	61	56	257
22:00	60	49	58	57	224
23:00	27	30	23	18	98
				TOTAL	5770

AM PEAK HOUR	0700-0800
VOLUME	424
PM PEAK HOUR	1645-1745
VOLUME	551

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	5770

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER MOHADDES ASSOCIATES INC.
PROJECT: LONG BEACH
LOCATION: OCEAN BOULEVARD EAST OF THE PICO AVENUE RAMPS
WEST OF HARBOR SCENIC DRIVE (RIGHT LANE)
DATE: THURSDAY AUGUST 25TH, 2005

DIRECTION:		EB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	1	1	0	0	2
1:00	2	1	0	1	4
2:00	1	1	2	1	5
3:00	1	1	0	1	3
4:00	2	3	4	2	11
5:00	1	3	5	7	16
6:00	7	10	8	17	42
7:00	18	24	33	44	119
8:00	45	39	46	34	164
9:00	28	9	22	7	66
10:00	13	10	12	8	43
11:00	16	17	17	26	76
12:00	27	22	12	13	74
13:00	14	15	11	15	55
14:00	10	11	15	14	50
15:00	18	21	20	24	83
16:00	39	28	50	44	161
17:00	50	47	42	44	183
18:00	24	19	12	15	70
19:00	11	8	6	5	30
20:00	8	4	7	5	24
21:00	3	9	3	4	19
22:00	6	3	5	5	19
23:00	1	1	4	2	8
				TOTAL	1327

AM PEAK HOUR	0745-0845
VOLUME	174
PM PEAK HOUR	1630-1730
VOLUME	191

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	1327

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE ON RAMP TO
HARBOR SCENIC WAY (NORTHBOUND)
DATE: WEDNESDAY OCTOBER 12TH, 2005

DIRECTION:		ON RAMP			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	25	32	27	23	107
1:00	23	16	7	24	70
2:00	15	20	31	34	100
3:00	15	5	4	9	33
4:00	9	5	5	7	26
5:00	4	4	5	9	22
6:00	4	9	14	24	51
7:00	17	19	18	16	70
8:00	21	25	37	33	116
9:00	26	45	36	43	150
10:00	41	39	40	58	178
11:00	46	45	49	51	191
12:00	38	26	21	33	118
13:00	45	46	40	38	169
14:00	28	48	59	45	180
15:00	37	42	43	50	172
16:00	48	37	41	42	168
17:00	39	15	10	13	77
18:00	20	20	31	29	100
19:00	37	26	26	29	118
20:00	25	16	20	31	92
21:00	28	35	28	25	116
22:00	19	16	16	13	64
23:00	13	27	27	22	89
				TOTAL	2577

AM PEAK HOUR	0000-0100
VOLUME	198
PM PEAK HOUR	1415-1515
VOLUME	189

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	2577

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: HARBOR SCENIC WAY ON RAMP TO PICO AVENUE (SOUTHBOUND)
DATE: WEDNESDAY OCTOBER 12TH, 2005

DIRECTION:		ON RAMP			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	22	24	24	15	85
1:00	21	14	9	16	60
2:00	18	13	6	8	45
3:00	7	4	6	11	28
4:00	11	4	6	14	35
5:00	9	14	35	31	89
6:00	31	50	35	52	168
7:00	32	56	49	48	185
8:00	46	34	44	46	170
9:00	41	42	42	45	170
10:00	40	45	47	38	170
11:00	44	52	33	26	155
12:00	27	34	66	68	195
13:00	37	47	46	36	166
14:00	49	50	34	32	165
15:00	40	27	26	22	115
16:00	21	29	26	21	97
17:00	28	26	24	22	100
18:00	33	29	40	26	128
19:00	25	28	24	25	102
20:00	26	19	24	23	92
21:00	20	24	20	15	79
22:00	16	25	21	27	89
23:00	17	19	15	18	69
				TOTAL	2757

AM PEAK HOUR	0715-0815
VOLUME	199
PM PEAK HOUR	1230-1330
VOLUME	218

DIRECTION:		O			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	2757

WILTEC

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

24-HOUR ADT COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES INC.
PROJECT: GERALD DESMOND BRIDGE PROJECT
LOCATION: PICO AVENUE ON RAMP TO
HARBOR SCENIC WAY (SOUTHBOUND)
DATE: WEDNESDAY OCTOBER 12TH, 2005

DIRECTION:	ON RAMP				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	6	8	6	8	28
1:00	2	4	2	3	11
2:00	10	8	0	3	21
3:00	1	0	0	1	2
4:00	0	0	0	0	0
5:00	1	0	2	8	11
6:00	4	11	9	20	44
7:00	13	17	26	27	83
8:00	18	13	20	17	68
9:00	24	23	15	18	80
10:00	14	19	15	22	70
11:00	10	13	21	21	65
12:00	15	12	28	23	78
13:00	18	20	19	33	90
14:00	28	24	18	16	86
15:00	18	18	19	17	72
16:00	24	27	17	15	83
17:00	15	18	20	25	78
18:00	16	12	12	13	53
19:00	8	16	9	19	52
20:00	17	9	4	9	39
21:00	5	10	12	5	32
22:00	13	9	6	14	42
23:00	12	11	12	14	49
				TOTAL	1237

AM PEAK HOUR	0715-0815
VOLUME	88
PM PEAK HOUR	1330-1430
VOLUME	104

DIRECTION:	O				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL	0

AM PEAK HOUR	0000-0100
VOLUME	0
PM PEAK HOUR	1200-1300
VOLUME	0

TOTAL BI-DIRECTIONAL VOLUME	1237

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY
E/W OCEAN BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	22	3	0	1	2	28	0	1	0	0	0	1	4	0	0	0	1	5	5	0	0	2	0	7
615-630	59	7	0	5	3	74	0	0	0	0	0	0	8	0	0	0	0	8	4	0	1	0	1	6
630-645	57	12	2	7	2	80	0	1	0	0	0	1	9	0	0	4	0	13	8	0	0	0	0	8
645-700	71	14	0	6	4	95	0	3	0	0	0	3	12	2	0	1	0	15	9	0	0	0	0	9
700-715	77	15	2	13	2	109	0	0	0	0	0	0	20	0	0	7	0	27	7	0	0	0	2	9
715-730	58	23	0	8	3	92	0	5	0	0	0	5	10	0	0	4	1	15	8	0	0	0	1	9
730-745	45	21	2	16	5	89	2	6	0	0	0	8	16	1	0	7	1	25	6	1	0	1	0	8
745-800	28	26	3	17	6	80	0	8	0	0	0	8	12	2	1	3	2	20	11	0	0	3	0	14
800-815	36	24	2	35	6	103	0	5	0	0	0	5	9	1	0	4	0	14	4	1	0	0	0	5
815-830	27	18	1	15	3	64	0	3	0	0	0	3	7	2	1	17	3	30	4	2	0	1	1	8
830-845	18	16	2	15	4	55	0	7	0	0	0	7	3	1	0	2	1	7	9	3	0	1	0	13
845-900	14	20	1	37	11	83	0	2	0	0	0	2	4	2	1	4	1	12	2	4	0	3	0	9
HOUR TOTALS																								
600-700	209	36	2	19	11	277	0	5	0	0	0	5	33	2	0	5	1	41	26	0	1	2	1	30
615-715	264	48	4	31	11	358	0	4	0	0	0	4	49	2	0	12	0	63	28	0	1	0	3	32
630-730	263	64	4	34	11	376	0	9	0	0	0	9	51	2	0	16	1	70	32	0	0	0	3	35
645-745	251	73	4	43	14	385	2	14	0	0	0	16	58	3	0	19	2	82	30	1	0	1	3	35
700-800	208	85	7	54	16	370	2	19	0	0	0	21	58	3	1	21	4	87	32	1	0	4	3	40
715-815	167	94	7	76	20	364	2	24	0	0	0	26	47	4	1	18	4	74	29	2	0	4	1	36
730-830	136	89	8	83	20	336	2	22	0	0	0	24	44	6	2	31	6	89	25	4	0	5	1	35
745-845	109	84	8	82	19	302	0	23	0	0	0	23	31	6	2	26	6	71	28	6	0	5	1	40
800-900	95	78	6	102	24	305	0	17	0	0	0	17	23	6	2	27	5	63	19	10	0	5	1	35

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	244	7	0	20	8	279	2	2	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0
615-630	254	8	0	16	7	285	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
630-645	284	9	0	18	14	325	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
645-700	325	13	1	19	13	371	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
700-715	357	14	1	22	13	407	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
715-730	361	16	1	28	5	411	1	5	0	0	0	6	0	0	0	0	1	1	0	0	0	0	0	0
730-745	324	37	1	29	13	404	2	5	0	0	0	7	3	0	0	0	0	3	0	0	0	0	0	0
745-800	337	32	2	42	15	428	1	5	0	0	0	6	0	2	0	0	0	2	0	0	0	0	0	0
800-815	304	23	2	37	23	389	0	3	0	0	0	3	1	3	0	7	0	11	0	2	0	0	1	3
815-830	277	36	3	51	21	388	2	8	0	0	0	10	2	1	0	6	0	9	0	1	0	1	0	2
830-845	230	43	5	52	19	349	1	2	0	0	0	3	1	2	0	17	0	20	0	0	0	4	0	4
845-900	186	43	3	46	13	291	5	4	0	0	0	9	1	6	0	14	0	21	0	1	0	2	0	3
HOUR TOTALS																								
600-700	1107	37	1	73	42	1260	7	3	0	0	0	10	1	1	0	0	0	2	0	0	0	0	0	0
615-715	1220	44	2	75	47	1388	6	1	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0
630-730	1327	52	3	87	45	1514	7	5	0	0	0	12	1	0	0	0	1	2	0	0	0	0	0	0
645-745	1367	80	4	98	44	1593	8	10	0	0	0	18	3	0	0	0	1	4	0	0	0	0	0	0
700-800	1379	99	5	121	46	1650	5	15	0	0	0	20	3	2	0	0	1	6	0	0	0	0	0	0
715-815	1326	108	6	136	56	1632	4	18	0	0	0	22	4	5	0	7	1	17	0	2	0	0	1	3
730-830	1242	128	8	159	72	1609	5	21	0	0	0	26	6	6	0	13	0	25	0	3	0	1	1	5
745-845	1148	134	12	182	78	1554	4	18	0	0	0	22	4	8	0	30	0	42	0	3	0	5	1	9
800-900	997	145	13	186	76	1417	8	17	0	0	0	25	5	12	0	44	0	61	0	4	0	7	1	12

	9						10						11						12					
	NBLT						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
600-615	1	0	0	0	0	1	1	0	0	0	0	1	259	1	0	3	10	273	10	0	0	0	2	12
615-630	0	0	0	0	0	0	0	0	0	0	0	0	219	0	0	0	3	222	13	0	0	0	1	14
630-645	2	0	0	0	0	2	1	1	0	0	0	2	295	2	0	1	9	307	20	0	0	1	2	23
645-700	0	0	0	0	0	0	2	0	0	0	0	2	324	1	0	1	7	333	28	0	2	0	4	34
700-715	0	0	0	0	0	0	0	1	0	0	0	1	356	2	0	2	11	371	32	1	0	0	1	34
715-730	0	0	0	0	0	0	0	4	0	0	0	4	339	4	0	21	16	380	39	1	1	3	2	46
730-745	0	0	0	0	0	0	0	2	0	0	0	2	390	6	0	40	14	450	36	4	0	7	0	47
745-800	0	2	0	0	0	2	1	6	0	0	0	7	463	11	2	62	9	547	22	6	1	9	6	44
800-815	0	6	0	0	0	6	1	3	0	0	1	5	420	6	3	71	13	513	21	8	0	9	1	39
815-830	0	2	0	1	0	3	0	8	0	0	0	8	340	6	5	45	12	408	24	7	0	12	5	48
830-845	1	5	0	1	0	7	1	6	0	0	0	7	311	21	0	74	17	423	21	7	2	7	4	41
845-900	0	4	0	0	0	4	0	10	0	0	0	10	263	19	7	82	17	388	15	7	0	32	2	56
HOUR TOTALS																								
600-700	3	0	0	0	0	3	4	1	0	0	0	5	1097	4	0	5	29	1135	71	0	2	1	9	83
615-715	2	0	0	0	0	2	3	2	0	0	0	5	1194	5	0	4	30	1233	93	1	2	1	8	105
630-730	2	0	0	0	0	2	3	6	0	0	0	9	1314	9	0	25	43	1391	119	2	3	4	9	137
645-745	0	0	0	0	0	0	2	7	0	0	0	9	1409	13	0	64	48	1534	135	6	3	10	7	161
700-800	0	2	0	0	0	2	1	13	0	0	0	14	1548	23	2	125	50	1748	129	12	2	19	9	171
715-815	0	8	0	0	0	8	2	15	0	0	1	18	1612	27	5	194	52	1890	118	19	2	28	9	176
730-830	0	10	0	1	0	11	2	19	0	0	1	22	1613	29	10	218	48	1918	103	25	1	37	12	178
745-845	1	15	0	2	0	18	3	23	0	0	1	27	1534	44	10	252	51	1891	88	28	3	37	16	172
800-900	1	17	0	2	0	20	2	27	0	0	1	30	1334	52	15	272	59	1732	81	29	2	60	12	184

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PIER S AVENUE
E/W OCEAN BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	7	13	13	2	2	0	7	24
615-630	1	0	0	0	0	1	0	0	0	0	0	0	4	0	1	0	3	8	15	2	0	0	6	23
630-645	1	0	0	1	2	4	0	0	0	0	0	0	1	0	0	0	8	9	15	3	0	1	9	28
645-700	7	0	0	0	3	10	0	0	0	0	0	0	2	0	0	0	5	7	23	2	0	4	3	32
700-715	3	0	0	1	11	15	0	0	0	0	0	0	6	0	1	5	5	17	10	4	1	4	3	22
715-730	6	1	0	1	8	16	0	0	0	0	0	0	3	0	2	0	7	12	8	3	0	5	2	18
730-745	1	0	0	0	9	10	0	0	0	0	0	0	2	0	0	3	3	8	9	4	0	6	7	26
745-800	6	2	0	4	6	18	0	0	0	0	0	0	5	1	0	10	10	26	11	4	0	4	9	28
800-815	3	2	0	0	1	6	0	0	0	0	0	0	5	4	0	14	1	24	7	3	0	5	4	19
815-830	2	5	0	3	6	16	0	0	0	0	0	0	3	4	0	10	5	22	7	5	0	8	10	30
830-845	8	4	0	0	6	18	0	0	0	0	0	0	10	5	1	11	14	41	24	8	1	12	12	57
845-900	1	2	0	2	8	13	0	0	0	0	0	0	2	8	0	23	11	44	9	16	1	15	9	50
HOUR TOTALS																								
600-700	9	0	0	1	5	15	0	0	0	0	0	0	11	1	1	1	23	37	66	9	2	5	25	107
615-715	12	0	0	2	16	30	0	0	0	0	0	0	13	0	2	5	21	41	63	11	1	9	21	105
630-730	17	1	0	3	24	45	0	0	0	0	0	0	12	0	3	5	25	45	56	12	1	14	17	100
645-745	17	1	0	2	31	51	0	0	0	0	0	0	13	0	3	8	20	44	50	13	1	19	15	98
700-800	16	3	0	6	34	59	0	0	0	0	0	0	16	1	3	18	25	63	38	15	1	19	21	94
715-815	16	5	0	5	24	50	0	0	0	0	0	0	15	5	2	27	21	70	35	14	0	20	22	91
730-830	12	9	0	7	22	50	0	0	0	0	0	0	15	9	0	37	19	80	34	16	0	23	30	103
745-845	19	13	0	7	19	58	0	0	0	0	0	0	23	14	1	45	30	113	49	20	1	29	35	134
800-900	14	13	0	5	21	53	0	0	0	0	0	0	20	21	1	58	31	131	47	32	2	40	35	156

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	232	6	1	10	4	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	286	13	0	12	3	314	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	355	22	1	28	11	417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	390	25	0	21	16	452	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	433	25	2	32	7	499	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	391	36	2	34	6	469	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	393	65	1	44	15	518	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	344	44	2	46	20	456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	350	57	4	75	18	504	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	278	52	7	50	12	399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	233	49	1	68	17	368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	196	37	0	62	20	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	1263	66	2	71	34	1436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	1464	85	3	93	37	1682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	1569	108	5	115	40	1837	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	1607	151	5	131	44	1938	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	1561	170	7	156	48	1942	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	1478	202	9	199	59	1947	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	1365	218	14	215	65	1877	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	1205	202	14	239	67	1727	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	1057	195	12	255	67	1586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	240	0	0	4	5	249	9	0	0	0	0	9
615-630	0	0	0	0	0	0	0	0	0	0	0	0	271	0	0	0	0	271	16	1	0	1	8	26
630-645	0	0	0	0	0	0	0	0	0	0	0	0	301	3	0	2	4	310	36	0	0	0	0	36
645-700	0	0	0	0	0	0	0	0	0	0	0	0	331	1	0	2	2	336	39	4	0	1	9	53
700-715	0	0	0	0	0	0	0	0	0	0	0	0	344	4	1	1	8	358	17	1	0	2	6	26
715-730	0	0	0	0	0	0	0	0	0	0	0	0	383	10	0	28	11	432	23	0	0	3	7	33
730-745	0	0	0	0	0	0	0	0	0	0	0	0	437	15	2	34	8	496	22	4	0	2	9	37
745-800	0	0	0	0	0	0	0	0	0	0	0	0	449	21	1	65	11	547	25	3	0	3	2	33
800-815	0	0	0	0	0	0	0	0	0	0	0	0	434	15	4	59	5	517	4	8	0	0	7	19
815-830	0	0	0	0	0	0	0	0	0	0	0	0	344	20	4	54	10	432	3	3	0	2	4	12
830-845	0	0	0	0	0	0	0	0	0	0	0	0	336	27	2	60	9	434	2	4	0	6	15	27
845-900	0	0	0	0	0	0	0	0	0	0	0	0	297	33	5	93	10	438	6	5	0	5	15	31
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	1143	4	0	8	11	1166	100	5	0	2	17	124
615-715	0	0	0	0	0	0	0	0	0	0	0	0	1247	8	1	5	14	1275	108	6	0	4	23	141
630-730	0	0	0	0	0	0	0	0	0	0	0	0	1359	18	1	33	25	1436	115	5	0	6	22	148
645-745	0	0	0	0	0	0	0	0	0	0	0	0	1495	30	3	65	29	1622	101	9	0	8	31	149
700-800	0	0	0	0	0	0	0	0	0	0	0	0	1613	50	4	128	38	1833	87	8	0	10	24	129
715-815	0	0	0	0	0	0	0	0	0	0	0	0	1703	61	7	186	35	1992	74	15	0	8	25	122
730-830	0	0	0	0	0	0	0	0	0	0	0	0	1664	71	11	212	34	1992	54	18	0	7	22	101
745-845	0	0	0	0	0	0	0	0	0	0	0	0	1563	83	11	238	35	1930	34	18	0	11	28	91
800-900	0	0	0	0	0	0	0	0	0	0	0	0	1411	95	15	266	34	1821	15	20	0	13	41	89

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCAITES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY (SB OFF-RAMP)
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
615-630	12	0	0	1	0	13	3	0	0	0	1	4	1	0	0	0	0	1	0	0	0	0	0	0
630-645	27	0	0	0	4	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	33	2	3	7	6	51	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
700-715	46	7	1	5	4	63	2	0	0	0	0	2	3	0	0	0	1	4	0	0	0	0	0	0
715-730	20	4	1	2	2	29	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0
730-745	30	7	0	3	3	43	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
745-800	11	15	2	13	2	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	3	8	8	9	4	32	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
815-830	10	7	6	8	3	34	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
830-845	9	6	5	6	0	26	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
845-900	4	8	8	5	4	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	73	2	3	8	10	96	3	0	0	0	1	4	6	0	0	0	0	6	0	0	0	0	0	0
615-715	118	9	4	13	14	158	5	0	0	0	1	6	8	0	0	0	1	9	0	0	0	0	0	0
630-730	126	13	5	14	16	174	3	0	0	0	0	3	10	0	0	0	1	11	0	0	0	0	0	0
645-745	129	20	5	17	15	186	3	0	0	0	0	3	13	0	0	0	1	14	0	0	0	0	0	0
700-800	107	33	4	23	11	178	3	0	0	0	0	3	9	0	0	0	1	10	0	0	0	0	0	0
715-815	64	34	11	27	11	147	1	0	0	0	0	1	7	0	0	0	0	7	0	0	0	0	0	0
730-830	54	37	16	33	12	152	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0
745-845	33	36	21	36	9	135	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0
800-900	26	29	27	28	11	121	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	3	0	0	0	1	4	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0
630-645	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
700-715	3	0	0	0	10	13	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
715-730	1	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	4	0	0	0	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	4	0	0	0	4	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
800-815	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	1	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	2	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	2	0	0	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	4	0	0	0	6	10	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0
615-715	7	0	0	0	16	23	0	0	0	0	0	0	2	0	0	0	3	5	0	0	0	0	0	0
630-730	5	0	0	0	23	28	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0
645-745	9	0	0	0	29	38	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0
700-800	12	0	0	0	31	43	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0
715-815	12	0	0	0	21	33	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
730-830	12	0	0	0	19	31	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
745-845	10	0	0	0	15	25	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
800-900	8	0	0	0	19	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	13	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	1	1	8	0	0	0	2	10	0	0	0	0	0	0
630-645	1	0	0	0	0	1	0	0	0	0	0	0	19	0	1	0	7	27	0	0	0	0	0	0
645-700	1	4	0	0	0	5	0	2	0	0	1	3	11	0	0	0	7	18	0	0	0	0	0	0
700-715	1	0	0	0	0	1	0	3	0	0	0	3	6	1	0	0	9	16	0	0	0	0	0	0
715-730	0	0	0	0	0	0	1	0	0	0	0	1	4	1	0	0	10	15	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	12	2	1	3	9	27	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	1	0	0	0	1	8	2	1	2	3	16	0	0	0	0	0	0
800-815	1	0	0	0	0	1	1	0	0	0	0	1	5	4	0	2	8	19	0	0	0	0	0	0
815-830	0	1	0	0	1	2	0	1	0	0	1	2	5	1	0	5	3	14	0	0	0	0	0	0
830-845	0	1	0	0	1	2	0	0	0	0	0	0	8	2	1	5	9	25	0	0	0	0	0	0
845-900	1	1	0	1	0	3	0	1	0	2	0	3	7	6	2	11	13	39	0	0	0	0	0	0
HOUR TOTALS																								
600-700	2	4	0	0	0	6	0	2	0	0	2	4	45	0	1	0	22	68	0	0	0	0	0	0
615-715	3	4	0	0	0	7	0	5	0	0	2	7	44	1	1	0	25	71	0	0	0	0	0	0
630-730	3	4	0	0	0	7	1	5	0	0	1	7	40	2	1	0	33	76	0	0	0	0	0	0
645-745	2	4	0	0	0	6	1	5	0	0	1	7	33	4	1	3	35	76	0	0	0	0	0	0
700-800	1	0	0	0	0	1	1	4	0	0	0	5	30	6	2	5	31	74	0	0	0	0	0	0
715-815	1	0	0	0	0	1	2	1	0	0	0	3	29	9	2	7	30	77	0	0	0	0	0	0
730-830	1	1	0	0	1	3	1	2	0	0	1	4	30	9	2	12	23	76	0	0	0	0	0	0
745-845	1	2	0	0	2	5	1	2	0	0	1	4	26	9	2	14	23	74	0	0	0	0	0	0
800-900	2	3	0	1	2	8	1	2	0	2	1	6	25	13	3	23	33	97	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCAITES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY (NB ON-RAMP)
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	0	0	0	0	0	0	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	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	1	0	0	0	1	2
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
700-715	0	0	0	0	0	0	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	4	0	0	0	3	7
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
815-830	0	0	0	0	0	0	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	2	0	0	0	0	2
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	10
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	10
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	12
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	13
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	2	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	3	0	0	0	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	4	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	3	0	0	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	2	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	1	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	2	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	4	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	7	0	0	0	17	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	5	0	0	0	25	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	9	0	0	0	31	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	10	0	0	0	32	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	11	0	0	0	23	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	13	0	0	0	18	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	10	0	0	0	15	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	9	0	0	0	18	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	14	3	0	0	0	2	5
615-630	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	3	0	0	0	3	6
630-645	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	12	9	0	0	0	1	10
645-700	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	17	5	0	1	0	2	8
700-715	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	17	3	0	0	0	2	5
715-730	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	16	3	0	0	0	1	4
730-745	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	8	9	4	0	3	2	18
745-800	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	8	2	3	1	2	0	8
800-815	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	11	4	2	0	2	2	10
815-830	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	7	4	1	0	5	1	11
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7	3	1	5	2	18
845-900	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	8	10	5	4	1	12	4	26
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	18	50	20	0	1	0	8	29
615-715	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	20	53	20	0	1	0	8	29
630-730	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	62	20	0	1	0	6	27
645-745	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	32	58	20	4	1	3	7	35
700-800	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	27	49	17	7	1	5	5	35
715-815	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	25	43	18	9	1	7	5	40
730-830	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	18	34	19	10	1	12	5	47
745-845	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	18	31	17	9	2	14	5	47
800-900	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	24	33	20	10	2	24	9	65

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 18TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PIER S AVENUE
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1
630-645	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	0	1	0	0	0	1
645-700	1	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	2	2	1	1	2	0	6
700-715	0	1	0	1	0	2	2	0	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	3
715-730	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	0	0	0	0	1	1
730-745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	0	1
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
800-815	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
815-830	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3
830-845	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2
845-900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1
HOUR TOTALS																								
600-700	2	0	0	0	0	2	2	0	0	2	0	4	4	0	0	0	0	4	3	2	1	2	0	8
615-715	1	1	0	1	0	3	4	0	0	3	0	7	3	0	0	0	0	3	6	2	1	2	0	11
630-730	1	1	0	1	0	3	4	0	0	3	1	8	3	0	0	0	1	4	5	2	1	2	1	11
645-745	1	1	0	1	0	3	4	0	0	2	1	7	3	0	0	0	2	5	6	1	1	2	1	11
700-800	0	1	0	1	0	2	2	0	0	2	1	5	1	0	0	0	2	3	5	0	0	0	1	6
715-815	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	2	4	2	0	0	0	1	3
730-830	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	3	5	0	0	0	0	5
745-845	0	0	0	0	0	0	4	0	0	0	0	4	1	0	0	0	0	1	6	0	0	0	0	6
800-900	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2	6	0	0	0	0	6

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	2	0	0	1	0	3	1	1	0	0	0	2	4	0	0	0	2	6	0	2	0	0	0	2
615-630	8	0	0	2	1	11	4	0	0	0	0	4	7	0	0	0	5	12	1	2	0	0	0	3
630-645	32	1	1	1	1	36	3	0	0	0	7	10	5	1	0	0	3	9	1	2	0	0	0	3
645-700	26	3	1	2	1	33	2	0	0	0	7	9	6	0	0	0	7	13	3	1	0	3	0	7
700-715	41	4	1	4	1	51	5	0	0	1	11	17	8	3	0	0	9	20	0	1	0	2	0	3
715-730	18	9	1	2	1	31	5	0	0	1	9	15	5	0	0	0	8	13	0	1	0	0	0	1
730-745	34	7	1	5	1	48	4	0	0	0	11	15	4	0	0	1	8	13	0	0	0	0	0	0
745-800	8	13	1	9	1	32	5	1	0	1	4	11	4	0	0	0	1	5	0	0	0	1	0	1
800-815	3	5	7	8	1	24	2	0	0	0	3	5	4	0	0	0	7	11	0	0	0	0	0	0
815-830	6	10	7	8	3	34	3	2	0	1	6	12	3	0	0	1	4	8	1	0	0	0	0	1
830-845	6	6	5	3	1	21	5	2	1	0	5	13	3	1	0	0	9	13	0	0	0	1	0	1
845-900	5	8	10	7	1	31	1	0	0	0	9	10	2	0	0	1	12	15	1	0	0	1	0	2
HOUR TOTALS																								
600-700	68	4	2	6	3	83	10	1	0	0	14	25	22	1	0	0	17	40	5	7	0	3	0	15
615-715	107	8	3	9	4	131	14	0	0	1	25	40	26	4	0	0	24	54	5	6	0	5	0	16
630-730	117	17	4	9	4	151	15	0	0	2	34	51	24	4	0	0	27	55	4	5	0	5	0	14
645-745	119	23	4	13	4	163	16	0	0	2	38	56	23	3	0	1	32	59	3	3	0	5	0	11
700-800	101	33	4	20	4	162	19	1	0	3	35	58	21	3	0	1	26	51	0	2	0	3	0	5
715-815	63	34	10	24	4	135	16	1	0	2	27	46	17	0	0	1	24	42	0	1	0	1	0	2
730-830	51	35	16	30	6	138	14	3	0	2	24	43	15	0	0	2	20	37	1	0	0	1	0	2
745-845	23	34	20	28	6	111	15	5	1	2	18	41	14	1	0	1	21	37	1	0	0	2	0	3
800-900	20	29	29	26	6	110	11	4	1	1	23	40	12	1	0	2	32	47	2	0	0	2	0	4

	9						10						11						12					
	NBLT						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
600-615	16	0	0	0	5	21	0	0	0	0	4	4	0	0	0	0	4	4	0	0	0	0	0	0
615-630	22	0	2	1	6	31	2	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0
630-645	48	1	0	1	7	57	1	0	0	3	5	9	6	1	1	0	3	11	0	1	0	2	0	3
645-700	42	2	0	2	3	49	7	0	1	0	5	13	5	1	0	0	0	6	1	0	0	1	0	2
700-715	26	5	0	3	4	38	2	0	1	0	3	6	3	0	0	0	1	4	0	1	0	1	0	2
715-730	22	2	1	7	2	34	2	0	2	0	4	8	0	0	0	0	1	1	0	0	0	0	0	0
730-745	21	7	0	7	5	40	2	1	0	6	0	9	2	5	1	3	0	11	0	0	0	0	0	0
745-800	35	8	0	6	11	60	6	3	0	15	9	33	2	2	0	1	0	5	0	0	0	0	0	0
800-815	7	9	0	4	3	23	3	4	0	10	3	20	5	1	1	2	1	10	0	0	0	0	0	0
815-830	6	7	0	9	11	33	2	7	0	11	2	22	3	3	0	5	0	11	0	0	0	0	0	0
830-845	5	16	1	16	13	51	11	10	1	5	11	38	1	3	1	5	2	12	0	0	0	0	0	0
845-900	8	15	1	16	11	51	6	9	0	30	10	55	3	6	1	8	1	19	0	0	0	0	0	0
HOUR TOTALS																								
600-700	128	3	2	4	21	158	10	0	1	3	16	30	11	2	1	0	7	21	1	1	0	3	0	5
615-715	138	8	2	7	20	175	12	0	2	3	15	32	14	2	1	0	4	21	1	2	0	4	0	7
630-730	138	10	1	13	16	178	12	0	4	3	17	36	14	2	1	0	5	22	1	2	0	4	0	7
645-745	111	16	1	19	14	161	13	1	4	6	12	36	10	6	1	3	2	22	1	1	0	2	0	4
700-800	104	22	1	23	22	172	12	4	3	21	16	56	7	7	1	4	2	21	0	1	0	1	0	2
715-815	85	26	1	24	21	157	13	8	2	31	16	70	9	8	2	6	2	27	0	0	0	0	0	0
730-830	69	31	0	26	30	156	13	15	0	42	14	84	12	11	2	11	1	37	0	0	0	0	0	0
745-845	53	40	1	35	38	167	22	24	1	41	25	113	11	9	2	13	3	38	0	0	0	0	0	0
800-900	26	47	2	45	38	158	22	30	1	56	26	135	12	13	3	20	4	52	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S NAVY WAY
E/W SEASIDE AVENUE

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	0	0	0	0	0	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	176	5	0	4	8	193	7	0	0	0	0	7	18	0	0	0	2	20	0	0	0	0	0	0
615-630	246	6	0	5	8	265	33	0	0	0	0	33	16	1	2	0	1	20	0	0	0	0	0	0
630-645	293	6	2	6	16	323	34	0	0	0	0	34	5	2	0	0	1	8	0	0	0	0	0	0
645-700	376	13	3	8	16	416	38	0	0	0	2	40	10	0	0	0	1	11	0	0	0	0	0	0
700-715	366	15	1	8	10	400	31	1	0	1	0	33	3	2	0	1	0	6	0	0	0	0	0	0
715-730	399	22	0	5	18	444	29	0	0	0	0	29	11	5	0	22	1	39	0	0	0	0	0	0
730-745	330	42	1	17	16	406	27	0	0	0	2	29	8	12	0	30	3	53	0	0	0	0	0	0
745-800	331	34	5	19	13	402	15	0	0	0	2	17	2	17	2	54	7	82	0	0	0	0	0	0
800-815	316	33	3	15	13	380	16	0	0	0	2	18	11	11	1	53	2	78	0	0	0	0	0	0
815-830	249	37	6	21	10	323	17	0	0	0	3	20	8	11	2	42	4	67	0	0	0	0	0	0
830-845	286	41	1	17	20	365	10	0	0	0	0	10	6	13	2	34	6	61	0	0	0	0	0	0
845-900	195	34	0	16	23	268	12	0	0	1	4	17	15	15	4	45	1	80	0	0	0	0	0	0
HOUR TOTALS																								
600-700	1091	30	5	23	48	1197	112	0	0	0	2	114	49	3	2	0	5	59	0	0	0	0	0	0
615-715	1281	40	6	27	50	1404	136	1	0	1	2	140	34	5	2	1	3	45	0	0	0	0	0	0
630-730	1434	56	6	27	60	1583	132	1	0	1	2	136	29	9	0	23	3	64	0	0	0	0	0	0
645-745	1471	92	5	38	60	1666	125	1	0	1	4	131	32	19	0	53	5	109	0	0	0	0	0	0
700-800	1426	113	7	49	57	1652	102	1	0	1	4	108	24	36	2	107	11	180	0	0	0	0	0	0
715-815	1376	131	9	56	60	1632	87	0	0	0	6	93	32	45	3	159	13	252	0	0	0	0	0	0
730-830	1226	146	15	72	52	1511	75	0	0	0	9	84	29	51	5	179	16	280	0	0	0	0	0	0
745-845	1182	145	15	72	56	1470	58	0	0	0	7	65	27	52	7	183	19	288	0	0	0	0	0	0
800-900	1046	145	10	69	66	1336	55	0	0	1	9	65	40	50	9	174	13	286	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	2	0	0	0	0	2	24	1	0	0	0	25	202	0	1	4	7	214	0	0	0	0	0	0
615-630	0	0	0	0	0	0	40	0	0	1	2	43	268	1	2	1	2	274	0	0	0	0	0	0
630-645	3	0	0	0	0	3	71	0	0	3	1	75	375	3	0	2	3	383	0	0	0	0	0	0
645-700	3	0	0	0	1	4	60	0	0	4	1	65	365	4	0	2	13	384	0	0	0	0	0	0
700-715	1	0	0	0	0	1	21	0	0	5	2	28	353	3	1	1	13	371	0	0	0	0	0	0
715-730	2	0	0	0	1	3	31	0	0	1	0	32	403	5	1	10	16	435	0	0	0	0	0	0
730-745	5	2	0	3	0	10	35	0	0	1	0	36	449	6	2	6	14	477	0	0	0	0	0	0
745-800	4	5	0	3	0	12	34	1	0	5	1	41	507	7	1	12	12	539	0	0	0	0	0	0
800-815	2	0	2	2	0	6	6	0	0	12	0	18	414	7	1	4	3	429	0	0	0	0	0	0
815-830	1	5	0	2	1	9	7	1	0	8	0	16	356	16	2	13	13	400	0	0	0	0	0	0
830-845	6	2	0	3	0	11	4	1	1	7	0	13	339	16	3	36	20	414	0	0	0	0	0	0
845-900	6	5	1	7	1	20	6	2	0	8	1	17	310	19	2	43	26	400	0	0	0	0	0	0
HOUR TOTALS																								
600-700	8	0	0	0	1	9	195	1	0	8	4	208	1210	8	3	9	25	1255	0	0	0	0	0	0
615-715	7	0	0	0	1	8	192	0	0	13	6	211	1361	11	3	6	31	1412	0	0	0	0	0	0
630-730	9	0	0	0	2	11	183	0	0	13	4	200	1496	15	2	15	45	1573	0	0	0	0	0	0
645-745	11	2	0	3	2	18	147	0	0	11	3	161	1570	18	4	19	56	1667	0	0	0	0	0	0
700-800	12	7	0	6	1	26	121	1	0	12	3	137	1712	21	5	29	55	1822	0	0	0	0	0	0
715-815	13	7	2	8	1	31	106	1	0	19	1	127	1773	25	5	32	45	1880	0	0	0	0	0	0
730-830	12	12	2	10	1	37	82	2	0	26	1	111	1726	36	6	35	42	1845	0	0	0	0	0	0
745-845	13	12	2	10	1	38	51	3	1	32	1	88	1616	46	7	65	48	1782	0	0	0	0	0	0
800-900	15	12	3	14	2	46	23	4	1	35	1	64	1419	58	8	96	62	1643	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S GATE 5
E/W PIER T AVENUE

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	2	10
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	0	0	0	14
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	1	6
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	2	14
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	6
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	2	12
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	4	0	11
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	10
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	12
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	3	19
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	16	0	0	2	28
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	19	0	1	3	33
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23	0	1	5	44
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	20	0	3	3	40
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	3	5	38
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	15	0	6	4	43

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	5	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	4	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	3	0	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	1	0	0	6	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	5	5	0	4	4	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	3	8	0	12	6	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	3	6	0	7	8	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	6	2	0	3	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	10	3	0	8	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	6	3	0	10	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	10	0	0	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	13	0	0	0	13	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	9	0	0	6	17	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	13	5	0	10	21	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	12	13	0	22	25	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	12	19	0	29	23	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	17	21	0	26	24	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	22	19	0	30	25	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	25	14	0	28	23	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	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	31	1	0	4	4	40	3	0	0	0	0	3
630-645	0	0	0	0	0	0	0	0	0	0	0	0	47	1	0	14	5	67	1	0	0	0	1	2
645-700	0	0	0	0	0	0	0	0	0	0	0	0	39	4	0	6	4	53	2	0	0	0	0	2
700-715	0	0	0	0	0	0	0	0	0	0	0	0	56	8	0	22	7	93	1	0	0	0	0	1
715-730	0	0	0	0	0	0	0	0	0	0	0	0	49	4	1	17	5	76	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	58	9	1	33	9	110	1	0	0	0	0	1
745-800	0	0	0	0	0	0	0	0	0	0	0	0	39	14	3	11	4	71	2	0	0	0	0	2
800-815	0	0	0	0	0	0	0	0	0	0	0	0	29	2	1	29	4	65	1	0	0	0	0	1
815-830	0	0	0	0	0	0	0	0	0	0	0	0	20	12	1	35	5	73	0	0	0	0	1	1
830-845	0	0	0	0	0	0	0	0	0	0	0	0	15	12	3	36	4	70	1	0	0	0	0	1
845-900	0	0	0	0	0	0	0	0	0	0	0	0	17	13	3	30	14	77	1	0	0	0	0	1
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	117	6	0	24	13	160	6	0	0	0	1	7
615-715	0	0	0	0	0	0	0	0	0	0	0	0	173	14	0	46	20	253	7	0	0	0	1	8
630-730	0	0	0	0	0	0	0	0	0	0	0	0	191	17	1	59	21	289	4	0	0	0	1	5
645-745	0	0	0	0	0	0	0	0	0	0	0	0	202	25	2	78	25	332	4	0	0	0	0	4
700-800	0	0	0	0	0	0	0	0	0	0	0	0	202	35	5	83	25	350	4	0	0	0	0	4
715-815	0	0	0	0	0	0	0	0	0	0	0	0	175	29	6	90	22	322	4	0	0	0	0	4
730-830	0	0	0	0	0	0	0	0	0	0	0	0	146	37	6	108	22	319	4	0	0	0	1	5
745-845	0	0	0	0	0	0	0	0	0	0	0	0	103	40	8	111	17	279	4	0	0	0	1	5
800-900	0	0	0	0	0	0	0	0	0	0	0	0	81	39	8	130	27	285	3	0	0	0	1	4

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S 9TH STREET
E/W PIER B / PICO AVENUE

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1
615-630	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	1	2
630-645	6	0	0	0	0	6	1	0	0	0	0	1	6	1	0	0	1	8	0	0	0	0	2	2
645-700	7	0	0	0	0	7	0	0	0	0	0	0	3	0	0	0	0	3	4	0	0	0	0	4
700-715	5	0	0	0	0	5	1	0	0	0	1	2	15	0	0	0	1	16	6	0	0	0	1	7
715-730	2	0	0	0	0	2	0	0	0	0	0	0	19	0	0	0	0	19	6	1	0	1	0	8
730-745	3	0	0	0	0	3	0	0	0	0	0	0	15	1	0	2	5	23	12	1	0	0	2	15
745-800	2	0	0	0	0	2	0	0	0	0	0	0	24	3	0	0	3	30	16	4	0	3	4	27
800-815	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	1	10	8	0	0	1	1	10
815-830	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	13	17	4	0	5	4	30
830-845	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	8	2	0	4	3	17
845-900	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	2	12	12	1	0	0	2	15
HOUR TOTALS																								
600-700	17	0	0	0	0	17	1	0	0	0	0	1	14	1	0	0	1	16	6	0	0	0	3	9
615-715	21	0	0	0	0	21	2	0	0	0	1	3	27	1	0	0	2	30	11	0	0	0	4	15
630-730	20	0	0	0	0	20	2	0	0	0	1	3	43	1	0	0	2	46	16	1	0	1	3	21
645-745	17	0	0	0	0	17	1	0	0	0	1	2	52	1	0	2	6	61	28	2	0	1	3	34
700-800	12	0	0	0	0	12	1	0	0	0	1	2	73	4	0	2	9	88	40	6	0	4	7	57
715-815	7	0	0	0	0	7	0	0	0	0	0	0	66	5	0	2	9	82	42	6	0	5	7	60
730-830	5	0	0	0	0	5	0	0	0	0	0	0	59	5	0	2	10	76	53	9	0	9	11	82
745-845	2	0	0	0	0	2	0	0	0	0	0	0	54	4	0	0	5	63	49	10	0	13	12	84
800-900	0	0	0	0	0	0	0	0	0	0	0	0	39	2	0	0	4	45	45	7	0	10	10	72

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	7	0	0	0	0	7	3	0	0	1	5	9	18	0	0	0	4	22	0	0	0	0	0	0
615-630	12	0	0	0	0	12	6	0	0	2	12	20	24	0	0	1	8	33	2	0	0	0	0	2
630-645	16	0	0	0	2	18	2	0	0	1	15	18	40	1	0	1	17	59	1	0	0	0	0	1
645-700	17	0	0	0	1	18	6	1	0	3	17	27	57	1	0	1	9	68	0	0	0	0	0	0
700-715	6	0	0	0	1	7	1	1	0	5	8	15	29	3	1	1	12	46	1	0	0	0	0	1
715-730	8	0	0	0	0	8	8	1	0	1	15	25	50	3	0	6	15	74	0	0	0	0	0	0
730-745	7	0	0	0	0	7	4	1	0	7	14	26	24	6	1	4	10	45	0	0	0	0	0	0
745-800	7	0	0	0	1	8	5	1	0	13	6	25	40	6	0	8	15	69	0	0	0	0	0	0
800-815	13	0	0	1	1	15	7	3	0	7	17	34	23	5	0	6	15	49	1	0	0	0	0	1
815-830	10	2	0	1	1	14	11	4	0	5	17	37	19	7	0	7	11	44	0	0	0	0	0	0
830-845	8	1	0	0	3	12	5	2	0	8	12	27	12	3	0	8	17	40	0	0	0	0	0	0
845-900	3	2	0	0	3	8	9	3	0	4	11	27	12	4	0	17	17	50	1	0	0	0	0	1
HOUR TOTALS																								
600-700	52	0	0	0	3	55	17	1	0	7	49	74	139	2	0	3	38	182	3	0	0	0	0	3
615-715	51	0	0	0	4	55	15	2	0	11	52	80	150	5	1	4	46	206	4	0	0	0	0	4
630-730	47	0	0	0	4	51	17	3	0	10	55	85	176	8	1	9	53	247	2	0	0	0	0	2
645-745	38	0	0	0	2	40	19	4	0	16	54	93	160	13	2	12	46	233	1	0	0	0	0	1
700-800	28	0	0	0	2	30	18	4	0	26	43	91	143	18	2	19	52	234	1	0	0	0	0	1
715-815	35	0	0	1	2	38	24	6	0	28	52	110	137	20	1	24	55	237	1	0	0	0	0	1
730-830	37	2	0	2	3	44	27	9	0	32	54	122	106	24	1	25	51	207	1	0	0	0	0	1
745-845	38	3	0	2	6	49	28	10	0	33	52	123	94	21	0	29	58	202	1	0	0	0	0	1
800-900	34	5	0	2	8	49	32	12	0	24	57	125	66	19	0	38	60	183	2	0	0	0	0	2

	9						10						11						12					
	NBLT						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
600-615	20	0	1	3	4	28	4	0	0	0	4	8	4	0	0	0	1	5	0	0	0	0	0	0
615-630	28	1	2	6	7	44	4	0	0	1	12	17	5	0	1	0	1	7	0	1	1	1	0	3
630-645	19	0	0	2	1	22	6	0	0	3	0	9	5	0	0	0	0	5	0	0	0	0	0	0
645-700	24	3	0	0	5	32	2	0	0	2	3	7	15	1	1	1	2	20	1	0	0	0	0	1
700-715	10	0	4	5	1	20	4	0	0	2	1	7	14	0	0	0	1	15	0	0	0	0	0	0
715-730	10	1	2	12	2	27	2	0	0	1	4	7	13	2	1	2	1	19	0	0	0	0	0	0
730-745	5	1	2	11	3	22	1	0	0	1	8	10	12	2	1	2	2	19	0	0	0	0	0	0
745-800	15	1	0	6	4	26	4	0	0	6	1	11	8	4	1	3	1	17	1	0	0	0	0	1
800-815	4	1	0	14	9	28	1	0	0	1	2	4	5	2	0	0	2	9	1	0	0	0	0	1
815-830	9	2	3	10	9	33	0	0	0	2	4	6	8	5	0	1	1	15	0	0	0	0	0	0
830-845	6	0	0	7	1	14	2	0	0	6	3	11	10	2	1	1	0	14	0	0	0	0	0	0
845-900	3	3	0	11	4	21	2	1	0	8	8	19	16	5	1	1	8	31	0	0	0	0	1	1
HOUR TOTALS																								
600-700	91	4	3	11	17	126	16	0	0	6	19	41	29	1	2	1	4	37	1	1	1	1	0	4
615-715	81	4	6	13	14	118	16	0	0	8	16	40	39	1	2	1	4	47	1	1	1	1	0	4
630-730	63	4	6	19	9	101	14	0	0	8	8	30	47	3	2	3	4	59	1	0	0	0	0	1
645-745	49	5	8	28	11	101	9	0	0	6	16	31	54	5	3	5	6	73	1	0	0	0	0	1
700-800	40	3	8	34	10	95	11	0	0	10	14	35	47	8	3	7	5	70	1	0	0	0	0	1
715-815	34	4	4	43	18	103	8	0	0	9	15	32	38	10	3	7	6	64	2	0	0	0	0	2
730-830	33	5	5	41	25	109	6	0	0	10	15	31	33	13	2	6	6	60	2	0	0	0	0	2
745-845	34	4	3	37	23	101	7	0	0	15	10	32	31	13	2	5	4	55	2	0	0	0	0	2
800-900	22	6	3	42	23	96	5	1	0	17	17	40	39	14	2	3	11	69	1	0	0	0	1	2

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE
E/W PIER C STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	9	0	0	0	0	9	21	0	0	0	6	27	0	0	0	0	0	0	0	0	0	0	0	0
615-630	11	1	0	0	0	12	24	1	0	1	6	32	0	0	0	0	0	0	0	0	0	0	0	0
630-645	18	1	0	1	1	21	31	1	0	0	11	43	0	0	0	0	0	0	0	0	0	0	0	0
645-700	16	0	1	0	1	18	52	1	0	0	14	67	0	0	0	0	0	0	0	0	0	0	0	0
700-715	21	0	1	1	3	26	47	3	1	4	16	71	0	0	0	0	0	0	0	0	0	0	0	0
715-730	27	3	0	5	1	36	59	4	0	1	16	80	0	0	0	0	0	0	0	0	0	0	0	0
730-745	16	4	1	0	2	23	34	5	1	11	13	64	0	0	0	0	0	0	0	0	0	0	0	0
745-800	21	3	0	4	1	29	37	8	0	4	15	64	0	0	0	0	0	0	0	0	0	0	0	0
800-815	19	3	0	2	3	27	28	6	0	5	16	55	0	0	0	0	0	0	0	0	0	0	0	0
815-830	17	3	0	3	1	24	28	7	1	6	15	57	0	0	0	0	0	0	0	0	0	0	0	0
830-845	13	1	0	2	0	16	20	6	0	7	14	47	0	0	0	0	0	0	0	0	0	0	0	0
845-900	10	2	0	4	3	19	16	6	0	15	19	56	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	54	2	1	1	2	60	128	3	0	1	37	169	0	0	0	0	0	0	0	0	0	0	0	0
615-715	66	2	2	2	5	77	154	6	1	5	47	213	0	0	0	0	0	0	0	0	0	0	0	0
630-730	82	4	2	7	6	101	189	9	1	5	57	261	0	0	0	0	0	0	0	0	0	0	0	0
645-745	80	7	3	6	7	103	192	13	2	16	59	282	0	0	0	0	0	0	0	0	0	0	0	0
700-800	85	10	2	10	7	114	177	20	2	20	60	279	0	0	0	0	0	0	0	0	0	0	0	0
715-815	83	13	1	11	7	115	158	23	1	21	60	263	0	0	0	0	0	0	0	0	0	0	0	0
730-830	73	13	1	9	7	103	127	26	2	26	59	240	0	0	0	0	0	0	0	0	0	0	0	0
745-845	70	10	0	11	5	96	113	27	1	22	60	223	0	0	0	0	0	0	0	0	0	0	0	0
800-900	59	9	0	11	7	86	92	25	1	33	64	215	0	0	0	0	0	0	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	5	17
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	1	8	23
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	3	13	37
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	3	17	44
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	4	15	35
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	1	16	32
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	3	15	38
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	6	0	17	11	57
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	3	0	6	18	51
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	8	0	9	19	63
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	5	0	11	19	55
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	7	0	4	16	48
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	1	0	7	43	121
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	1	0	11	53	139
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	2	0	11	61	148
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	3	0	11	63	149
700-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	8	0	25	57	162
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	11	0	27	60	178
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	18	0	35	63	209
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	22	0	43	67	226
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	23	0	30	72	217

	9						10						11						12					
	NBLT						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
600-615	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1
615-630	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
630-645	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	3
645-700	7	0	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2
700-715	9	0	0	0	0	9	6	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	7
715-730	8	0	0	0	0	8	1	2	0	0	0	3	0	0	0	0	0	0	2	1	0	1	0	4
730-745	14	1	0	0	0	15	2	0	1	1	0	4	0	0	0	0	0	0	4	0	0	5	0	9
745-800	14	0	0	0	0	14	3	3	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1
800-815	9	0	0	0	0	9	5	1	0	0	2	8	0	0	0	0	0	0	7	1	0	2	2	12
815-830	7	0	0	0	0	7	5	1	0	0	2	8	0	0	0	0	0	0	11	0	0	2	1	14
830-845	7	0	0	0	0	7	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1
845-900	5	1	0	0	0	6	9	0	0	2	0	11	0	0	0	0	0	0	1	0	0	2	0	3
HOUR TOTALS																								
600-700	18	0	0	0	0	18	4	0	0	0	0	4	0	0	0	0	0	0	5	0	0	0	2	7
615-715	24	0	0	0	0	24	9	0	0	0	0	9	0	0	0	0	0	0	10	1	0	0	2	13
630-730	30	0	0	0	0	30	9	2	0	0	0	11	0	0	0	0	0	0	12	2	0	1	1	16
645-745	38	1	0	0	0	39	10	2	1	1	0	14	0	0	0	0	0	0	14	2	0	6	0	22
700-800	45	1	0	0	0	46	12	5	1	1	0	19	0	0	0	0	0	0	12	3	0	6	0	21
715-815	45	1	0	0	0	46	11	6	1	1	2	21	0	0	0	0	0	0	13	3	0	8	2	26
730-830	44	1	0	0	0	45	15	5	1	1	4	26	0	0	0	0	0	0	22	2	0	9	3	36
745-845	37	0	0	0	0	37	17	5	0	0	4	26	0	0	0	0	0	0	18	2	0	5	3	28
800-900	28	1	0	0	0	29	23	2	0	2	4	31	0	0	0	0	0	0	19	1	0	7	3	30

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE
E/W PIER D

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	10	0	0	0	8	18	9	0	0	0	1	10	1	0	0	0	0	1	0	0	0	0	0	0
615-630	11	0	0	0	5	16	16	0	0	2	1	19	1	0	0	0	0	1	1	0	0	0	0	1
630-645	13	0	0	0	6	19	26	5	0	6	2	39	1	0	0	0	0	1	0	0	0	0	0	0
645-700	34	0	0	0	9	43	35	5	0	10	2	52	3	0	0	0	0	3	0	0	0	0	4	4
700-715	23	0	0	0	8	31	25	10	1	9	4	49	0	0	0	0	0	0	3	1	0	0	1	5
715-730	15	0	0	0	9	24	24	11	1	12	3	51	1	0	0	0	0	1	0	0	0	0	0	0
730-745	17	0	0	0	7	24	33	6	0	8	5	52	2	0	0	0	0	2	1	0	0	0	3	4
745-800	10	0	0	0	16	26	25	12	0	17	2	56	0	0	0	0	0	0	1	0	0	0	2	3
800-815	9	0	0	0	17	26	21	13	1	12	5	52	1	0	0	0	0	1	0	2	0	0	2	1	5
815-830	10	0	0	0	12	22	22	12	1	13	2	50	2	0	0	0	0	2	0	0	0	2	4	6
830-845	4	0	0	0	5	9	11	9	0	17	5	42	1	0	0	0	0	1	3	1	0	3	2	9
845-900	6	0	0	0	9	15	12	6	0	12	3	33	2	0	0	0	0	2	1	0	0	1	0	2
HOUR TOTALS																								
600-700	68	0	0	0	28	96	86	10	0	18	6	120	6	0	0	0	0	6	1	0	0	0	4	5
615-715	81	0	0	0	28	109	102	20	1	27	9	159	5	0	0	0	0	5	4	1	0	0	5	10
630-730	85	0	0	0	32	117	110	31	2	37	11	191	5	0	0	0	0	5	3	1	0	0	5	9
645-745	89	0	0	0	33	122	117	32	2	39	14	204	6	0	0	0	0	6	4	1	0	0	8	13
700-800	65	0	0	0	40	105	107	39	2	46	14	208	3	0	0	0	0	3	5	1	0	0	6	12
715-815	51	0	0	0	49	100	103	42	2	49	15	211	4	0	0	0	0	4	2	2	0	2	6	12
730-830	46	0	0	0	52	98	101	43	2	50	14	210	5	0	0	0	0	5	2	2	0	4	10	18
745-845	33	0	0	0	50	83	79	46	2	59	14	200	4	0	0	0	0	4	4	3	0	7	9	23
800-900	29	0	0	0	43	72	66	40	2	54	15	177	6	0	0	0	0	6	4	3	0	8	7	22

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	12	0	0	0	0	12
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22
630-645	0	0	0	0	0	0	1	1	0	0	1	3	0	0	0	0	0	0	24	0	0	0	3	27
645-700	1	0	0	0	0	1	1	0	0	1	0	2	0	0	0	0	0	0	29	1	0	0	7	37
700-715	1	0	0	0	0	1	1	0	0	0	2	3	0	0	0	0	0	0	25	0	0	2	11	38
715-730	0	0	0	0	0	0	3	1	0	0	0	4	1	0	0	0	0	1	29	1	0	12	2	44
730-745	0	0	0	0	0	0	3	0	0	0	1	4	0	0	0	0	0	0	29	5	0	10	1	45
745-800	4	0	0	1	0	5	1	0	0	1	0	2	0	0	0	0	0	0	28	4	0	14	1	47
800-815	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	17	3	0	11	1	32
815-830	0	0	0	0	0	0	1	2	0	0	2	5	1	0	0	0	0	1	14	5	2	10	3	34
830-845	0	0	0	0	0	0	3	5	0	0	0	8	0	0	0	0	0	0	23	7	2	19	1	52
845-900	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	17	5	1	23	4	50
HOUR TOTALS																								
600-700	1	0	0	0	0	1	2	2	0	1	2	7	0	0	0	0	0	0	87	1	0	0	10	98
615-715	2	0	0	0	0	2	3	1	0	1	3	8	0	0	0	0	0	0	100	1	0	2	21	124
630-730	2	0	0	0	0	2	6	2	0	1	3	12	1	0	0	0	0	1	107	2	0	14	23	146
645-745	2	0	0	0	0	2	8	1	0	1	3	13	1	0	0	0	0	1	112	7	0	24	21	164
700-800	5	0	0	1	0	6	8	1	0	1	3	13	1	0	0	0	0	1	111	10	0	38	15	174
715-815	4	0	0	1	0	5	7	1	0	2	1	11	1	0	0	0	0	1	103	13	0	47	5	168
730-830	4	0	0	1	0	5	5	2	0	2	3	12	1	0	0	0	0	1	88	17	2	45	6	158
745-845	4	0	0	1	0	5	5	7	0	2	2	16	1	0	0	0	0	1	82	19	4	54	6	165
800-900	1	0	0	0	0	1	4	8	0	1	2	15	1	0	0	0	0	1	71	20	5	63	9	168

	9						10						11						12					
	NBLT						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
600-615	5	0	0	0	0	5	3	0	0	0	2	5	0	0	0	0	0	0	5	0	0	0	12	17
615-630	5	0	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	9	0	0	0	11	20
630-645	6	0	0	0	2	8	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	6	8
645-700	19	0	0	0	1	20	3	0	0	0	5	8	1	0	0	0	0	1	0	0	0	0	11	11
700-715	17	0	0	0	1	18	3	0	0	0	3	6	0	0	0	0	0	0	4	0	0	0	8	12
715-730	12	0	0	0	0	12	0	1	0	0	1	2	1	0	0	0	0	1	6	0	0	0	10	16
730-745	11	0	0	0	2	13	3	0	0	0	1	4	0	0	0	0	0	0	2	1	0	0	11	14
745-800	9	0	0	0	1	10	5	0	0	0	1	6	0	0	0	0	0	0	8	0	0	0	7	15
800-815	4	0	0	0	2	6	1	0	0	0	3	4	0	0	0	0	0	0	1	0	0	0	10	11
815-830	6	0	0	2	1	9	5	0	0	0	1	6	0	0	0	0	0	0	3	0	0	0	11	14
830-845	5	0	1	0	1	7	2	0	1	0	2	5	0	0	0	0	0	0	4	0	0	0	14	18
845-900	5	0	0	0	0	5	3	0	0	0	2	5	0	0	0	0	0	0	5	0	0	0	12	17
HOUR TOTALS																								
600-700	35	0	0	0	3	38	7	0	0	0	8	15	1	0	0	0	0	1	16	0	0	0	40	56
615-715	47	0	0	0	4	51	7	0	0	0	9	16	1	0	0	0	0	1	15	0	0	0	36	51
630-730	54	0	0	0	4	58	6	1	0	0	10	17	2	0	0	0	0	2	12	0	0	0	35	47
645-745	59	0	0	0	4	63	9	1	0	0	10	20	2	0	0	0	0	2	12	1	0	0	40	53
700-800	49	0	0	0	4	53	11	1	0	0	6	18	1	0	0	0	0	1	20	1	0	0	36	57
715-815	36	0	0	0	5	41	9	1	0	0	6	16	1	0	0	0	0	1	17	1	0	0	38	56
730-830	30	0	0	2	6	38	14	0	0	0	6	20	0	0	0	0	0	0	14	1	0	0	39	54
745-845	24	0	1	2	5	32	13	0	1	0	7	21	0	0	0	0	0	0	16	0	0	0	42	58
800-900	20	0	1	2	4	27	11	0	1	0	8	20	0	0	0	0	0	0	13	0	0	0	47	60

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE
E/W BROADWAY

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	10	0	0	0	0	10	9	1	0	0	2	12	1	0	0	0	0	1	0	0	0	0	0	0
615-630	3	0	0	0	0	3	14	1	0	3	1	19	0	0	0	0	0	0	0	0	0	0	0	0
630-645	1	0	0	0	0	1	17	4	0	5	1	27	0	0	0	0	0	0	0	0	0	0	0	0
645-700	3	0	0	0	0	3	37	5	0	9	4	55	0	0	0	0	0	0	0	0	0	0	0	0
700-715	10	0	0	0	0	10	25	8	0	8	4	45	0	0	0	0	0	0	0	0	0	0	0	0
715-730	11	0	0	0	1	12	26	10	2	11	1	50	0	0	0	0	0	0	0	0	0	0	0	0
730-745	5	0	0	0	0	5	34	9	0	16	0	59	0	0	0	0	0	0	0	0	0	0	0	0
745-800	4	0	0	0	0	4	30	6	1	11	0	48	1	0	0	0	0	1	0	0	0	0	0	0
800-815	4	0	0	0	1	5	19	14	0	13	3	49	2	0	0	0	0	2	1	0	0	0	0	1
815-830	4	0	0	0	0	4	20	17	1	12	1	51	2	0	0	0	0	2	1	0	0	0	0	1
830-845	1	0	0	0	0	1	11	8	2	13	3	37	2	0	0	0	0	2	0	0	0	0	0	0
845-900	3	0	0	0	1	4	19	14	1	19	0	53	0	0	0	0	0	0	1	0	0	0	0	1
HOUR TOTALS																								
600-700	17	0	0	0	0	17	77	11	0	17	8	113	1	0	0	0	0	1	0	0	0	0	0	0
615-715	17	0	0	0	0	17	93	18	0	25	10	146	0	0	0	0	0	0	0	0	0	0	0	0
630-730	25	0	0	0	1	26	105	27	2	33	10	177	0	0	0	0	0	0	0	0	0	0	0	0
645-745	29	0	0	0	1	30	122	32	2	44	9	209	0	0	0	0	0	0	0	0	0	0	0	0
700-800	30	0	0	0	1	31	115	33	3	46	5	202	1	0	0	0	0	1	0	0	0	0	0	0
715-815	24	0	0	0	2	26	109	39	3	51	4	206	3	0	0	0	0	3	1	0	0	0	0	1
730-830	17	0	0	0	1	18	103	46	2	52	4	207	5	0	0	0	0	5	2	0	0	0	0	2
745-845	13	0	0	0	1	14	80	45	4	49	7	185	7	0	0	0	0	7	2	0	0	0	0	2
800-900	12	0	0	0	2	14	69	53	4	57	7	190	6	0	0	0	0	6	3	0	0	0	0	3

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	16	0	0	0	0	16
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31
645-700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	43	1	0	0	15	59
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	3	11	61
715-730	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	43	1	0	13	3	60
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	5	0	12	3	61
745-800	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	33	6	0	13	2	54
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	21	5	0	13	3	42
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	20	12	1	10	5	48
830-845	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	19	8	2	20	2	51
845-900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	27	5	1	26	2	61
HOUR TOTALS																								
600-700	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	117	1	0	0	15	133
615-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	148	1	0	3	26	178
630-730	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	164	2	0	16	29	211
645-745	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	174	7	0	28	32	241
700-800	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	164	12	0	41	19	236
715-815	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	1	3	138	17	0	51	11	217
730-830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	115	28	1	48	13	205
745-845	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5	93	31	3	56	12	195
800-900	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5	87	30	4	69	12	202

	9						10						11						12					
	NBLT						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
600-615	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
615-630	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
630-645	4	0	0	0	0	4	4	0	0	0	1	5	0	0	0	0	0	0	3	0	0	0	0	3
645-700	5	0	0	0	1	6	3	0	0	0	1	4	0	0	0	0	0	0	2	0	1	0	2	5
700-715	8	0	0	0	0	8	4	0	0	0	1	5	0	0	1	0	0	1	0	0	0	0	0	0
715-730	11	0	0	0	1	12	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	2
730-745	3	0	0	0	3	6	6	0	0	0	1	7	0	0	0	0	0	0	4	0	0	0	0	4
745-800	4	0	0	0	0	4	5	0	0	0	3	8	0	0	0	0	0	0	4	0	0	0	0	4
800-815	5	0	0	0	0	5	4	0	0	0	1	5	0	0	0	0	0	0	3	0	0	0	0	3
815-830	1	0	0	0	1	2	5	0	0	0	1	6	0	0	0	0	0	0	3	0	0	1	0	4
830-845	4	0	0	0	1	5	2	0	0	0	7	9	0	0	1	0	0	1	2	0	2	0	0	4
845-900	6	0	0	0	1	7	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	2
HOUR TOTALS																								
600-700	18	0	0	0	1	19	7	0	0	0	2	9	0	0	0	0	0	0	8	0	1	0	2	11
615-715	23	0	0	0	1	24	11	0	0	0	3	14	0	0	1	0	0	1	6	0	1	0	2	9
630-730	28	0	0	0	2	30	11	0	0	0	4	15	0	0	1	0	0	1	6	0	1	0	3	10
645-745	27	0	0	0	5	32	13	0	0	0	4	17	0	0	1	0	0	1	7	0	1	0	3	11
700-800	26	0	0	0	4	30	15	0	0	0	6	21	0	0	1	0	0	1	9	0	0	0	1	10
715-815	23	0	0	0	4	27	15	0	0	0	6	21	0	0	0	0	0	0	12	0	0	0	1	13
730-830	13	0	0	0	4	17	20	0	0	0	6	26	0	0	0	0	0	0	14	0	0	1	0	15
745-845	14	0	0	0	2	16	16	0	0	0	12	28	0	0	1	0	0	1	12	0	2	1	0	15
800-900	16	0	0	0	3	19	18	0	0	0	9	27	0	0	1	0	0	1	8	0	2	3	0	13

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE
E/W PIER E

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	4	0	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0	11	0	0	0	0	11
615-630	2	0	0	0	0	2	4	0	0	0	1	5	3	0	0	0	0	3	14	0	0	0	0	14
630-645	10	0	0	0	1	11	12	0	0	0	0	12	0	0	0	0	0	0	10	0	0	0	1	11
645-700	27	0	0	0	0	27	9	0	0	0	1	10	2	0	0	0	0	2	24	0	0	0	0	24
700-715	10	0	0	0	1	11	10	2	0	2	1	15	3	0	0	0	0	3	18	0	0	0	3	21
715-730	8	0	0	0	0	8	10	0	0	1	1	12	5	0	0	0	0	5	12	0	0	2	1	15
730-745	7	0	0	0	0	7	11	2	0	2	0	15	4	0	0	0	2	6	12	0	0	0	1	13
745-800	12	0	0	0	0	12	15	2	0	0	0	17	4	0	0	0	0	4	16	2	0	2	2	22
800-815	5	0	0	1	0	6	6	2	0	0	0	8	2	0	0	0	0	2	4	3	0	2	3	12
815-830	3	0	0	0	1	4	11	4	0	1	1	17	6	0	0	0	0	6	9	2	2	2	1	16
830-845	3	0	0	0	1	4	9	0	0	0	2	11	3	0	0	0	0	3	8	1	0	3	0	12
845-900	1	0	0	1	0	2	8	2	0	2	1	13	3	0	0	0	0	3	10	0	1	2	0	13
HOUR TOTALS																								
600-700	43	0	0	0	1	44	29	0	0	0	2	31	5	0	0	0	0	5	59	0	0	0	1	60
615-715	49	0	0	0	2	51	35	2	0	2	3	42	8	0	0	0	0	8	66	0	0	0	4	70
630-730	55	0	0	0	2	57	41	2	0	3	3	49	10	0	0	0	0	10	64	0	0	2	5	71
645-745	52	0	0	0	1	53	40	4	0	5	3	52	14	0	0	0	2	16	66	0	0	2	5	73
700-800	37	0	0	0	1	38	46	6	0	5	2	59	16	0	0	0	2	18	58	2	0	4	7	71
715-815	32	0	0	1	0	33	42	6	0	3	1	52	15	0	0	0	2	17	44	5	0	6	7	62
730-830	27	0	0	1	1	29	43	10	0	3	1	57	16	0	0	0	2	18	41	7	2	6	7	63
745-845	23	0	0	1	2	26	41	8	0	1	3	53	15	0	0	0	0	15	37	8	2	9	6	62
800-900	12	0	0	2	2	16	34	8	0	3	4	49	14	0	0	0	0	14	31	6	3	9	4	53

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	11	0	0	0	0	11	1	0	0	0	0	1	14	0	0	0	5	19
615-630	4	0	0	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0
630-645	4	0	0	0	0	4	28	0	0	0	0	28	0	0	0	0	0	0	10	0	0	0	2	12
645-700	18	0	0	0	0	18	29	0	0	1	1	31	2	0	0	0	0	2	14	0	0	1	4	19
700-715	4	1	0	0	0	5	27	0	0	0	1	28	4	0	0	0	1	5	17	1	0	3	6	27
715-730	6	2	0	0	0	8	30	4	0	0	0	34	1	0	0	0	0	1	19	4	0	6	5	34
730-745	6	3	0	1	0	10	42	9	0	0	0	51	1	0	0	0	0	1	14	13	1	2	2	32
745-800	8	5	0	0	0	13	25	9	1	2	6	43	1	0	0	0	0	1	16	6	1	1	4	28
800-815	1	7	0	0	0	8	13	7	0	5	1	26	0	0	0	0	0	0	14	8	1	5	2	30
815-830	3	4	0	1	1	9	5	10	2	2	0	19	0	0	0	0	0	0	14	23	2	1	2	42
830-845	2	5	0	0	0	7	3	7	1	2	0	13	1	0	0	0	0	1	20	27	4	4	1	56
845-900	0	2	0	0	0	2	1	7	0	8	2	18	1	0	0	0	0	1	16	25	2	4	0	47
HOUR TOTALS																								
600-700	26	0	0	0	0	26	77	0	0	1	1	79	3	0	0	0	0	3	38	0	0	1	11	50
615-715	30	1	0	0	0	31	93	0	0	1	2	96	6	0	0	0	1	7	41	1	0	4	12	58
630-730	32	3	0	0	0	35	114	4	0	1	2	121	7	0	0	0	1	8	60	5	0	10	17	92
645-745	34	6	0	1	0	41	128	13	0	1	2	144	8	0	0	0	1	9	64	18	1	12	17	112
700-800	24	11	0	1	0	36	124	22	1	2	7	156	7	0	0	0	1	8	66	24	2	12	17	121
715-815	21	17	0	1	0	39	110	29	1	7	7	154	3	0	0	0	0	3	63	31	3	14	13	124
730-830	18	19	0	2	1	40	85	35	3	9	7	139	2	0	0	0	0	2	58	50	5	9	10	132
745-845	14	21	0	1	1	37	46	33	4	11	7	101	2	0	0	0	0	2	64	64	8	11	9	156
800-900	6	18	0	1	1	26	22	31	3	17	3	76	2	0	0	0	0	2	64	83	9	14	5	175

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
615-630	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
700-715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
715-730	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0	9
730-745	2	1	0	0	0	3	2	1	0	0	0	3	1	0	0	0	0	1	7	4	0	13	0	24
745-800	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	10	0	20	0	41
800-815	2	1	0	0	0	3	1	1	0	0	0	2	2	1	0	0	0	3	4	5	0	10	0	19
815-830	2	1	0	0	0	3	0	1	0	0	1	2	3	0	0	0	1	4	1	12	1	9	0	23
830-845	2	1	0	0	0	3	2	1	0	0	1	4	2	0	0	0	0	2	2	9	0	21	0	32
845-900	2	4	0	0	0	6	0	3	0	0	0	3	0	0	0	0	0	0	3	4	0	18	0	25
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	7	0	0	0	0	7
615-715	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	9	0	0	0	0	9
630-730	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	5	0	17
645-745	5	1	0	0	0	6	2	1	0	0	0	3	1	0	0	0	0	1	17	4	0	18	0	39
700-800	7	2	0	0	0	9	2	1	0	0	0	3	1	0	0	0	0	1	25	14	0	38	0	77
715-815	8	3	0	0	0	11	3	2	0	0	0	5	3	1	0	0	0	4	26	19	0	48	0	93
730-830	8	4	0	0	0	12	3	3	0	0	1	7	6	1	0	0	1	8	23	31	1	52	0	107
745-845	8	4	0	0	0	12	3	3	0	0	2	8	7	1	0	0	1	9	18	36	1	60	0	115
800-900	8	7	0	0	0	15	3	6	0	0	2	11	7	1	0	0	1	9	10	30	1	58	0	99

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE
E/W SOUTHBOUND ON-RAMP TO SCENIC HIGHWAY

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	0	0	0	0	0	0	19	3	1	2	7	32	4	0	0	0	0	4	0	0	0	0	0	0
615-630	0	0	0	0	0	0	23	5	2	2	9	41	6	0	0	0	0	6	0	0	0	0	0	0
630-645	0	0	0	0	0	0	40	5	0	7	10	62	8	0	0	0	0	8	0	0	0	0	0	0
645-700	0	0	0	0	0	0	37	1	1	2	0	41	15	1	0	2	0	18	0	0	0	0	0	0
700-715	0	0	0	0	0	0	52	9	2	5	9	77	8	0	0	0	0	8	0	0	0	0	0	0
715-730	0	0	0	0	0	0	60	10	0	7	9	86	6	1	0	0	1	8	0	0	0	0	0	0
730-745	0	0	0	0	0	0	79	19	0	13	5	116	22	4	0	2	0	28	0	0	0	0	0	0
745-800	0	0	0	0	0	0	47	14	2	14	12	89	17	3	1	2	0	23	0	0	0	0	0	0
800-815	0	0	0	0	0	0	24	18	2	18	8	70	5	3	0	1	0	9	0	0	0	0	0	0
815-830	0	0	0	0	0	0	21	24	2	18	9	74	4	5	0	1	1	11	0	0	0	0	0	0
830-845	0	0	0	0	0	0	19	15	3	14	9	60	5	4	1	0	0	10	0	0	0	0	0	0
845-900	0	0	0	0	0	0	20	16	3	68	15	122	4	6	0	3	0	13	0	0	0	0	0	0
HOUR TOTALS																								
600-700	0	0	0	0	0	0	119	14	4	13	26	176	33	1	0	2	0	36	0	0	0	0	0	0
615-715	0	0	0	0	0	0	152	20	5	16	28	221	37	1	0	2	0	40	0	0	0	0	0	0
630-730	0	0	0	0	0	0	189	25	3	21	28	266	37	2	0	2	1	42	0	0	0	0	0	0
645-745	0	0	0	0	0	0	228	39	3	27	23	320	51	6	0	4	1	62	0	0	0	0	0	0
700-800	0	0	0	0	0	0	238	52	4	39	35	368	53	8	1	4	1	67	0	0	0	0	0	0
715-815	0	0	0	0	0	0	210	61	4	52	34	361	50	11	1	5	1	68	0	0	0	0	0	0
730-830	0	0	0	0	0	0	171	75	6	63	34	349	48	15	1	6	1	71	0	0	0	0	0	0
745-845	0	0	0	0	0	0	111	71	9	64	38	293	31	15	2	4	1	53	0	0	0	0	0	0
800-900	0	0	0	0	0	0	84	73	10	118	41	326	18	18	1	5	1	43	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	0	0	0	3	9
615-630	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	8	0	0	0	8	16
630-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	21	0	0	0	14	35
645-700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	0	2	2	11	29
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	25	2	0	9	11	47
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	3	0	13	7	37
730-745	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	23	18	1	12	11	65
745-800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	5	1	12	5	45
800-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	17	15	1	9	6	48
815-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	28	3	16	11	81
830-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	32	3	29	10	94
845-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	23	27	2	26	15	93
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	49	0	2	2	36	89
615-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	7	68	2	2	11	44	127
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	6	74	5	2	24	43	148
645-745	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	7	76	23	3	36	40	178
700-800	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	6	84	28	2	46	34	194
715-815	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	4	76	41	3	46	29	195
730-830	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	85	66	6	49	33	239
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	82	80	8	66	32	268
800-900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	83	102	9	80	42	316

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S PICO AVENUE/PIER G
E/W HARBOR BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	4	2	0	1	4	11	2	0	0	0	1	3	3	0	0	0	1	4	5	0	0	0	1	6
615-630	14	4	0	1	6	25	2	0	0	0	1	3	4	0	0	0	0	4	8	0	0	0	1	9
630-645	23	4	3	5	6	41	5	0	0	1	2	8	14	0	0	0	2	16	9	0	0	0	2	11
645-700	21	2	0	3	2	28	1	0	0	0	1	2	13	0	0	0	0	13	8	0	0	1	3	12
700-715	33	6	1	5	8	53	1	2	0	0	1	4	18	0	0	0	0	18	17	0	0	1	1	19
715-730	41	10	1	7	5	64	0	0	0	0	3	3	17	0	0	0	1	18	6	4	0	2	1	13
730-745	54	16	3	10	3	86	3	0	0	5	1	9	21	0	0	0	0	21	13	12	1	2	0	28
745-800	25	10	1	8	11	55	3	5	0	4	1	13	16	0	0	0	0	16	14	3	0	2	0	19
800-815	9	13	0	14	8	44	5	7	0	3	2	17	13	0	0	0	1	14	12	10	0	0	2	24
815-830	5	17	1	13	5	41	1	6	2	4	1	14	6	0	0	0	3	9	17	19	0	1	3	40
830-845	8	9	1	11	7	36	3	3	0	3	1	10	7	1	0	0	0	8	11	23	0	2	0	36
845-900	10	11	0	20	7	48	2	6	1	8	7	24	8	0	0	1	1	10	12	18	3	3	1	37
HOUR TOTALS																								
600-700	62	12	3	10	18	105	10	0	0	1	5	16	34	0	0	0	3	37	30	0	0	1	7	38
615-715	91	16	4	14	22	147	9	2	0	1	5	17	49	0	0	0	2	51	42	0	0	2	7	51
630-730	118	22	5	20	21	186	7	2	0	1	7	17	62	0	0	0	3	65	40	4	0	4	7	55
645-745	149	34	5	25	18	231	5	2	0	5	6	18	69	0	0	0	1	70	44	16	1	6	5	72
700-800	153	42	6	30	27	258	7	7	0	9	6	29	72	0	0	0	1	73	50	19	1	7	2	79
715-815	129	49	5	39	27	249	11	12	0	12	7	42	67	0	0	0	2	69	45	29	1	6	3	84
730-830	93	56	5	45	27	226	12	18	2	16	5	53	56	0	0	0	4	60	56	44	1	5	5	111
745-845	47	49	3	46	31	176	12	21	2	14	5	54	42	1	0	0	4	47	54	55	0	5	5	119
800-900	32	50	2	58	27	169	11	22	3	18	11	65	34	1	0	1	5	41	52	70	3	6	6	137

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	4	0	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2
615-630	5	0	0	0	0	5	4	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	1	5
630-645	13	0	0	1	0	14	1	0	0	0	0	1	4	0	0	0	0	4	1	0	0	0	1	2
645-700	32	1	1	0	5	39	13	0	0	0	1	14	2	0	0	0	1	3	0	0	1	2	2	5
700-715	13	0	0	1	0	14	4	0	0	0	0	4	4	0	0	0	1	5	1	0	0	0	1	2
715-730	11	0	0	1	0	12	6	0	0	0	0	6	3	2	0	1	0	6	0	0	0	0	0	0
730-745	12	0	1	0	0	13	7	0	0	0	0	7	1	0	0	0	0	1	6	0	0	0	2	8
745-800	10	2	0	0	0	12	3	0	0	0	0	3	3	0	0	0	0	3	2	0	0	0	1	3
800-815	7	1	0	0	0	8	3	0	0	1	0	4	6	9	0	10	0	25	3	0	0	1	3	7
815-830	3	1	0	1	1	6	3	1	0	0	0	4	1	8	2	3	0	14	1	0	0	0	2	3
830-845	6	1	0	0	0	7	4	1	0	0	0	5	2	4	1	4	0	11	1	0	0	0	2	3
845-900	4	2	0	0	0	6	7	0	0	0	2	9	3	6	0	7	2	18	3	0	0	1	3	7
HOUR TOTALS																								
600-700	54	1	1	1	5	62	22	0	0	0	1	23	6	0	0	0	1	7	7	0	1	2	4	14
615-715	63	1	1	2	5	72	22	0	0	0	1	23	10	0	0	0	2	12	6	0	1	2	5	14
630-730	69	1	1	3	5	79	24	0	0	0	1	25	13	2	0	1	2	18	2	0	1	2	4	9
645-745	68	1	2	2	5	78	30	0	0	0	1	31	10	2	0	1	2	15	7	0	1	2	5	15
700-800	46	2	1	2	0	51	20	0	0	0	0	20	11	2	0	1	1	15	9	0	0	0	4	13
715-815	40	3	1	1	0	45	19	0	0	1	0	20	13	11	0	11	0	35	11	0	0	1	6	18
730-830	32	4	1	1	1	39	16	1	0	1	0	18	11	17	2	13	0	43	12	0	0	1	8	21
745-845	26	5	0	1	1	33	13	2	0	1	0	16	12	21	3	17	0	53	7	0	0	1	8	16
800-900	20	5	0	1	1	27	17	2	0	1	2	22	12	27	3	24	2	68	8	0	0	2	10	20

	9						10						11						12					
	NBLT						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
600-615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	6
615-630	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	9
630-645	3	0	0	0	0	3	0	0	0	0	1	1	1	0	1	0	1	3	2	0	0	0	10	12
645-700	1	0	0	0	0	1	1	0	0	0	1	2	1	0	0	0	1	2	3	0	0	0	10	13
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	8	10	23
715-730	1	0	0	0	1	2	1	0	0	0	0	1	2	1	0	0	1	4	9	3	0	12	8	32
730-745	0	0	0	0	1	1	2	0	0	0	0	2	3	0	0	0	0	3	4	8	1	11	12	36
745-800	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	7	1	0	10	5	23
800-815	0	0	0	0	0	0	1	0	0	0	0	1	5	1	0	0	0	6	7	9	0	10	2	28
815-830	1	0	0	0	0	1	1	0	0	0	0	1	3	1	1	0	0	5	7	12	2	13	9	43
830-845	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	8	7	3	30	14	62
845-900	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	7	6	0	27	11	51
HOUR TOTALS																								
600-700	6	0	0	0	0	6	1	0	0	0	2	3	2	0	1	0	2	5	8	0	1	1	30	40
615-715	5	0	0	0	0	5	1	0	0	0	2	3	2	0	1	0	2	5	12	0	0	8	37	57
630-730	5	0	0	0	1	6	2	0	0	0	2	4	4	1	1	0	3	9	19	3	0	20	38	80
645-745	2	0	0	0	2	4	4	0	0	0	1	5	6	1	0	0	2	9	21	11	1	31	40	104
700-800	1	0	0	0	2	3	3	0	0	0	0	3	7	2	0	0	1	10	25	12	1	41	35	114
715-815	1	0	0	0	2	3	4	0	0	0	0	4	12	3	0	0	1	16	27	21	1	43	27	119
730-830	1	0	0	0	1	2	4	0	0	0	0	4	13	3	1	0	0	17	25	30	3	44	28	130
745-845	1	0	0	0	0	1	2	0	0	0	0	2	13	4	1	0	0	18	29	29	5	63	30	156
800-900	1	0	0	0	0	1	2	2	0	0	0	4	13	3	1	0	0	17	29	34	5	80	36	184

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCAITES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S ANAHEIM WAY
E/W PIER B STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	4	5	0	0	0	0	0	0	2	0	0	0	0	2	13	0	0	1	3	17
615-630	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2	17	0	0	0	0	17
630-645	5	0	0	0	1	6	0	0	0	0	0	0	6	0	0	0	1	7	10	0	0	0	2	12
645-700	3	0	0	0	3	6	0	0	0	0	0	0	6	0	0	0	1	7	12	0	0	0	1	13
700-715	4	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	1	4
715-730	1	0	0	0	3	4	0	0	0	0	0	0	1	0	0	0	0	1	10	0	0	0	1	11
730-745	5	0	0	0	1	6	0	0	0	0	0	0	2	0	0	0	1	3	15	0	0	0	1	16
745-800	2	1	0	1	0	4	0	0	0	0	0	0	2	0	0	0	0	2	13	0	0	1	5	19
800-815	2	0	0	0	2	4	0	0	0	0	0	0	2	0	0	0	1	3	11	0	0	1	1	13
815-830	3	0	0	1	1	5	0	0	0	0	0	0	2	0	0	0	1	3	6	0	0	0	1	7
830-845	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	4	6	11	1	0	1	1	14
845-900	1	1	0	0	1	3	0	0	0	0	0	0	2	0	0	0	1	3	8	0	0	0	5	13
HOUR TOTALS																								
600-700	10	0	0	0	8	18	0	0	0	0	0	0	15	0	0	0	3	18	52	0	0	1	6	59
615-715	13	0	0	0	4	17	0	0	0	0	0	0	16	0	0	0	3	19	42	0	0	0	4	46
630-730	13	0	0	0	7	20	0	0	0	0	0	0	16	0	0	0	2	18	35	0	0	0	5	40
645-745	13	0	0	0	7	20	0	0	0	0	0	0	12	0	0	0	2	14	40	0	0	0	4	44
700-800	12	1	0	1	4	18	0	0	0	0	0	0	8	0	0	0	1	9	41	0	0	1	8	50
715-815	10	1	0	1	6	18	0	0	0	0	0	0	7	0	0	0	2	9	49	0	0	2	8	59
730-830	12	1	0	2	4	19	0	0	0	0	0	0	8	0	0	0	3	11	45	0	0	2	8	55
745-845	7	1	0	2	4	14	0	0	0	0	0	0	8	0	0	0	6	14	41	1	0	3	8	53
800-900	6	1	0	1	5	13	0	0	0	0	0	0	8	0	0	0	7	15	36	1	0	2	8	47

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	14	1	0	3	3	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	17	1	0	8	5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	21	0	0	4	2	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	19	1	0	1	3	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	13	0	4	8	3	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	8	1	4	11	3	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	11	1	3	16	3	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	7	3	1	8	3	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	16	4	1	16	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	13	5	4	13	3	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	5	3	2	12	1	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	6	4	3	13	2	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	71	3	0	16	13	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	70	2	4	21	13	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	61	2	8	24	11	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	51	3	11	36	12	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	39	5	12	43	12	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	42	9	9	51	9	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	47	13	9	53	9	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	41	15	8	49	7	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	40	16	10	54	6	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8	2	0	0	0	2	4
615-630	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6	1	0	0	0	2	3
645-700	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	0	5	2	0	0	0	1	3
700-715	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	7	4	0	0	0	2	6
715-730	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	5	0	0	0	0	3	3
730-745	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	2	3	10	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	3	2	15	1	1	0	0	2	4
800-815	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	3	7	19	1	0	0	0	1	2
815-830	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	1	10	0	0	0	0	3	3
830-845	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	9	2	23	0	0	0	0	1	1
845-900	0	0	0	0	0	0	0	0	0	0	0	0	7	6	2	19	4	38	0	0	0	0	1	1
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	4	6	23	5	0	0	0	5	10
615-715	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	4	8	22	7	0	0	0	5	12
630-730	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	4	8	23	7	0	0	0	8	15
645-745	0	0	0	0	0	0	0	0	0	0	0	0	8	6	0	4	9	27	6	0	0	0	6	12
700-800	0	0	0	0	0	0	0	0	0	0	0	0	16	5	0	5	11	37	5	1	0	0	7	13
715-815	0	0	0	0	0	0	0	0	0	0	0	0	18	7	1	8	15	49	2	1	0	0	6	9
730-830	0	0	0	0	0	0	0	0	0	0	0	0	22	9	2	8	13	54	2	1	0	0	6	9
745-845	0	0	0	0	0	0	0	0	0	0	0	0	29	9	2	15	12	67	2	1	0	0	7	10
800-900	0	0	0	0	0	0	0	0	0	0	0	0	26	15	4	31	14	90	1	0	0	0	6	7

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCAITES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S 9TH STREET
E/W ANAHEIM STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	0	1	4	0	0	0	1	5	1	0	0	0	2	3	12	1	0	0	0	13
615-630	4	0	0	0	0	4	2	0	0	1	1	4	1	0	0	0	3	4	8	5	0	2	1	16
630-645	1	0	0	0	0	1	5	0	0	2	0	7	2	0	0	0	6	8	5	4	0	1	2	12
645-700	4	0	0	0	3	7	12	0	0	1	2	15	5	1	0	0	0	6	17	5	0	0	2	24
700-715	2	0	0	0	0	2	4	1	2	0	1	8	2	0	0	1	3	6	8	5	0	1	3	17
715-730	7	0	0	0	1	8	3	0	3	1	2	9	3	0	0	1	4	8	15	9	0	1	6	31
730-745	7	0	0	0	0	7	5	1	1	0	0	7	6	2	1	1	2	12	18	2	0	3	3	26
745-800	6	1	0	0	0	7	5	0	1	1	1	8	2	4	1	0	4	11	17	8	0	5	4	34
800-815	5	0	0	0	0	5	2	3	0	1	0	6	3	0	2	2	3	10	15	6	0	13	5	39
815-830	5	1	0	1	0	7	5	0	2	3	1	11	1	3	3	0	1	8	9	8	0	12	4	33
830-845	5	1	0	0	0	6	6	0	1	1	1	9	7	3	3	1	2	16	14	7	1	9	2	33
845-900	4	2	0	0	1	7	5	0	1	0	0	6	4	5	3	4	4	20	8	8	0	6	4	26
HOUR TOTALS																								
600-700	10	0	0	0	3	13	23	0	0	4	4	31	9	1	0	0	11	21	42	15	0	3	5	65
615-715	11	0	0	0	3	14	23	1	2	4	4	34	10	1	0	1	12	24	38	19	0	4	8	69
630-730	14	0	0	0	4	18	24	1	5	4	5	39	12	1	0	2	13	28	45	23	0	3	13	84
645-745	20	0	0	0	4	24	24	2	6	2	5	39	16	3	1	3	9	32	58	21	0	5	14	98
700-800	22	1	0	0	1	24	17	2	7	2	4	32	13	6	2	3	13	37	58	24	0	10	16	108
715-815	25	1	0	0	1	27	15	4	5	3	3	30	14	6	4	4	13	41	65	25	0	22	18	130
730-830	23	2	0	1	0	26	17	4	4	5	2	32	12	9	7	3	10	41	59	24	0	33	16	132
745-845	21	3	0	1	0	25	18	3	4	6	3	34	13	10	9	3	10	45	55	29	1	39	15	139
800-900	19	4	0	1	1	25	18	3	4	5	2	32	15	11	11	7	10	54	46	29	1	40	15	131

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	182	1	0	2	5	190	1	0	0	0	0	1	1	0	0	0	0	1	5	0	0	0	0	5
615-630	215	2	1	3	7	228	3	1	0	1	1	6	0	0	0	0	0	0	9	0	0	0	1	10
630-645	200	8	0	3	4	215	6	0	0	0	0	6	0	0	0	0	0	0	7	0	0	0	1	8
645-700	178	2	0	4	6	190	5	0	0	0	0	5	0	0	0	0	0	0	10	0	0	0	1	11
700-715	170	1	0	6	11	188	5	0	0	0	0	5	0	0	0	0	0	0	8	1	0	0	0	9
715-730	167	13	0	3	8	191	1	0	0	0	0	1	1	0	0	0	0	1	8	2	0	0	0	10
730-745	192	11	1	3	5	212	4	1	0	1	0	6	0	0	0	0	0	0	12	1	1	0	2	16
745-800	198	5	0	4	9	216	3	2	0	0	1	6	0	0	0	0	0	0	17	3	0	0	0	20
800-815	168	9	2	4	11	194	6	1	0	3	1	11	0	0	0	0	0	0	9	4	0	2	2	17
815-830	152	9	0	5	14	180	2	1	0	1	1	5	0	0	0	0	1	1	8	2	0	3	1	14
830-845	133	8	0	5	9	155	2	1	0	0	3	6	2	0	0	0	0	2	6	0	1	5	1	13
845-900	125	11	0	2	11	149	2	2	0	0	0	4	2	0	0	0	0	2	7	3	0	2	0	12
HOUR TOTALS																								
600-700	775	13	1	12	22	823	15	1	0	1	1	18	1	0	0	0	0	1	31	0	0	0	3	34
615-715	763	13	1	16	28	821	19	1	0	1	1	22	0	0	0	0	0	0	34	1	0	0	3	38
630-730	715	24	0	16	29	784	17	0	0	0	0	17	1	0	0	0	0	1	33	3	0	0	2	38
645-745	707	27	1	16	30	781	15	1	0	1	0	17	1	0	0	0	0	1	38	4	1	0	3	46
700-800	727	30	1	16	33	807	13	3	0	1	1	18	1	0	0	0	0	1	45	7	1	0	2	55
715-815	725	38	3	14	33	813	14	4	0	4	2	24	1	0	0	0	0	1	46	10	1	2	4	63
730-830	710	34	3	16	39	802	15	5	0	5	3	28	0	0	0	0	1	1	46	10	1	5	5	67
745-845	651	31	2	18	43	745	13	5	0	4	6	28	2	0	0	0	1	3	40	9	1	10	4	64
800-900	578	37	2	16	45	678	12	5	0	4	5	26	4	0	0	0	1	5	30	9	1	12	4	56

	9						10						11						12					
	NBLT						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
600-615	10	0	0	0	16	26	7	0	0	0	1	8	53	1	3	10	17	84	0	0	0	0	2	2
615-630	25	0	0	2	21	48	8	0	0	0	3	11	58	3	3	11	16	91	1	0	0	0	5	6
630-645	28	0	0	0	17	45	12	0	0	1	4	17	88	3	3	14	17	125	3	0	0	1	4	8
645-700	20	0	0	0	19	39	11	1	0	1	9	22	113	3	1	18	24	159	7	2	0	0	6	15
700-715	30	0	0	0	15	45	20	0	0	0	3	23	102	5	2	15	35	159	3	1	0	0	1	5
715-730	21	3	0	1	13	38	22	3	0	1	14	40	114	13	2	18	37	184	1	1	0	1	1	4
730-745	28	0	0	0	20	48	29	0	0	0	5	34	111	10	2	17	31	171	0	2	0	0	3	5
745-800	27	0	0	2	17	46	20	1	0	2	7	30	109	11	1	19	34	174	2	0	0	1	7	10
800-815	18	0	0	0	10	28	21	3	0	0	11	35	101	14	3	17	24	159	3	0	0	1	3	7
815-830	19	1	0	1	12	33	20	3	0	0	12	35	93	13	2	15	21	144	1	0	0	0	1	2
830-845	25	1	1	1	15	43	36	1	0	2	12	51	72	13	2	16	35	138	3	0	1	1	7	12
845-900	16	1	0	0	6	23	21	0	0	2	6	29	60	11	4	16	29	120	5	1	0	2	5	13
HOUR TOTALS																								
600-700	83	0	0	2	73	158	38	1	0	2	17	58	312	10	10	53	74	459	11	2	0	1	17	31
615-715	103	0	0	2	72	177	51	1	0	2	19	73	361	14	9	58	92	534	14	3	0	1	16	34
630-730	99	3	0	1	64	167	65	4	0	3	30	102	417	24	8	65	113	627	14	4	0	2	12	32
645-745	99	3	0	1	67	170	82	4	0	2	31	119	440	31	7	68	127	673	11	6	0	1	11	29
700-800	106	3	0	3	65	177	91	4	0	3	29	127	436	39	7	69	137	688	6	4	0	2	12	24
715-815	94	3	0	3	60	160	92	7	0	3	37	139	435	48	8	71	126	688	6	3	0	3	14	26
730-830	92	1	0	3	59	155	90	7	0	2	35	134	414	48	8	68	110	648	6	2	0	2	14	24
745-845	89	2	1	4	54	150	97	8	0	4	42	151	375	51	8	67	114	615	9	0	1	3	18	31
800-900	78	3	1	2	43	127	98	7	0	4	41	150	326	51	11	64	109	561	12	1	1	4	16	34

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCAITES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17TH, 2005
PERIOD: 6:00 AM TO 9:00 AM
INTERSECTION: N/S FARRAGUT AVENUE
E/W ANAHEIM STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
600-615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
615-630	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
630-645	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
645-700	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
700-715	2	0	0	0	2	4	0	0	0	0	0	0	3	0	0	0	1	4	4	0	0	0	0	4
715-730	6	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
730-745	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
745-800	3	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
800-815	6	0	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	4
815-830	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
830-845	6	1	0	1	1	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
845-900	2	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	1
HOUR TOTALS																								
600-700	12	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10
615-715	13	0	0	0	3	16	0	0	0	0	0	0	3	0	0	0	1	4	12	0	0	0	0	12
630-730	15	0	0	0	4	19	0	0	0	0	0	0	3	0	0	0	1	4	11	0	0	0	0	11
645-745	16	0	0	0	3	19	0	0	0	0	0	0	3	0	0	0	1	4	15	0	0	0	0	15
700-800	15	0	0	0	5	20	0	0	0	0	0	0	3	0	0	0	1	4	16	0	0	0	0	16
715-815	19	0	0	1	3	23	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	1	16
730-830	16	0	0	1	3	20	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14
745-845	18	1	0	2	4	25	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1	11
800-900	17	1	0	2	3	23	0	0	0	0	0	0	3	0	0	0	0	3	7	1	0	0	1	9

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
600-615	186	1	0	2	23	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	230	2	1	5	24	262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-645	236	8	0	3	20	267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-700	204	2	0	4	30	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-715	197	2	0	5	27	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	193	14	0	4	24	235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	227	12	1	4	22	266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	233	6	1	6	23	269	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	183	7	2	2	18	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	175	12	0	7	25	219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830-845	166	9	0	4	27	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	153	14	0	4	18	189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
600-700	856	13	1	14	97	981	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	867	14	1	17	101	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	830	26	0	16	101	973	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	821	30	1	17	103	972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700-800	850	34	2	19	96	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	836	39	4	16	87	982	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	818	37	4	19	88	966	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	757	34	3	19	93	906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800-900	677	42	2	17	88	826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
600-615	0	0	0	0	0	0	0	0	0	0	0	0	47	2	3	7	18	77	2	0	0	0	3	5
615-630	0	0	0	0	0	0	0	0	0	0	0	0	64	2	2	15	26	109	5	0	0	0	0	5
630-645	0	0	0	0	0	0	0	0	0	0	0	0	86	3	2	13	36	140	9	0	0	0	2	11
645-700	0	0	0	0	0	0	0	0	0	0	0	0	157	6	1	18	34	216	11	0	0	0	1	12
700-715	0	0	0	0	0	0	0	0	0	0	0	0	120	7	2	14	35	178	3	0	0	0	1	4
715-730	0	0	0	0	0	0	0	0	0	0	0	0	133	16	2	23	46	220	3	0	0	0	2	5
730-745	0	0	0	0	0	0	0	0	0	0	0	0	126	11	1	15	43	196	2	0	0	0	1	3
745-800	0	0	0	0	0	0	0	0	0	0	0	0	160	12	1	20	40	233	5	1	0	2	2	10
800-815	0	0	0	0	0	0	0	0	0	0	0	0	105	17	3	19	40	184	4	0	0	0	0	4
815-830	0	0	0	0	0	0	0	0	0	0	0	0	104	16	3	17	42	182	4	0	0	1	0	5
830-845	0	0	0	0	0	0	0	0	0	0	0	0	119	14	2	16	40	191	2	0	0	0	0	2
845-900	0	0	0	0	0	0	0	0	0	0	0	0	102	11	5	20	27	165	3	1	0	1	0	5
HOUR TOTALS																								
600-700	0	0	0	0	0	0	0	0	0	0	0	0	354	13	8	53	114	542	27	0	0	0	6	33
615-715	0	0	0	0	0	0	0	0	0	0	0	0	427	18	7	60	131	643	28	0	0	0	4	32
630-730	0	0	0	0	0	0	0	0	0	0	0	0	496	32	7	68	151	754	26	0	0	0	6	32
645-745	0	0	0	0	0	0	0	0	0	0	0	0	536	40	6	70	158	810	19	0	0	0	5	24
700-800	0	0	0	0	0	0	0	0	0	0	0	0	539	46	6	72	164	827	13	1	0	2	6	22
715-815	0	0	0	0	0	0	0	0	0	0	0	0	524	56	7	77	169	833	14	1	0	2	5	22
730-830	0	0	0	0	0	0	0	0	0	0	0	0	495	56	8	71	165	795	15	1	0	3	3	22
745-845	0	0	0	0	0	0	0	0	0	0	0	0	488	59	9	72	162	790	15	1	0	3	2	21
800-900	0	0	0	0	0	0	0	0	0	0	0	0	430	58	13	72	149	722	13	1	0	2	0	16

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY
E/W OCEAN BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	12	13	1	16	2	44	0	0	0	1	0	1	9	2	3	3	1	18	9	5	0	8	2	24
215-230	14	11	0	13	5	43	1	5	0	0	0	6	9	4	2	4	0	19	10	10	1	7	0	28
230-245	24	12	0	21	2	59	0	3	0	0	0	3	5	1	2	6	0	14	7	5	1	4	1	18
245-300	17	12	2	11	6	48	0	4	0	0	0	4	6	4	6	7	1	24	8	2	4	4	1	19
300-315	16	13	0	19	8	56	0	6	0	0	1	7	7	3	2	5	1	18	17	5	0	3	0	25
315-330	33	14	3	20	6	76	0	4	0	0	0	4	10	2	1	7	4	24	9	7	0	4	0	20
330-345	31	15	1	27	3	77	0	5	0	0	0	5	6	0	4	3	0	13	7	4	0	4	0	15
345-400	12	9	1	22	4	48	0	3	0	0	0	3	5	0	2	8	0	15	9	8	0	4	4	25
400-415	15	8	0	17	2	42	0	0	0	0	0	0	2	2	0	1	0	5	8	6	1	5	0	20
415-430	42	14	3	26	6	91	0	0	0	0	0	0	9	2	4	2	0	17	14	20	3	15	1	53
430-445	60	8	3	10	3	84	0	0	0	0	0	0	8	4	5	3	5	25	15	14	0	7	1	37
445-500	54	12	0	16	1	83	0	0	0	0	0	0	23	4	2	1	1	31	74	17	2	7	1	101
500-515	54	12	0	16	8	90	1	0	0	0	0	1	60	6	1	2	0	69	65	3	0	2	2	72
515-530	67	14	0	11	2	94	0	0	0	0	0	0	73	6	2	7	0	88	16	4	0	2	0	22
530-545	38	12	1	15	7	73	0	1	0	0	0	1	92	4	1	6	0	103	11	0	0	0	1	12
545-600	47	20	0	35	7	109	0	0	0	0	0	0	28	8	1	10	1	48	12	1	1	2	0	16
HOUR TOTALS																								
200-300	67	48	3	61	15	194	1	12	0	1	0	14	29	11	13	20	2	75	34	22	6	23	4	89
215-315	71	48	2	64	21	206	1	18	0	0	1	20	27	12	12	22	2	75	42	22	6	18	2	90
230-330	90	51	5	71	22	239	0	17	0	0	1	18	28	10	11	25	6	80	41	19	5	15	2	82
245-345	97	54	6	77	23	257	0	19	0	0	1	20	29	9	13	22	6	79	41	18	4	15	1	79
300-400	92	51	5	88	21	257	0	18	0	0	1	19	28	5	9	23	5	70	42	24	0	15	4	85
315-415	91	46	5	86	15	243	0	12	0	0	0	12	23	4	7	19	4	57	33	25	1	17	4	80
330-430	100	46	5	92	15	258	0	8	0	0	0	8	22	4	10	14	0	50	38	38	4	28	5	113
345-445	129	39	7	75	15	265	0	3	0	0	0	3	24	8	11	14	5	62	46	48	4	31	6	135
400-500	171	42	6	69	12	300	0	0	0	0	0	0	42	12	11	7	6	78	111	57	6	34	3	211
415-515	210	46	6	68	18	348	1	0	0	0	0	1	100	16	12	8	6	142	168	54	5	31	5	263
430-530	235	46	3	53	14	351	1	0	0	0	0	1	164	20	10	13	6	213	170	38	2	18	4	232
445-545	213	50	1	58	18	340	1	1	0	0	0	2	248	20	6	16	1	291	166	24	2	11	4	207
500-600	206	58	1	77	24	366	1	1	0	0	0	2	253	24	5	25	1	308	104	8	1	6	3	122

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	196	29	17	87	13	342	4	2	0	0	0	6	2	5	1	12	0	20	1	5	0	5	0	11
215-230	183	28	10	77	13	311	1	5	0	0	0	6	2	5	1	12	0	20	0	1	0	8	0	9
230-245	197	27	20	84	17	345	1	3	0	0	0	4	0	1	1	11	1	14	0	6	0	5	0	11
245-300	183	22	16	58	8	287	2	4	1	0	0	7	1	2	0	15	0	18	1	2	0	4	0	7
300-315	234	20	14	65	8	341	1	2	0	0	0	3	0	2	0	11	2	15	0	3	0	7	0	10
315-330	268	21	17	67	12	385	0	3	0	0	0	3	0	8	0	11	0	19	0	7	0	5	0	12
330-345	218	16	12	56	9	311	2	1	0	0	1	4	0	4	0	8	0	12	0	7	1	9	0	17
345-400	276	12	13	60	9	370	4	0	0	0	0	4	1	4	2	11	0	18	0	8	0	8	0	16
400-415	298	16	16	56	10	396	1	0	0	0	0	1	0	2	0	3	0	5	0	2	0	0	0	2
415-430	344	24	15	47	9	439	2	0	0	0	0	2	1	1	0	0	0	2	1	0	0	0	0	1
430-445	328	15	3	38	6	390	4	0	0	0	0	4	3	0	0	0	0	3	0	1	0	0	0	1
445-500	399	20	3	36	4	462	4	0	0	0	0	4	3	0	0	0	0	3	0	1	0	0	0	1
500-515	362	15	3	33	2	415	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0
515-530	416	11	9	45	5	486	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
530-545	351	18	6	55	4	434	1	0	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0
545-600	318	19	4	52	4	397	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	759	106	63	306	51	1285	8	14	1	0	0	23	5	13	3	50	1	72	2	14	0	22	0	38
215-315	797	97	60	284	46	1284	5	14	1	0	0	20	3	10	2	49	3	67	1	12	0	24	0	37
230-330	882	90	67	274	45	1358	4	12	1	0	0	17	1	13	1	48	3	66	1	18	0	21	0	40
245-345	903	79	59	246	37	1324	5	10	1	0	1	17	1	16	0	45	2	64	1	19	1	25	0	46
300-400	996	69	56	248	38	1407	7	6	0	0	1	14	1	18	2	41	2	64	0	25	1	29	0	55
315-415	1060	65	58	239	40	1462	7	4	0	0	1	12	1	18	2	33	0	54	0	24	1	22	0	47
330-430	1136	68	56	219	37	1516	9	1	0	0	1	11	2	11	2	22	0	37	1	17	1	17	0	36
345-445	1246	67	47	201	34	1595	11	0	0	0	0	11	5	7	2	14	0	28	1	11	0	8	0	20
400-500	1369	75	37	177	29	1687	11	0	0	0	0	11	7	3	0	3	0	13	1	4	0	0	0	5
415-515	1433	74	24	154	21	1706	13	0	0	0	0	13	8	1	0	0	0	9	1	2	0	0	0	3
430-530	1505	61	18	152	17	1753	12	0	0	0	0	12	7	0	0	0	0	7	0	2	0	0	0	2
445-545	1528	64	21	169	15	1797	9	0	0	0	0	9	5	1	0	0	0	6	0	1	0	0	0	1
500-600	1447	63	22	185	15	1732	6	0	0	1	0	7	2	1	0	0	0	3	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	2	0	2	0	2	0	0	0	2	184	43	6	78	9	320	26	11	0	30	4	71
215-230	0	4	2	3	0	9	0	8	0	0	0	8	234	48	8	90	16	396	24	13	0	38	5	80
230-245	1	3	0	2	0	6	1	3	0	0	0	4	241	29	7	81	15	373	35	12	0	28	10	85
245-300	1	2	0	4	0	7	3	4	0	1	0	8	310	23	4	76	13	426	31	14	1	28	5	79
300-315	0	3	2	3	0	8	0	4	0	0	0	4	283	22	2	62	12	381	34	12	2	32	3	83
315-330	0	4	0	2	0	6	1	1	0	0	0	2	305	29	6	65	11	416	29	10	1	33	6	79
330-345	0	3	2	6	0	11	1	4	0	0	0	5	332	36	4	78	6	456	22	19	3	31	7	82
345-400	0	4	1	1	0	6	1	4	0	0	1	6	394	19	8	42	5	468	37	6	2	34	3	82
400-415	0	0	0	1	0	1	0	3	0	0	0	3	419	39	13	71	6	548	41	19	1	51	4	116
415-430	1	0	0	0	0	1	3	1	0	0	0	4	351	24	2	59	12	448	43	20	5	43	6	117
430-445	0	0	0	0	0	0	0	2	0	0	0	2	402	41	7	55	8	513	36	19	6	43	3	107
445-500	0	0	0	0	0	0	0	0	0	0	0	0	499	25	3	45	16	588	79	24	1	12	8	124
500-515	1	0	0	0	0	1	1	0	0	0	0	1	497	9	9	22	7	544	46	9	2	8	1	66
515-530	0	0	0	0	0	0	0	0	0	0	0	0	467	5	2	19	6	499	41	3	1	7	8	60
530-545	0	0	0	0	0	0	0	0	0	0	0	0	547	18	5	11	5	586	42	10	2	13	4	71
545-600	0	0	0	0	0	0	0	0	0	0	0	0	431	17	3	14	5	470	27	11	1	12	4	55
HOUR TOTALS																								
200-300	2	9	2	11	0	24	4	17	0	1	0	22	969	143	25	325	53	1515	116	50	1	124	24	315
215-315	2	12	4	12	0	30	4	19	0	1	0	24	1068	122	21	309	56	1576	124	51	3	126	23	327
230-330	2	12	2	11	0	27	5	12	0	1	0	18	1139	103	19	284	51	1596	129	48	4	121	24	326
245-345	1	12	4	15	0	32	5	13	0	1	0	19	1230	110	16	281	42	1679	116	55	7	124	21	323
300-400	0	14	5	12	0	31	3	13	0	0	1	17	1314	106	20	247	34	1721	122	47	8	130	19	326
315-415	0	11	3	10	0	24	3	12	0	0	1	16	1450	123	31	256	28	1888	129	54	7	149	20	359
330-430	1	7	3	8	0	19	5	12	0	0	1	18	1496	118	27	250	29	1920	143	64	11	159	20	397
345-445	1	4	1	2	0	8	4	10	0	0	1	15	1566	123	30	227	31	1977	157	64	14	171	16	422
400-500	1	0	0	1	0	2	3	6	0	0	0	9	1671	129	25	230	42	2097	199	82	13	149	21	464
415-515	2	0	0	0	0	2	4	3	0	0	0	7	1749	99	21	181	43	2093	204	72	14	106	18	414
430-530	1	0	0	0	0	1	1	2	0	0	0	3	1865	80	21	141	37	2144	202	55	10	70	20	357
445-545	1	0	0	0	0	1	1	0	0	0	0	1	2010	57	19	97	34	2217	208	46	6	40	21	321
500-600	1	0	0	0	0	1	1	0	0	0	0	1	1942	49	19	66	23	2099	156	33	6	40	17	252

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	1	2	9	0	12	26	184	0	4	196	9
215-230	0	0	2	9	1	14	24	234	0	1	183	10
230-245	1	0	0	5	0	24	35	241	1	1	197	7
245-300	1	1	1	6	0	17	31	310	3	2	183	8
300-315	0	0	0	7	0	16	34	283	0	1	234	17
315-330	0	0	0	10	0	33	29	305	1	0	268	9
330-345	0	0	0	6	0	31	22	332	1	2	218	7
345-400	0	0	1	5	0	12	37	394	1	4	276	9
400-415	0	0	0	2	0	15	41	419	0	1	298	8
415-430	1	1	1	9	0	42	43	351	3	2	344	14
430-445	0	0	3	8	0	60	36	402	0	4	328	15
445-500	0	0	3	23	0	54	79	499	0	4	399	74
500-515	1	0	1	60	1	54	46	497	1	3	362	65
515-530	0	0	0	73	0	67	41	467	0	1	416	16
530-545	0	0	1	92	0	38	42	547	0	1	351	11
545-600	0	0	0	28	0	47	27	431	0	1	318	12

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	5	5	2	0	13	11	43	2	2	29	5
215-230	4	1	5	4	5	11	13	48	8	5	28	10
230-245	3	6	1	1	3	12	12	29	3	3	27	5
245-300	2	2	2	4	4	12	14	23	4	4	22	2
300-315	3	3	2	3	6	13	12	22	4	2	20	5
315-330	4	7	8	2	4	14	10	29	1	3	21	7
330-345	3	7	4	0	5	15	19	36	4	1	16	4
345-400	4	8	4	0	3	9	6	19	4	0	12	8
400-415	0	2	2	2	0	8	19	39	3	0	16	6
415-430	0	0	1	2	0	14	20	24	1	0	24	20
430-445	0	1	0	4	0	8	19	41	2	0	15	14
445-500	0	1	0	4	0	12	24	25	0	0	20	17
500-515	0	0	0	6	0	12	9	9	0	0	15	3
515-530	0	0	0	6	0	14	3	5	0	0	11	4
530-545	0	0	1	4	1	12	10	18	0	0	18	0
545-600	0	0	0	8	0	20	11	17	0	0	19	1

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	1	3	0	1	0	6	0	0	17	0
215-230	2	0	1	2	0	0	0	8	0	0	10	1
230-245	0	0	1	2	0	0	0	7	0	0	20	1
245-300	0	0	0	6	0	2	1	4	0	1	16	4
300-315	2	0	0	2	0	0	2	2	0	0	14	0
315-330	0	0	0	1	0	3	1	6	0	0	17	0
330-345	2	1	0	4	0	1	3	4	0	0	12	0
345-400	1	0	2	2	0	1	2	8	0	0	13	0
400-415	0	0	0	0	0	0	1	13	0	0	16	1
415-430	0	0	0	4	0	3	5	2	0	0	15	3
430-445	0	0	0	5	0	3	6	7	0	0	3	0
445-500	0	0	0	2	0	0	1	3	0	0	3	2
500-515	0	0	0	1	0	0	2	9	0	0	3	0
515-530	0	0	0	2	0	0	1	2	0	0	9	0
530-545	0	0	0	1	0	1	2	5	0	0	6	0
545-600	0	0	0	1	0	0	1	3	0	0	4	1

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	2	5	12	3	1	16	30	78	0	0	87	8
215-230	3	8	12	4	0	13	38	90	0	0	77	7
230-245	2	5	11	6	0	21	28	81	0	0	84	4
245-300	4	4	15	7	0	11	28	76	1	0	58	4
300-315	3	7	11	5	0	19	32	62	0	0	65	3
315-330	2	5	11	7	0	20	33	65	0	0	67	4
330-345	6	9	8	3	0	27	31	78	0	0	56	4
345-400	1	8	11	8	0	22	34	42	0	0	60	4
400-415	1	0	3	1	0	17	51	71	0	0	56	5
415-430	0	0	0	2	0	26	43	59	0	0	47	15
430-445	0	0	0	3	0	10	43	55	0	0	38	7
445-500	0	0	0	1	0	16	12	45	0	0	36	7
500-515	0	0	0	2	0	16	8	22	0	0	33	2
515-530	0	0	0	7	0	11	7	19	0	0	45	2
530-545	0	0	0	6	0	15	13	11	0	0	55	0
545-600	0	0	0	10	0	35	12	14	0	1	52	2

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	1	0	2	4	9	0	0	13	2
215-230	0	0	0	0	0	5	5	16	0	0	13	0
230-245	0	0	1	0	0	2	10	15	0	0	17	1
245-300	0	0	0	1	0	6	5	13	0	0	8	1
300-315	0	0	2	1	1	8	3	12	0	0	8	0
315-330	0	0	0	4	0	6	6	11	0	0	12	0
330-345	0	0	0	0	0	3	7	6	0	1	9	0
345-400	0	0	0	0	0	4	3	5	1	0	9	4
400-415	0	0	0	0	0	2	4	6	0	0	10	0
415-430	0	0	0	0	0	6	6	12	0	0	9	1
430-445	0	0	0	5	0	3	3	8	0	0	6	1
445-500	0	0	0	1	0	1	8	16	0	0	4	1
500-515	0	0	0	0	0	8	1	7	0	0	2	2
515-530	0	0	0	0	0	2	8	6	0	0	5	0
530-545	0	0	0	0	0	7	4	5	0	0	4	1
545-600	0	0	0	1	0	7	4	5	0	0	4	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PIER S AVENUE
E/W OCEAN BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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
200-215	8	3	0	2	5	18	0	0	0	0	0	0	4	5	1	17	9	36	6	7	12	10	12	47
215-230	15	3	1	5	7	31	0	0	0	0	0	0	9	11	0	18	6	44	4	6	3	4	6	23
230-245	10	1	1	5	4	21	0	0	0	0	0	0	13	6	0	22	6	47	3	5	5	11	12	36
245-300	21	3	1	3	4	32	0	0	0	0	0	0	14	5	0	22	5	46	3	4	12	8	6	33
300-315	6	1	0	6	4	17	0	0	0	0	0	0	12	7	0	17	11	47	3	3	9	12	4	31
315-330	11	4	0	4	6	25	0	0	0	0	0	0	8	5	1	14	5	33	1	3	5	8	8	25
330-345	12	0	0	3	2	17	0	0	0	0	0	0	9	6	0	20	2	37	7	6	7	17	7	44
345-400	9	2	0	5	8	24	0	0	0	0	0	0	6	9	3	13	3	34	5	3	4	10	3	25
400-415	2	6	2	5	5	20	0	0	0	0	0	0	8	14	1	16	6	45	1	2	7	6	6	22
415-430	13	3	0	2	4	22	0	0	0	0	0	0	7	9	0	15	6	37	7	2	8	7	7	31
430-445	30	2	1	5	4	42	0	0	0	0	0	0	17	12	0	21	2	52	11	2	1	2	6	22
445-500	43	0	0	1	1	45	0	0	0	0	0	0	13	2	0	11	3	29	5	0	2	1	4	12
500-515	29	1	0	0	5	35	0	0	0	0	0	0	11	1	0	5	2	19	8	1	1	7	1	18
515-530	38	0	0	0	3	41	0	0	0	0	0	0	12	0	0	3	1	16	4	2	2	4	2	14
530-545	24	1	0	0	1	26	0	0	0	0	0	0	11	0	0	1	1	13	10	0	3	3	1	17
545-600	6	0	0	2	5	13	0	0	0	0	0	0	6	0	0	0	3	9	9	3	0	3	3	18
HOUR TOTALS																								
200-300	54	10	3	15	20	102	0	0	0	0	0	0	40	27	1	79	26	173	16	22	32	33	36	139
215-315	52	8	3	19	19	101	0	0	0	0	0	0	48	29	0	79	28	184	13	18	29	35	28	123
230-330	48	9	2	18	18	95	0	0	0	0	0	0	47	23	1	75	27	173	10	15	31	39	30	125
245-345	50	8	1	16	16	91	0	0	0	0	0	0	43	23	1	73	23	163	14	16	33	45	25	133
300-400	38	7	0	18	20	83	0	0	0	0	0	0	35	27	4	64	21	151	16	15	25	47	22	125
315-415	34	12	2	17	21	86	0	0	0	0	0	0	31	34	5	63	16	149	14	14	23	41	24	116
330-430	36	11	2	15	19	83	0	0	0	0	0	0	30	38	4	64	17	153	20	13	26	40	23	122
345-445	54	13	3	17	21	108	0	0	0	0	0	0	38	44	4	65	17	168	24	9	20	25	22	100
400-500	88	11	3	13	14	129	0	0	0	0	0	0	45	37	1	63	17	163	24	6	18	16	23	87
415-515	115	6	1	8	14	144	0	0	0	0	0	0	48	24	0	52	13	137	31	5	12	17	18	83
430-530	140	3	1	6	13	163	0	0	0	0	0	0	53	15	0	40	8	116	28	5	6	14	13	66
445-545	134	2	0	1	10	147	0	0	0	0	0	0	47	3	0	20	7	77	27	3	8	15	8	61
500-600	97	2	0	2	14	115	0	0	0	0	0	0	40	1	0	9	7	57	31	6	6	17	7	67

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	197	32	8	91	4	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	240	35	8	89	12	384	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	221	42	14	100	7	384	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	195	43	8	86	10	342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	227	33	9	64	15	348	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	304	30	17	73	5	429	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	250	36	11	86	9	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	300	25	11	72	7	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	338	23	9	74	6	450	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	321	36	5	59	5	426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	381	20	6	52	3	462	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	464	29	2	52	3	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	453	34	3	47	8	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	417	27	7	45	4	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	393	24	5	60	8	490	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	379	49	6	91	9	534	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	853	152	38	366	33	1442	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	883	153	39	339	44	1458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	947	148	48	323	37	1503	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	976	142	45	309	39	1511	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	1081	124	48	295	36	1584	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	1192	114	48	305	27	1686	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	1209	120	36	291	27	1683	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	1340	104	31	257	21	1753	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	1504	108	22	237	17	1888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	1619	119	16	210	19	1983	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	1715	110	18	196	18	2057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	1727	114	17	204	23	2085	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	1642	134	21	243	29	2069	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	239	59	7	122	5	432	3	5	3	1	0	12
215-230	0	0	0	0	0	0	0	0	0	0	0	0	251	74	11	76	12	424	6	4	2	4	1	17
230-245	0	0	0	0	0	0	0	0	0	0	0	0	271	32	7	90	13	413	4	7	0	2	2	15
245-300	0	0	0	0	0	0	0	0	0	0	0	0	304	37	3	71	15	430	9	3	0	1	1	14
300-315	0	0	0	0	0	0	0	0	0	0	0	0	323	33	6	83	14	459	5	5	1	1	0	12
315-330	0	0	0	0	0	0	0	0	0	0	0	0	322	40	3	79	10	454	7	0	0	4	0	11
330-345	0	0	0	0	0	0	0	0	0	0	0	0	353	39	4	71	5	472	4	2	1	4	1	12
345-400	0	0	0	0	0	0	0	0	0	0	0	0	378	40	12	84	4	518	5	2	2	6	1	16
400-415	0	0	0	0	0	0	0	0	0	0	0	0	474	39	10	88	6	617	13	4	0	3	1	21
415-430	0	0	0	0	0	0	0	0	0	0	0	0	385	46	7	80	12	530	17	2	0	0	0	19
430-445	0	0	0	0	0	0	0	0	0	0	0	0	453	71	13	75	6	618	15	4	0	1	0	20
445-500	0	0	0	0	0	0	0	0	0	0	0	0	520	41	5	44	13	623	27	1	1	0	2	31
500-515	0	0	0	0	0	0	0	0	0	0	0	0	553	19	12	35	8	627	18	5	0	0	0	23
515-530	0	0	0	0	0	0	0	0	0	0	0	0	495	11	4	17	10	537	21	1	0	0	0	22
530-545	0	0	0	0	0	0	0	0	0	0	0	0	578	28	7	14	4	631	23	1	1	1	0	26
545-600	0	0	0	0	0	0	0	0	0	0	0	0	436	26	4	28	9	503	15	6	0	1	0	22
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	1065	202	28	359	45	1699	22	19	5	8	4	58
215-315	0	0	0	0	0	0	0	0	0	0	0	0	1149	176	27	320	54	1726	24	19	3	8	4	58
230-330	0	0	0	0	0	0	0	0	0	0	0	0	1220	142	19	323	52	1756	25	15	1	8	3	52
245-345	0	0	0	0	0	0	0	0	0	0	0	0	1302	149	16	304	44	1815	25	10	2	10	2	49
300-400	0	0	0	0	0	0	0	0	0	0	0	0	1376	152	25	317	33	1903	21	9	4	15	2	51
315-415	0	0	0	0	0	0	0	0	0	0	0	0	1527	158	29	322	25	2061	29	8	3	17	3	60
330-430	0	0	0	0	0	0	0	0	0	0	0	0	1590	164	33	323	27	2137	39	10	3	13	3	68
345-445	0	0	0	0	0	0	0	0	0	0	0	0	1690	196	42	327	28	2283	50	12	2	10	2	76
400-500	0	0	0	0	0	0	0	0	0	0	0	0	1832	197	35	287	37	2388	72	11	1	4	3	91
415-515	0	0	0	0	0	0	0	0	0	0	0	0	1911	177	37	234	39	2398	77	12	1	1	2	93
430-530	0	0	0	0	0	0	0	0	0	0	0	0	2021	142	34	171	37	2405	81	11	1	1	2	96
445-545	0	0	0	0	0	0	0	0	0	0	0	0	2146	99	28	110	35	2418	89	8	2	1	2	102
500-600	0	0	0	0	0	0	0	0	0	0	0	0	2062	84	27	94	31	2298	77	13	1	2	0	93

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	4	0	8	3	239	0	0	197	6
215-230	0	0	0	9	0	15	6	251	0	0	240	4
230-245	0	0	0	13	0	10	4	271	0	0	221	3
245-300	0	0	0	14	0	21	9	304	0	0	195	3
300-315	0	0	0	12	0	6	5	323	0	0	227	3
315-330	0	0	0	8	0	11	7	322	0	0	304	1
330-345	0	0	0	9	0	12	4	353	0	0	250	7
345-400	0	0	0	6	0	9	5	378	0	0	300	5
400-415	0	0	0	8	0	2	13	474	0	0	338	1
415-430	0	0	0	7	0	13	17	385	0	0	321	7
430-445	0	0	0	17	0	30	15	453	0	0	381	11
445-500	0	0	0	13	0	43	27	520	0	0	464	5
500-515	0	0	0	11	0	29	18	553	0	0	453	8
515-530	0	0	0	12	0	38	21	495	0	0	417	4
530-545	0	0	0	11	0	24	23	578	0	0	393	10
545-600	0	0	0	6	0	6	15	436	0	0	379	9

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	5	0	3	5	59	0	0	32	7
215-230	0	0	0	11	0	3	4	74	0	0	35	6
230-245	0	0	0	6	0	1	7	32	0	0	42	5
245-300	0	0	0	5	0	3	3	37	0	0	43	4
300-315	0	0	0	7	0	1	5	33	0	0	33	3
315-330	0	0	0	5	0	4	0	40	0	0	30	3
330-345	0	0	0	6	0	0	2	39	0	0	36	6
345-400	0	0	0	9	0	2	2	40	0	0	25	3
400-415	0	0	0	14	0	6	4	39	0	0	23	2
415-430	0	0	0	9	0	3	2	46	0	0	36	2
430-445	0	0	0	12	0	2	4	71	0	0	20	2
445-500	0	0	0	2	0	0	1	41	0	0	29	0
500-515	0	0	0	1	0	1	5	19	0	0	34	1
515-530	0	0	0	0	0	0	1	11	0	0	27	2
530-545	0	0	0	0	0	1	1	28	0	0	24	0
545-600	0	0	0	0	0	0	6	26	0	0	49	3

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	1	0	0	3	7	0	0	8	12
215-230	0	0	0	0	0	1	2	11	0	0	8	3
230-245	0	0	0	0	0	1	0	7	0	0	14	5
245-300	0	0	0	0	0	1	0	3	0	0	8	12
300-315	0	0	0	0	0	0	1	6	0	0	9	9
315-330	0	0	0	1	0	0	0	3	0	0	17	5
330-345	0	0	0	0	0	0	1	4	0	0	11	7
345-400	0	0	0	3	0	0	2	12	0	0	11	4
400-415	0	0	0	1	0	2	0	10	0	0	9	7
415-430	0	0	0	0	0	0	0	7	0	0	5	8
430-445	0	0	0	0	0	1	0	13	0	0	6	1
445-500	0	0	0	0	0	0	1	5	0	0	2	2
500-515	0	0	0	0	0	0	0	12	0	0	3	1
515-530	0	0	0	0	0	0	0	4	0	0	7	2
530-545	0	0	0	0	0	0	1	7	0	0	5	3
545-600	0	0	0	0	0	0	0	4	0	0	6	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	17	0	2	1	122	0	0	91	10
215-230	0	0	0	18	0	5	4	76	0	0	89	4
230-245	0	0	0	22	0	5	2	90	0	0	100	11
245-300	0	0	0	22	0	3	1	71	0	0	86	8
300-315	0	0	0	17	0	6	1	83	0	0	64	12
315-330	0	0	0	14	0	4	4	79	0	0	73	8
330-345	0	0	0	20	0	3	4	71	0	0	86	17
345-400	0	0	0	13	0	5	6	84	0	0	72	10
400-415	0	0	0	16	0	5	3	88	0	0	74	6
415-430	0	0	0	15	0	2	0	80	0	0	59	7
430-445	0	0	0	21	0	5	1	75	0	0	52	2
445-500	0	0	0	11	0	1	0	44	0	0	52	1
500-515	0	0	0	5	0	0	0	35	0	0	47	7
515-530	0	0	0	3	0	0	0	17	0	0	45	4
530-545	0	0	0	1	0	0	1	14	0	0	60	3
545-600	0	0	0	0	0	2	1	28	0	0	91	3

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	9	0	5	0	5	0	0	4	12
215-230	0	0	0	6	0	7	1	12	0	0	12	6
230-245	0	0	0	6	0	4	2	13	0	0	7	12
245-300	0	0	0	5	0	4	1	15	0	0	10	6
300-315	0	0	0	11	0	4	0	14	0	0	15	4
315-330	0	0	0	5	0	6	0	10	0	0	5	8
330-345	0	0	0	2	0	2	1	5	0	0	9	7
345-400	0	0	0	3	0	8	1	4	0	0	7	3
400-415	0	0	0	6	0	5	1	6	0	0	6	6
415-430	0	0	0	6	0	4	0	12	0	0	5	7
430-445	0	0	0	2	0	4	0	6	0	0	3	6
445-500	0	0	0	3	0	1	2	13	0	0	3	4
500-515	0	0	0	2	0	5	0	8	0	0	8	1
515-530	0	0	0	1	0	3	0	10	0	0	4	2
530-545	0	0	0	1	0	1	0	4	0	0	8	1
545-600	0	0	0	3	0	5	0	9	0	0	9	3

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY SB OFF-RAMP
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	2	3	0	1	5	11	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0
215-230	8	4	5	3	5	25	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
230-245	3	1	7	9	2	22	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
245-300	7	5	5	11	6	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	4	2	7	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	1	6	3	10	5	25	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
330-345	8	4	3	7	2	24	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
345-400	8	3	0	6	6	23	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
400-415	2	2	3	0	5	12	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
415-430	16	1	1	0	3	21	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
430-445	18	0	0	0	5	23	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
445-500	29	4	0	5	4	42	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0
500-515	33	3	0	1	2	39	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
515-530	40	6	0	1	2	49	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
530-545	30	5	1	1	3	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	15	4	0	4	3	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	20	13	17	24	18	92	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0
215-315	18	14	19	30	18	99	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
230-330	11	16	17	37	18	99	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0	0
245-345	16	19	13	35	18	101	0	0	0	0	0	0	0	0	1	1	2	4	0	0	0	0	0	0
300-400	17	17	8	30	18	90	0	0	0	0	0	0	0	1	1	1	2	5	0	0	0	0	0	0
315-415	19	15	9	23	18	84	0	0	0	0	0	0	2	1	1	1	2	7	0	0	0	0	0	0
330-430	34	10	7	13	16	80	1	0	0	0	0	1	3	1	0	0	2	6	0	0	0	0	0	0
345-445	44	6	4	6	19	79	1	0	0	0	1	2	3	1	0	0	0	4	0	0	0	0	0	0
400-500	65	7	4	5	17	98	1	0	0	1	1	3	4	0	0	0	0	4	0	0	0	0	0	0
415-515	96	8	1	6	14	125	1	0	0	1	1	3	3	0	0	0	0	3	0	0	0	0	0	0
430-530	120	13	0	7	13	153	0	0	0	1	1	2	3	0	0	0	0	3	0	0	0	0	0	0
445-545	132	18	1	8	11	170	0	0	0	1	0	1	3	0	0	0	0	3	0	0	0	0	0	0
500-600	118	18	1	7	10	154	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
215-230	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0
245-300	2	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
300-315	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	4	0	0	0	0	0	0
315-330	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
330-345	4	0	0	0	1	5	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0
345-400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
400-415	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
415-430	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
430-445	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
445-500	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	1	3	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	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	7	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	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
HOUR TOTALS																								
200-300	5	0	0	0	1	6	0	0	0	0	1	1	0	4	0	0	2	6	0	0	0	0	0	0
215-315	5	0	0	0	1	6	0	0	0	0	1	1	0	3	0	1	3	7	0	0	0	0	0	0
230-330	5	0	0	0	1	6	0	0	0	0	1	1	0	4	0	1	3	8	0	0	0	0	0	0
245-345	9	0	0	0	2	11	0	0	0	0	0	0	1	4	0	1	3	9	0	0	0	0	0	0
300-400	9	0	0	0	1	10	0	0	0	0	0	0	1	3	0	2	3	9	0	0	0	0	0	0
315-415	11	0	0	0	1	12	0	0	0	0	0	0	1	2	0	2	1	6	0	0	0	0	0	0
330-430	12	0	0	0	1	13	0	0	0	0	0	0	3	0	0	2	1	6	0	0	0	0	0	0
345-445	10	0	0	0	0	10	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0	0
400-500	9	0	0	0	0	9	0	0	0	0	0	0	4	0	1	1	1	7	0	0	0	0	0	0
415-515	6	0	0	0	0	6	0	0	0	0	0	0	4	0	1	0	1	6	0	0	0	0	0	0
430-530	3	0	0	0	0	3	0	0	0	0	0	0	3	0	1	0	7	11	0	0	0	0	0	0
445-545	1	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	7	10	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	8	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	3	12	1	5	7	28	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0	0	0	6	7	0	8	3	24	0	0	0	0	0	0
230-245	1	0	0	0	0	1	1	1	0	0	0	2	5	6	0	21	3	35	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	1	0	1	1	3	11	8	1	20	3	43	0	0	0	0	0	0
300-315	0	0	0	0	0	0	2	0	0	0	0	2	13	4	0	12	3	32	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	2	2	9	8	2	11	3	33	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0	15	5	2	21	8	51	0	0	0	0	0	0
345-400	0	0	0	0	0	0	1	0	0	1	0	2	8	12	1	20	3	44	0	0	0	0	0	0
400-415	0	0	0	0	0	0	1	1	0	1	0	3	9	17	2	20	6	54	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	1	0	0	0	1	20	15	1	21	6	63	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	0	0	37	11	1	25	6	80	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	35	4	0	7	7	53	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	27	1	1	0	4	33	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	1	1	29	0	0	0	1	30	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	0	0	0	0	0	0
545-600	0	0	0	0	0	0	1	0	0	0	1	2	6	3	0	0	0	9	0	0	0	0	0	0
HOUR TOTALS																								
200-300	1	0	0	0	0	1	1	2	0	1	1	5	25	33	2	54	16	130	0	0	0	0	0	0
215-315	1	0	0	0	0	1	3	2	0	1	1	7	35	25	1	61	12	134	0	0	0	0	0	0
230-330	1	0	0	0	0	1	3	2	0	1	3	9	38	26	3	64	12	143	0	0	0	0	0	0
245-345	0	0	0	0	0	0	2	1	0	1	3	7	48	25	5	64	17	159	0	0	0	0	0	0
300-400	0	0	0	0	0	0	3	0	0	1	2	6	45	29	5	64	17	160	0	0	0	0	0	0
315-415	0	0	0	0	0	0	2	1	0	2	2	7	41	42	7	72	20	182	0	0	0	0	0	0
330-430	0	0	0	0	0	0	2	2	0	2	0	6	52	49	6	82	23	212	0	0	0	0	0	0
345-445	0	0	0	0	0	0	2	2	0	2	0	6	74	55	5	86	21	241	0	0	0	0	0	0
400-500	0	0	0	0	0	0	1	2	0	1	0	4	101	47	4	73	25	250	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	1	0	0	0	1	119	31	3	53	23	229	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	1	1	128	16	2	32	18	196	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	1	1	97	5	1	7	13	123	0	0	0	0	0	0
500-600	0	0	0	0	0	0	1	0	0	0	2	3	68	4	1	0	6	79	0	0	0	0	0	0

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	2	1	2	0	3	0	0	1	0
215-230	0	0	0	1	0	8	0	6	0	0	2	0
230-245	1	0	0	1	0	3	0	5	1	0	0	0
245-300	0	0	0	0	0	7	0	11	0	0	2	0
300-315	0	0	0	0	0	0	0	13	2	0	1	0
315-330	0	0	0	0	0	1	0	9	0	0	2	0
330-345	0	0	1	0	0	8	0	15	0	0	4	0
345-400	0	0	0	0	0	8	0	8	1	0	2	0
400-415	0	0	0	2	0	2	0	9	1	0	3	0
415-430	0	0	2	1	1	16	0	20	0	0	3	0
430-445	0	0	1	0	0	18	0	37	0	0	2	0
445-500	0	0	1	1	0	29	0	35	0	0	1	0
500-515	0	0	0	1	0	33	0	27	0	0	0	0
515-530	0	0	1	1	0	40	0	29	0	0	0	0
530-545	0	0	0	0	0	30	0	6	0	0	0	0
545-600	0	0	1	0	0	15	0	6	1	0	0	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	2	0	0	3	0	12	0	0	0	0
215-230	0	0	1	0	0	4	0	7	0	0	0	0
230-245	0	0	0	0	0	1	0	6	1	0	0	0
245-300	0	0	1	0	0	5	0	8	1	0	0	0
300-315	0	0	1	0	0	4	0	4	0	0	0	0
315-330	0	0	2	0	0	6	0	8	0	0	0	0
330-345	0	0	0	0	0	4	0	5	0	0	0	0
345-400	0	0	0	1	0	3	0	12	0	0	0	0
400-415	0	0	0	0	0	2	0	17	1	0	0	0
415-430	0	0	0	0	0	1	0	15	1	0	0	0
430-445	0	0	0	0	0	0	0	11	0	0	0	0
445-500	0	0	0	0	0	4	0	4	0	0	0	0
500-515	0	0	0	0	0	3	0	1	0	0	0	0
515-530	0	0	0	0	0	6	0	0	0	0	0	0
530-545	0	0	0	0	0	5	0	0	0	0	0	0
545-600	0	0	0	0	0	4	0	3	0	0	0	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	1	0	0	0	0
215-230	0	0	0	0	0	5	0	0	0	0	0	0
230-245	0	0	0	0	0	7	0	0	0	0	0	0
245-300	0	0	0	0	0	5	0	1	0	0	0	0
300-315	0	0	0	0	0	2	0	0	0	0	0	0
315-330	0	0	0	1	0	3	0	2	0	0	0	0
330-345	0	0	0	0	0	3	0	2	0	0	0	0
345-400	0	0	0	0	0	0	0	1	0	0	0	0
400-415	0	0	0	0	0	3	0	2	0	0	0	0
415-430	0	0	0	0	0	1	0	1	0	0	0	0
430-445	0	0	0	0	0	0	0	1	0	0	0	0
445-500	0	0	1	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	1	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	1	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	1	0	5	0	0	0	0
215-230	0	0	0	0	0	3	0	8	0	0	0	0
230-245	0	0	0	0	0	9	0	21	0	0	0	0
245-300	0	0	0	0	0	11	0	20	1	0	0	0
300-315	0	0	1	0	0	7	0	12	0	0	0	0
315-330	0	0	0	1	0	10	0	11	0	0	0	0
330-345	0	0	0	0	0	7	0	21	0	0	0	0
345-400	0	0	1	0	0	6	0	20	1	0	0	0
400-415	0	0	1	0	0	0	0	20	1	0	0	0
415-430	0	0	0	0	0	0	0	21	0	0	0	0
430-445	0	0	0	0	0	0	0	25	0	0	0	0
445-500	0	0	0	0	1	5	0	7	0	0	0	0
500-515	0	0	0	0	0	1	0	0	0	0	0	0
515-530	0	0	0	0	0	1	0	0	0	0	0	0
530-545	0	0	0	0	0	1	0	0	0	0	0	0
545-600	0	0	0	0	0	4	0	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	1	0	0	5	0	7	0	0	0	0
215-230	0	0	0	0	0	5	0	3	0	0	0	0
230-245	0	0	1	0	0	2	0	3	0	1	0	0
245-300	0	0	0	0	0	6	0	3	1	0	1	0
300-315	0	0	2	0	0	5	0	3	0	0	0	0
315-330	0	0	0	0	0	5	0	3	2	0	0	0
330-345	0	0	1	2	0	2	0	8	0	0	1	0
345-400	0	0	0	0	0	6	0	3	0	0	0	0
400-415	0	0	0	0	0	5	0	6	0	0	0	0
415-430	0	0	0	0	0	3	0	6	0	0	0	0
430-445	0	0	0	0	1	5	0	6	0	0	0	0
445-500	0	0	1	0	0	4	0	7	0	0	0	0
500-515	0	0	0	0	0	2	0	4	0	0	0	0
515-530	0	0	6	0	0	2	0	1	1	0	0	0
530-545	0	0	0	0	0	3	0	1	0	0	0	0
545-600	0	0	0	0	0	3	0	0	1	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S TERMINAL ISLAND FREEWAY NB ON-RAMP
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
300-315	0	0	0	0	0	0	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	1	0	0	0	0	1
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
445-500	0	0	0	0	0	0	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	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	1	0	0	0	0	1
530-545	0	0	0	0	0	0	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	0	0	0	0	0	0
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	8
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	1	0	0	0	0	1	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	0	0	0	0	0	0
230-245	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	3	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	1	0	0	0	0	1	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	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	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	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	0	0	0	0	0	0
HOUR TOTALS																								
200-300	4	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	4	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	6	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	8	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	9	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	9	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	11	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	1	0	0	0	0	1	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	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	11	0	7	10	32
215-230	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	6	7	0	9	2	24
230-245	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	4	6	0	20	2	32
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9	1	17	4	41
300-315	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	11	4	0	17	5	37
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10	3	10	5	39
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	12	3	4	18	8	45
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14	1	24	2	50
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	18	0	20	5	56
415-430	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	19	15	1	19	6	60
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	10	3	25	7	86
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	3	1	5	8	51
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	1	3	34
515-530	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	30	0	0	1	4	35
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	1	11
545-600	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8	0	1	0	1	10
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	6	24	33	1	53	18	129
215-315	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	31	26	1	63	13	134
230-330	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4	36	29	4	64	16	149
245-345	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	44	26	8	62	22	162
300-400	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	43	31	8	69	20	171
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	45	45	8	72	20	190
330-430	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	53	50	6	81	21	211
345-445	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	82	57	5	88	20	252
400-500	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	107	46	5	69	26	253
415-515	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	123	29	5	50	24	231
430-530	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	134	14	4	32	22	206
445-545	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	102	4	1	8	16	131
500-600	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	76	1	1	3	9	90

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	4	1	0	0	1	4
215-230	0	0	0	0	0	0	6	3	0	0	0	1
230-245	0	0	0	0	0	0	4	1	0	0	1	1
245-300	0	0	0	0	0	0	10	0	0	0	2	2
300-315	0	0	0	0	0	0	11	2	0	0	1	0
315-330	0	0	0	0	0	0	11	0	0	0	2	1
330-345	0	0	0	0	0	0	12	0	0	0	3	1
345-400	0	0	0	0	0	0	9	0	0	0	3	1
400-415	0	0	0	0	0	0	13	0	0	0	1	2
415-430	0	0	0	0	0	0	19	1	0	0	4	3
430-445	0	0	0	0	0	0	41	0	0	0	3	2
445-500	0	0	0	0	0	0	34	0	0	0	1	1
500-515	0	0	0	0	0	0	29	0	0	0	0	0
515-530	0	0	0	0	0	0	30	1	0	0	0	1
530-545	0	0	0	0	0	0	9	0	0	0	0	0
545-600	0	0	0	0	0	0	8	1	0	0	0	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	11	0	0	0	0	0
215-230	0	0	0	0	0	0	7	0	0	0	0	0
230-245	0	0	0	0	0	0	6	0	0	0	0	0
245-300	0	0	0	0	0	0	9	0	0	0	0	0
300-315	0	0	0	0	0	0	4	0	0	0	0	0
315-330	0	0	0	0	0	0	10	0	0	0	0	0
330-345	0	0	0	0	0	0	3	0	0	0	0	0
345-400	0	0	0	0	0	0	14	0	0	0	0	0
400-415	0	0	0	0	0	0	18	0	0	0	0	0
415-430	0	0	0	0	0	0	15	0	0	0	0	0
430-445	0	0	0	0	0	0	10	0	0	0	0	0
445-500	0	0	0	0	0	0	3	0	0	0	0	0
500-515	0	0	0	0	0	0	1	0	0	0	0	0
515-530	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
545-600	0	0	0	0	0	0	0	0	0	0	0	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	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
230-245	0	0	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	1	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	3	0	0	0	0	0
330-345	0	0	0	0	0	0	4	0	0	0	0	0
345-400	0	0	0	0	0	0	1	0	0	0	0	0
400-415	0	0	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	1	0	0	0	0	0
430-445	0	0	0	0	0	0	3	0	0	0	0	0
445-500	0	0	0	0	0	0	1	0	0	0	0	0
500-515	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
530-545	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	1	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	7	0	0	0	0	0
215-230	0	0	0	0	0	0	9	0	0	0	0	0
230-245	0	0	0	0	0	0	20	0	0	0	0	0
245-300	0	0	0	0	0	0	17	0	0	0	0	0
300-315	0	0	0	0	0	0	17	0	0	0	0	0
315-330	0	0	0	0	0	0	10	0	0	0	0	0
330-345	0	0	0	0	0	0	18	0	0	0	0	0
345-400	0	0	0	0	0	0	24	0	0	0	0	0
400-415	0	0	0	0	0	0	20	0	0	0	0	0
415-430	0	0	0	0	0	0	19	0	0	0	0	0
430-445	0	0	0	0	0	0	25	0	0	0	0	0
445-500	0	0	0	0	0	0	5	0	0	0	0	0
500-515	0	0	0	0	0	0	1	0	0	0	0	0
515-530	0	0	0	0	0	0	1	0	0	0	0	0
530-545	0	0	0	0	0	0	1	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	10	0	0	0	0	0
215-230	0	0	0	0	0	0	2	0	0	0	0	0
230-245	0	0	0	0	0	0	2	1	0	0	1	1
245-300	0	0	0	0	0	0	4	0	0	0	1	0
300-315	0	0	0	0	0	0	5	0	0	0	0	0
315-330	0	0	0	0	0	0	5	0	0	0	0	0
330-345	0	0	0	0	0	0	8	3	0	0	1	0
345-400	0	0	0	0	0	0	2	0	0	0	0	0
400-415	0	0	0	0	0	0	5	0	0	0	0	0
415-430	0	0	0	0	0	0	6	0	0	0	0	1
430-445	0	0	0	0	0	0	7	0	0	0	0	0
445-500	0	0	0	0	0	0	8	0	0	0	0	0
500-515	0	0	0	0	0	0	3	0	0	0	0	0
515-530	0	0	0	0	0	0	4	0	0	0	0	0
530-545	0	0	0	0	0	0	1	0	0	0	0	0
545-600	0	0	0	0	0	0	1	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PIER S AVENUE
E/W NEW DOCK STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	1	0	0	0	2	3	1	0	0	0	0	1	0	1	0	0	2	3
215-230	0	1	0	0	0	1	1	0	0	0	1	2	1	0	0	0	0	1	0	1	0	0	0	1
230-245	0	0	0	0	0	0	2	0	0	0	1	3	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	0	0	0	0	0	0
300-315	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	1	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	1	1
345-400	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0
400-415	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	4	4	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	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	2
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	3	0	0	1	4
HOUR TOTALS																								
200-300	0	1	0	0	0	1	4	0	0	0	4	8	2	0	0	0	0	2	0	2	0	0	2	4
215-315	0	1	0	0	0	1	4	0	0	0	3	7	1	0	0	0	0	1	0	1	0	0	0	1
230-330	0	0	0	0	0	0	3	0	0	0	4	7	1	0	0	0	0	1	0	0	0	0	0	0
245-345	0	0	0	0	0	0	1	0	0	0	3	4	4	0	0	0	0	4	0	0	0	0	1	1
300-400	0	0	0	0	0	0	2	0	0	0	6	8	4	0	0	0	0	4	0	0	0	0	1	1
315-415	0	0	0	0	0	0	2	0	0	0	6	8	4	0	0	0	0	4	0	0	0	0	1	1
330-430	0	0	0	0	0	0	2	0	0	0	4	6	3	0	0	0	0	3	0	0	0	0	1	1
345-445	0	0	0	0	0	0	3	0	0	0	6	9	0	0	0	0	4	4	0	0	0	0	0	0
400-500	0	0	0	0	0	0	2	0	0	0	3	5	1	0	0	0	4	5	0	0	0	0	0	0
415-515	0	0	0	0	0	0	1	0	0	0	2	3	2	0	0	0	4	6	1	0	0	0	1	2
430-530	0	0	0	0	0	0	1	0	0	0	2	3	2	0	0	0	4	6	2	0	0	0	1	3
445-545	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	2	0	0	0	1	3
500-600	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4	2	3	0	0	2	7

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	3	2	2	2	1	10	3	0	1	0	0	4	1	0	0	0	5	6	1	0	0	0	0	1
215-230	5	1	4	3	2	15	4	0	2	1	4	11	0	1	0	1	0	2	0	0	0	0	0	0
230-245	0	1	4	9	2	16	5	1	0	0	1	7	0	1	0	0	1	2	2	0	0	0	1	3
245-300	2	4	6	9	3	24	4	0	1	0	3	8	2	3	0	1	2	8	1	0	0	0	0	1
300-315	0	6	2	9	2	19	3	0	1	0	1	5	4	0	0	0	1	5	1	0	0	0	0	1
315-330	2	4	2	9	2	19	3	0	1	1	4	9	0	0	0	0	0	0	0	0	0	0	0	0
330-345	4	4	0	6	2	16	7	0	0	0	1	8	0	0	0	2	2	4	0	0	0	0	0	0
345-400	1	3	2	7	3	16	5	0	0	0	4	9	3	0	0	5	1	9	0	0	0	0	0	0
400-415	2	2	2	1	3	10	4	1	0	0	0	5	5	1	0	2	3	11	0	1	0	0	0	1
415-430	10	0	2	0	3	15	8	0	0	0	0	8	5	0	0	0	0	5	0	1	0	0	0	1
430-445	18	1	0	0	7	26	4	0	0	0	0	4	8	1	0	1	0	10	0	1	0	0	0	1
445-500	20	3	0	4	1	28	5	0	0	1	4	10	1	0	0	0	4	5	0	0	0	0	0	0
500-515	20	2	0	1	2	25	9	1	0	1	1	12	1	0	0	0	3	4	1	1	0	0	0	2
515-530	33	4	0	2	1	40	8	0	0	0	0	8	3	0	0	0	0	3	2	0	0	0	0	2
530-545	15	6	2	2	1	26	12	1	0	0	1	14	0	0	0	0	0	0	2	0	0	0	0	2
545-600	9	3	0	1	0	13	8	0	0	1	2	11	0	0	0	0	0	0	1	0	0	1	0	2
HOUR TOTALS																								
200-300	10	8	16	23	8	65	16	1	4	1	8	30	3	5	0	2	8	18	4	0	0	0	1	5
215-315	7	12	16	30	9	74	16	1	4	1	9	31	6	5	0	2	4	17	4	0	0	0	1	5
230-330	4	15	14	36	9	78	15	1	3	1	9	29	6	4	0	1	4	15	4	0	0	0	1	5
245-345	8	18	10	33	9	78	17	0	3	1	9	30	6	3	0	3	5	17	2	0	0	0	0	2
300-400	7	17	6	31	9	70	18	0	2	1	10	31	7	0	0	7	4	18	1	0	0	0	0	1
315-415	9	13	6	23	10	61	19	1	1	1	9	31	8	1	0	9	6	24	0	1	0	0	0	1
330-430	17	9	6	14	11	57	24	1	0	0	5	30	13	1	0	9	6	29	0	2	0	0	0	2
345-445	31	6	6	8	16	67	21	1	0	0	4	26	21	2	0	8	4	35	0	3	0	0	0	3
400-500	50	6	4	5	14	79	21	1	0	1	4	27	19	2	0	3	7	31	0	3	0	0	0	3
415-515	68	6	2	5	13	94	26	1	0	2	5	34	15	1	0	1	7	24	1	3	0	0	0	4
430-530	91	10	0	7	11	119	26	1	0	2	5	34	13	1	0	1	7	22	3	2	0	0	0	5
445-545	88	15	2	9	5	119	34	2	0	2	6	44	5	0	0	0	7	12	5	1	0	0	0	6
500-600	77	15	2	6	4	104	37	2	0	2	4	45	4	0	0	0	3	7	6	1	0	1	0	8

	9						10						11						12					
	NBLT						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
200-215	4	15	17	9	4	49	7	7	0	14	6	34	3	2	1	1	1	8	0	0	0	0	0	0
215-230	6	7	7	10	3	33	9	16	0	19	7	51	7	8	2	10	1	28	0	0	0	0	0	0
230-245	3	11	8	15	5	42	8	5	0	25	15	53	3	4	0	18	1	26	0	0	0	0	0	0
245-300	8	7	15	8	2	40	25	7	0	28	6	66	8	5	1	18	2	34	0	0	0	0	0	0
300-315	3	9	9	13	5	39	12	8	0	17	12	49	12	4	0	13	3	32	0	0	0	0	0	0
315-330	2	4	4	11	8	29	13	10	0	22	4	49	11	8	2	9	4	34	0	0	0	0	0	0
330-345	6	7	8	21	4	46	9	7	0	22	5	43	7	4	2	18	7	38	0	0	0	0	0	0
345-400	10	5	5	10	5	35	4	9	1	15	7	36	6	12	4	17	1	40	0	0	0	0	0	0
400-415	11	5	6	6	4	32	7	16	3	19	8	53	5	20	1	18	3	47	0	0	0	0	0	0
415-430	14	3	8	6	5	36	11	13	0	21	9	54	13	12	0	18	3	46	0	0	0	0	0	0
430-445	15	3	3	3	6	30	23	16	0	19	6	64	27	9	1	23	6	66	0	0	0	0	0	0
445-500	26	1	2	1	5	35	14	1	0	11	1	27	31	5	0	6	2	44	1	0	0	0	0	1
500-515	28	4	1	5	3	41	82	1	0	3	4	90	26	3	0	1	2	32	0	0	0	0	0	0
515-530	23	5	3	3	4	38	28	0	0	1	5	34	23	0	0	0	0	23	0	0	0	0	0	0
530-545	15	1	4	6	7	33	21	0	0	0	1	22	12	0	0	0	1	13	0	0	0	0	0	0
545-600	3	9	0	3	4	19	2	0	0	0	7	9	5	0	0	0	0	5	1	0	0	1	0	2
HOUR TOTALS																								
200-300	21	40	47	42	14	164	49	35	0	86	34	204	21	19	4	47	5	96	0	0	0	0	0	0
215-315	20	34	39	46	15	154	54	36	0	89	40	219	30	21	3	59	7	120	0	0	0	0	0	0
230-330	16	31	36	47	20	150	58	30	0	92	37	217	34	21	3	58	10	126	0	0	0	0	0	0
245-345	19	27	36	53	19	154	59	32	0	89	27	207	38	21	5	58	16	138	0	0	0	0	0	0
300-400	21	25	26	55	22	149	38	34	1	76	28	177	36	28	8	57	15	144	0	0	0	0	0	0
315-415	29	21	23	48	21	142	33	42	4	78	24	181	29	44	9	62	15	159	0	0	0	0	0	0
330-430	41	20	27	43	18	149	31	45	4	77	29	186	31	48	7	71	14	171	0	0	0	0	0	0
345-445	50	16	22	25	20	133	45	54	4	74	30	207	51	53	6	76	13	199	0	0	0	0	0	0
400-500	66	12	19	16	20	133	55	46	3	70	24	198	76	46	2	65	14	203	1	0	0	0	0	1
415-515	83	11	14	15	19	142	130	31	0	54	20	235	97	29	1	48	13	188	1	0	0	0	0	1
430-530	92	13	9	12	18	144	147	18	0	34	16	215	107	17	1	30	10	165	1	0	0	0	0	1
445-545	92	11	10	15	19	147	145	2	0	15	11	173	92	8	0	7	5	112	1	0	0	0	0	1
500-600	69	19	8	17	18	131	133	1	0	4	17	155	66	3	0	1	3	73	1	0	0	1	0	2

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	4	1	1	1	1	0	0	3	7	3	3	0
215-230	6	0	0	1	1	0	0	7	9	4	5	0
230-245	3	2	0	0	2	0	0	3	8	5	0	0
245-300	8	1	2	0	0	0	0	8	25	4	2	0
300-315	3	1	4	0	1	0	0	12	12	3	0	0
315-330	2	0	0	1	0	0	0	11	13	3	2	0
330-345	6	0	0	3	0	0	0	7	9	7	4	0
345-400	10	0	3	0	1	0	0	6	4	5	1	0
400-415	11	0	5	0	1	0	0	5	7	4	2	0
415-430	14	0	5	0	0	0	0	13	11	8	10	0
430-445	15	0	8	0	1	0	0	27	23	4	18	0
445-500	26	0	1	1	0	0	1	31	14	5	20	0
500-515	28	1	1	1	0	0	0	26	82	9	20	1
515-530	23	2	3	0	0	0	0	23	28	8	33	1
530-545	15	2	0	0	0	0	0	12	21	12	15	0
545-600	3	1	0	1	0	0	1	5	2	8	9	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	15	0	0	0	0	0	0	2	7	0	2	1
215-230	7	0	1	0	0	1	0	8	16	0	1	1
230-245	11	0	1	0	0	0	0	4	5	1	1	0
245-300	7	0	3	0	0	0	0	5	7	0	4	0
300-315	9	0	0	0	0	0	0	4	8	0	6	0
315-330	4	0	0	0	0	0	0	8	10	0	4	0
330-345	7	0	0	0	0	0	0	4	7	0	4	0
345-400	5	0	0	0	0	0	0	12	9	0	3	0
400-415	5	1	1	0	0	0	0	20	16	1	2	0
415-430	3	1	0	0	0	0	0	12	13	0	0	0
430-445	3	1	1	0	0	0	0	9	16	0	1	0
445-500	1	0	0	0	0	0	0	5	1	0	3	0
500-515	4	1	0	0	0	0	0	3	1	1	2	0
515-530	5	0	0	0	0	0	0	0	0	0	4	0
530-545	1	0	0	0	0	0	0	0	0	1	6	0
545-600	9	0	0	0	1	0	0	0	0	0	3	3

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	17	0	0	0	0	0	0	1	0	1	2	0
215-230	7	0	0	0	0	0	0	2	0	2	4	0
230-245	8	0	0	0	0	0	0	0	0	0	4	0
245-300	15	0	0	0	0	0	0	1	0	1	6	0
300-315	9	0	0	0	0	0	0	0	0	1	2	0
315-330	4	0	0	0	0	0	0	2	0	1	2	0
330-345	8	0	0	0	0	0	0	2	0	0	0	0
345-400	5	0	0	0	0	0	0	4	1	0	2	0
400-415	6	0	0	0	0	0	0	1	3	0	2	0
415-430	8	0	0	0	0	0	0	0	0	0	2	0
430-445	3	0	0	0	0	0	0	1	0	0	0	0
445-500	2	0	0	0	0	0	0	0	0	0	0	0
500-515	1	0	0	0	0	0	0	0	0	0	0	0
515-530	3	0	0	0	0	0	0	0	0	0	0	0
530-545	4	0	0	0	0	0	0	0	0	0	2	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	9	0	0	0	0	0	0	1	14	0	2	0
215-230	10	0	1	0	0	0	0	10	19	1	3	0
230-245	15	0	0	0	0	0	0	18	25	0	9	0
245-300	8	0	1	0	0	0	0	18	28	0	9	0
300-315	13	0	0	0	0	0	0	13	17	0	9	0
315-330	11	0	0	0	0	0	0	9	22	1	9	0
330-345	21	0	2	0	0	0	0	18	22	0	6	0
345-400	10	0	5	0	0	0	0	17	15	0	7	0
400-415	6	0	2	0	0	0	0	18	19	0	1	0
415-430	6	0	0	0	0	0	0	18	21	0	0	0
430-445	3	0	1	0	0	0	0	23	19	0	0	0
445-500	1	0	0	0	0	0	0	6	11	1	4	0
500-515	5	0	0	0	0	0	0	1	3	1	1	0
515-530	3	0	0	0	0	0	0	0	1	0	2	0
530-545	6	0	0	0	0	0	0	0	0	0	2	0
545-600	3	1	0	0	0	0	1	0	0	1	1	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	4	0	5	0	2	0	0	1	6	0	1	2
215-230	3	0	0	0	1	0	0	1	7	4	2	0
230-245	5	1	1	0	1	0	0	1	15	1	2	0
245-300	2	0	2	0	0	0	0	2	6	3	3	0
300-315	5	0	1	0	1	0	0	3	12	1	2	0
315-330	8	0	0	0	2	0	0	4	4	4	2	0
330-345	4	0	2	0	0	0	0	7	5	1	2	1
345-400	5	0	1	0	3	0	0	1	7	4	3	0
400-415	4	0	3	0	1	0	0	3	8	0	3	0
415-430	5	0	0	0	0	0	0	3	9	0	3	0
430-445	6	0	0	4	2	0	0	6	6	0	7	0
445-500	5	0	4	0	0	0	0	2	1	4	1	0
500-515	3	0	3	0	0	0	0	2	4	1	2	1
515-530	4	0	0	0	0	0	0	0	5	0	1	0
530-545	7	0	0	2	0	0	0	1	1	1	1	0
545-600	4	0	0	0	0	0	0	0	7	2	0	1

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S NAVY WAY
E/W SEASIDE AVENUE

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0
400-415	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0
HOUR TOTALS																								
200-300	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	156	22	4	45	10	237	7	0	0	0	0	7	38	35	7	82	5	167	0	0	0	0	0	0
215-230	192	31	4	39	14	280	9	0	0	0	1	10	18	39	10	49	0	116	0	0	0	0	0	0
230-245	193	25	7	51	16	292	12	2	1	0	2	17	47	24	4	43	3	121	0	0	0	0	0	0
245-300	217	22	4	31	14	288	11	1	0	1	1	14	47	26	4	47	2	126	0	0	0	0	0	0
300-315	235	23	5	28	13	304	5	0	0	1	0	6	47	14	5	37	3	106	0	0	0	0	0	0
315-330	240	24	5	33	9	311	7	1	0	0	1	9	34	15	3	39	3	94	0	0	0	0	0	0
330-345	238	17	8	42	8	313	2	0	0	0	1	3	36	20	7	53	4	120	0	0	0	0	0	0
345-400	269	14	7	33	11	334	8	0	0	0	0	8	64	23	8	51	1	147	0	0	0	0	0	0
400-415	326	15	8	23	10	382	5	1	0	1	1	8	52	30	7	54	2	145	0	0	0	0	0	0
415-430	315	17	2	18	8	360	13	0	0	1	0	14	58	22	6	55	2	143	0	0	0	0	0	0
430-445	359	15	3	21	8	406	14	0	0	0	1	15	91	39	9	34	1	174	0	0	0	0	0	0
445-500	441	12	1	20	8	482	15	0	0	0	0	15	113	25	4	26	2	170	0	0	0	0	0	0
500-515	460	13	2	14	10	499	4	2	0	0	0	6	79	8	12	19	1	119	0	0	0	0	0	0
515-530	450	15	5	12	6	488	6	0	0	1	1	8	54	8	0	14	1	77	0	0	0	0	0	0
530-545	391	7	4	20	6	428	8	0	0	1	0	9	56	22	7	17	1	103	0	0	0	0	0	0
545-600	352	10	2	20	13	397	3	1	0	1	0	5	53	22	5	13	1	94	0	0	0	0	0	0
HOUR TOTALS																								
200-300	758	100	19	166	54	1097	39	3	1	1	4	48	150	124	25	221	10	530	0	0	0	0	0	0
215-315	837	101	20	149	57	1164	37	3	1	2	4	47	159	103	23	176	8	469	0	0	0	0	0	0
230-330	885	94	21	143	52	1195	35	4	1	2	4	46	175	79	16	166	11	447	0	0	0	0	0	0
245-345	930	86	22	134	44	1216	25	2	0	2	3	32	164	75	19	176	12	446	0	0	0	0	0	0
300-400	982	78	25	136	41	1262	22	1	0	1	2	26	181	72	23	180	11	467	0	0	0	0	0	0
315-415	1073	70	28	131	38	1340	22	2	0	1	3	28	186	88	25	197	10	506	0	0	0	0	0	0
330-430	1148	63	25	116	37	1389	28	1	0	2	2	33	210	95	28	213	9	555	0	0	0	0	0	0
345-445	1269	61	20	95	37	1482	40	1	0	2	2	45	265	114	30	194	6	609	0	0	0	0	0	0
400-500	1441	59	14	82	34	1630	47	1	0	2	2	52	314	116	26	169	7	632	0	0	0	0	0	0
415-515	1575	57	8	73	34	1747	46	2	0	1	1	50	341	94	31	134	6	606	0	0	0	0	0	0
430-530	1710	55	11	67	32	1875	39	2	0	1	2	44	337	80	25	93	5	540	0	0	0	0	0	0
445-545	1742	47	12	66	30	1897	33	2	0	2	1	38	302	63	23	76	5	469	0	0	0	0	0	0
500-600	1653	45	13	66	35	1812	21	3	0	3	1	28	242	60	24	63	4	393	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	18	14	1	5	1	39	14	4	1	8	2	29	220	31	3	39	12	305	0	0	0	0	0	0
215-230	8	2	0	6	0	16	5	4	1	6	1	17	208	26	3	32	12	281	0	0	0	0	0	0
230-245	10	7	2	6	1	26	8	3	1	6	0	18	223	21	3	57	20	324	0	0	0	0	0	0
245-300	15	4	1	4	0	24	2	2	0	10	0	14	269	15	1	27	10	322	0	0	0	0	0	0
300-315	16	3	1	1	1	22	7	4	1	10	0	22	300	30	1	38	11	380	0	0	0	0	0	0
315-330	13	3	1	2	3	22	2	5	0	7	0	14	286	17	1	42	10	356	0	0	0	0	0	0
330-345	13	3	2	6	0	24	9	1	2	8	0	20	279	21	2	30	6	338	0	0	0	0	0	0
345-400	4	5	1	7	1	18	16	1	0	4	1	22	386	18	4	37	5	450	0	0	0	0	0	0
400-415	61	11	1	5	1	79	15	2	0	7	0	24	378	17	3	27	6	431	0	0	0	0	0	0
415-430	19	7	0	9	1	36	36	2	0	4	1	43	363	25	2	37	9	436	0	0	0	0	0	0
430-445	43	5	0	6	0	54	64	2	0	3	0	69	372	20	2	37	5	436	0	0	0	0	0	0
445-500	70	5	0	2	0	77	37	0	0	4	0	41	466	15	0	19	16	516	0	0	0	0	0	0
500-515	35	2	0	2	1	40	26	0	1	6	0	33	437	20	1	8	5	471	0	0	0	0	0	0
515-530	12	4	0	0	0	16	21	0	2	3	0	26	474	5	0	4	8	491	0	0	0	0	0	0
530-545	5	1	1	1	0	8	22	3	1	2	0	28	523	5	1	4	5	538	0	0	0	0	0	0
545-600	7	1	0	3	0	11	13	1	1	10	0	25	439	10	1	16	8	474	0	0	0	0	0	0
HOUR TOTALS																								
200-300	51	27	4	21	2	105	29	13	3	30	3	78	920	93	10	155	54	1232	0	0	0	0	0	0
215-315	49	16	4	17	2	88	22	13	3	32	1	71	1000	92	8	154	53	1307	0	0	0	0	0	0
230-330	54	17	5	13	5	94	19	14	2	33	0	68	1078	83	6	164	51	1382	0	0	0	0	0	0
245-345	57	13	5	13	4	92	20	12	3	35	0	70	1134	83	5	137	37	1396	0	0	0	0	0	0
300-400	46	14	5	16	5	86	34	11	3	29	1	78	1251	86	8	147	32	1524	0	0	0	0	0	0
315-415	91	22	5	20	5	143	42	9	2	26	1	80	1329	73	10	136	27	1575	0	0	0	0	0	0
330-430	97	26	4	27	3	157	76	6	2	23	2	109	1406	81	11	131	26	1655	0	0	0	0	0	0
345-445	127	28	2	27	3	187	131	7	0	18	2	158	1499	80	11	138	25	1753	0	0	0	0	0	0
400-500	193	28	1	22	2	246	152	6	0	18	1	177	1579	77	7	120	36	1819	0	0	0	0	0	0
415-515	167	19	0	19	2	207	163	4	1	17	1	186	1638	80	5	101	35	1859	0	0	0	0	0	0
430-530	160	16	0	10	1	187	148	2	3	16	0	169	1749	60	3	68	34	1914	0	0	0	0	0	0
445-545	122	12	1	5	1	141	106	3	4	15	0	128	1900	45	2	35	34	2016	0	0	0	0	0	0
500-600	59	8	1	6	1	75	82	4	5	21	0	112	1873	40	3	32	26	1974	0	0	0	0	0	0

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	18	0	38	0	0	0	0	220	14	7	156	0
215-230	8	0	18	0	0	0	0	208	5	9	192	0
230-245	10	0	47	0	0	0	0	223	8	12	193	0
245-300	15	0	47	0	0	0	0	269	2	11	217	0
300-315	16	0	47	0	0	0	0	300	7	5	235	0
315-330	13	0	34	0	0	0	0	286	2	7	240	0
330-345	13	0	36	0	0	0	0	279	9	2	238	0
345-400	4	0	64	0	0	0	0	386	16	8	269	0
400-415	61	0	52	0	0	0	0	378	15	5	326	0
415-430	19	0	58	0	0	0	0	363	36	13	315	0
430-445	43	0	91	0	0	0	0	372	64	14	359	0
445-500	70	0	113	0	0	0	0	466	37	15	441	0
500-515	35	0	79	0	0	0	0	437	26	4	460	0
515-530	12	0	54	0	0	0	0	474	21	6	450	0
530-545	5	0	56	0	0	0	0	523	22	8	391	0
545-600	7	0	53	0	0	0	0	439	13	3	352	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	14	0	35	0	0	0	0	31	4	0	22	0
215-230	2	0	39	0	0	0	0	26	4	0	31	0
230-245	7	0	24	0	0	0	0	21	3	2	25	0
245-300	4	0	26	0	0	0	0	15	2	1	22	0
300-315	3	0	14	0	0	0	0	30	4	0	23	0
315-330	3	0	15	0	0	0	0	17	5	1	24	0
330-345	3	0	20	0	0	0	0	21	1	0	17	0
345-400	5	0	23	0	0	0	0	18	1	0	14	0
400-415	11	0	30	0	0	0	0	17	2	1	15	0
415-430	7	0	22	0	0	0	0	25	2	0	17	0
430-445	5	0	39	0	0	0	0	20	2	0	15	0
445-500	5	0	25	0	0	0	0	15	0	0	12	0
500-515	2	0	8	0	0	0	0	20	0	2	13	0
515-530	4	0	8	0	0	0	0	5	0	0	15	0
530-545	1	0	22	0	0	0	0	5	3	0	7	0
545-600	1	0	22	0	0	0	0	10	1	1	10	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	0	7	0	0	0	0	3	1	0	4	0
215-230	0	0	10	0	0	0	0	3	1	0	4	0
230-245	2	0	4	0	0	0	0	3	1	1	7	0
245-300	1	0	4	0	0	0	0	1	0	0	4	0
300-315	1	0	5	0	0	0	0	1	1	0	5	0
315-330	1	0	3	0	0	0	0	1	0	0	5	0
330-345	2	0	7	0	0	0	0	2	2	0	8	0
345-400	1	0	8	0	0	0	0	4	0	0	7	0
400-415	1	0	7	0	0	0	0	3	0	0	8	0
415-430	0	0	6	0	0	0	0	2	0	0	2	0
430-445	0	0	9	0	0	0	0	2	0	0	3	0
445-500	0	0	4	0	0	0	0	0	0	0	1	0
500-515	0	0	12	0	0	0	0	1	1	0	2	0
515-530	0	0	0	0	0	0	0	0	2	0	5	0
530-545	1	0	7	0	0	0	0	1	1	0	4	0
545-600	0	0	5	0	0	0	0	1	1	0	2	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	5	0	82	0	0	0	0	39	8	0	45	0
215-230	6	0	49	0	0	0	0	32	6	0	39	0
230-245	6	0	43	0	0	0	0	57	6	0	51	0
245-300	4	0	47	0	0	0	0	27	10	1	31	0
300-315	1	0	37	0	0	0	0	38	10	1	28	0
315-330	2	0	39	0	0	0	0	42	7	0	33	0
330-345	6	0	53	0	0	0	0	30	8	0	42	0
345-400	7	0	51	0	0	0	0	37	4	0	33	0
400-415	5	0	54	0	0	0	0	27	7	1	23	0
415-430	9	0	55	0	0	0	0	37	4	1	18	0
430-445	6	0	34	0	0	0	0	37	3	0	21	0
445-500	2	0	26	0	0	0	0	19	4	0	20	0
500-515	2	0	19	0	0	0	0	8	6	0	14	0
515-530	0	0	14	0	0	0	0	4	3	1	12	0
530-545	1	0	17	0	0	0	0	4	2	1	20	0
545-600	3	0	13	0	0	0	0	16	10	1	20	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	0	5	0	0	0	0	12	2	0	10	0
215-230	0	0	0	0	0	0	0	12	1	1	14	0
230-245	1	0	3	0	0	0	0	20	0	2	16	0
245-300	0	0	2	0	0	0	0	10	0	1	14	0
300-315	1	0	3	0	0	0	0	11	0	0	13	0
315-330	3	0	3	0	0	0	0	10	0	1	9	0
330-345	0	0	4	0	0	0	0	6	0	1	8	0
345-400	1	0	1	0	0	0	0	5	1	0	11	0
400-415	1	0	2	0	0	0	0	6	0	1	10	0
415-430	1	0	2	0	0	0	0	9	1	0	8	0
430-445	0	0	1	0	0	0	0	5	0	1	8	0
445-500	0	0	2	0	0	0	0	16	0	0	8	0
500-515	1	0	1	0	0	0	0	5	0	0	10	0
515-530	0	0	1	0	0	0	0	8	0	1	6	0
530-545	0	0	1	0	0	0	0	5	0	0	6	0
545-600	0	0	1	0	0	0	0	8	0	0	13	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 17, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S GATE 5
E/W PIER T AVENUE

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6	4	9	0	28
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	5	8	2	30
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	5	4	5	1	27
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	2	4	0	29
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	3	1	2	1	23
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	5	3	20
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8	2	2	3	24
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	2	6	2	22
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	0	6	2	24
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	31	3	15	1	61
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	14	1	4	1	55
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	13	2	4	2	133
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	3	2	50
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	7	2	2	1	28
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	1	15
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	4	3	0	27
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	18	15	26	3	114
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	15	12	19	4	109
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	16	7	16	5	99
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	19	5	13	7	96
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	22	5	15	9	89
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	30	4	19	10	90
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	56	7	29	8	131
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	62	6	31	6	162
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	69	6	29	6	273
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	58	6	26	6	299
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	34	5	13	6	266
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	21	4	9	6	226
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	10	6	8	4	120

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	4	13	2	32	5	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	10	9	4	17	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	16	2	4	11	8	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	12	2	3	9	7	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	18	5	1	5	10	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	12	3	1	11	6	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	14	5	4	11	4	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	11	2	0	6	8	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	16	8	2	6	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	12	19	3	21	7	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	41	8	0	10	1	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	70	10	1	8	3	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	51	2	0	3	3	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	25	2	2	1	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	13	2	1	2	3	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	42	26	13	69	22	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	56	18	12	42	27	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	58	12	9	36	31	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	56	15	9	36	27	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	55	15	6	33	28	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	53	18	7	34	20	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	53	34	9	44	21	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	80	37	5	43	18	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	139	45	6	45	13	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	174	39	4	42	14	273	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	187	22	3	22	9	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	165	14	3	12	8	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	108	6	3	6	8	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	15	13	3	28	2	61	3	0	0	0	1	4
215-230	0	0	0	0	0	0	0	0	0	0	0	0	14	3	5	28	7	57	4	0	0	0	0	4
230-245	0	0	0	0	0	0	0	0	0	0	0	0	20	8	2	31	11	72	2	0	0	0	0	2
245-300	0	0	0	0	0	0	0	0	0	0	0	0	16	4	11	32	8	71	4	0	0	0	0	4
300-315	0	0	0	0	0	0	0	0	0	0	0	0	10	5	6	28	6	55	3	0	0	0	0	3
315-330	0	0	0	0	0	0	0	0	0	0	0	0	8	2	4	33	5	52	5	0	0	0	0	5
330-345	0	0	0	0	0	0	0	0	0	0	0	0	11	6	9	34	5	65	2	0	0	1	0	3
345-400	0	0	0	0	0	0	0	0	0	0	0	0	17	3	2	34	2	58	3	0	1	0	0	4
400-415	0	0	0	0	0	0	0	0	0	0	0	0	11	6	3	25	3	48	4	0	0	0	0	4
415-430	0	0	0	0	0	0	0	0	0	0	0	0	20	8	4	20	4	56	3	0	0	0	0	3
430-445	0	0	0	0	0	0	0	0	0	0	0	0	30	5	3	14	8	60	3	0	0	0	0	3
445-500	0	0	0	0	0	0	0	0	0	0	0	0	46	8	6	15	3	78	4	0	0	0	0	4
500-515	0	0	0	0	0	0	0	0	0	0	0	0	77	10	2	12	0	101	6	0	0	0	0	6
515-530	0	0	0	0	0	0	0	0	0	0	0	0	84	6	1	12	3	106	2	0	0	0	0	2
530-545	0	0	0	0	0	0	0	0	0	0	0	0	92	8	2	14	0	116	2	0	0	0	0	2
545-600	0	0	0	0	0	0	0	0	0	0	0	0	61	11	5	19	0	96	4	0	1	1	0	6
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	65	28	21	119	28	261	13	0	0	0	1	14
215-315	0	0	0	0	0	0	0	0	0	0	0	0	60	20	24	119	32	255	13	0	0	0	0	13
230-330	0	0	0	0	0	0	0	0	0	0	0	0	54	19	23	124	30	250	14	0	0	0	0	14
245-345	0	0	0	0	0	0	0	0	0	0	0	0	45	17	30	127	24	243	14	0	0	1	0	15
300-400	0	0	0	0	0	0	0	0	0	0	0	0	46	16	21	129	18	230	13	0	1	1	0	15
315-415	0	0	0	0	0	0	0	0	0	0	0	0	47	17	18	126	15	223	14	0	1	1	0	16
330-430	0	0	0	0	0	0	0	0	0	0	0	0	59	23	18	113	14	227	12	0	1	1	0	14
345-445	0	0	0	0	0	0	0	0	0	0	0	0	78	22	12	93	17	222	13	0	1	0	0	14
400-500	0	0	0	0	0	0	0	0	0	0	0	0	107	27	16	74	18	242	14	0	0	0	0	14
415-515	0	0	0	0	0	0	0	0	0	0	0	0	173	31	15	61	15	295	16	0	0	0	0	16
430-530	0	0	0	0	0	0	0	0	0	0	0	0	237	29	12	53	14	345	15	0	0	0	0	15
445-545	0	0	0	0	0	0	0	0	0	0	0	0	299	32	11	53	6	401	14	0	0	0	0	14
500-600	0	0	0	0	0	0	0	0	0	0	0	0	314	35	10	57	3	419	14	0	1	1	0	16

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	3	15	0	0	4	9
215-230	0	0	0	0	0	0	4	14	0	0	10	11
230-245	0	0	0	0	0	0	2	20	0	0	16	12
245-300	0	0	0	0	0	0	4	16	0	0	12	20
300-315	0	0	0	0	0	0	3	10	0	0	18	16
315-330	0	0	0	0	0	0	5	8	0	0	12	7
330-345	0	0	0	0	0	0	2	11	0	0	14	9
345-400	0	0	0	0	0	0	3	17	0	0	11	6
400-415	0	0	0	0	0	0	4	11	0	0	16	5
415-430	0	0	0	0	0	0	3	20	0	0	12	11
430-445	0	0	0	0	0	0	3	30	0	0	41	35
445-500	0	0	0	0	0	0	4	46	0	0	70	112
500-515	0	0	0	0	0	0	6	77	0	0	51	45
515-530	0	0	0	0	0	0	2	84	0	0	25	16
530-545	0	0	0	0	0	0	2	92	0	0	19	13
545-600	0	0	0	0	0	0	4	61	0	0	13	18

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	13	0	0	13	6
215-230	0	0	0	0	0	0	0	3	0	0	9	4
230-245	0	0	0	0	0	0	0	8	0	0	2	5
245-300	0	0	0	0	0	0	0	4	0	0	2	3
300-315	0	0	0	0	0	0	0	5	0	0	5	3
315-330	0	0	0	0	0	0	0	2	0	0	3	5
330-345	0	0	0	0	0	0	0	6	0	0	5	8
345-400	0	0	0	0	0	0	0	3	0	0	2	6
400-415	0	0	0	0	0	0	0	6	0	0	8	11
415-430	0	0	0	0	0	0	0	8	0	0	19	31
430-445	0	0	0	0	0	0	0	5	0	0	8	14
445-500	0	0	0	0	0	0	0	8	0	0	10	13
500-515	0	0	0	0	0	0	0	10	0	0	2	0
515-530	0	0	0	0	0	0	0	6	0	0	2	7
530-545	0	0	0	0	0	0	0	8	0	0	0	1
545-600	0	0	0	0	0	0	0	11	0	0	2	2

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	3	0	0	2	4
215-230	0	0	0	0	0	0	0	5	0	0	4	5
230-245	0	0	0	0	0	0	0	2	0	0	4	4
245-300	0	0	0	0	0	0	0	11	0	0	3	2
300-315	0	0	0	0	0	0	0	6	0	0	1	1
315-330	0	0	0	0	0	0	0	4	0	0	1	0
330-345	0	0	0	0	0	0	0	9	0	0	4	2
345-400	0	0	0	0	0	0	1	2	0	0	0	2
400-415	0	0	0	0	0	0	0	3	0	0	2	0
415-430	0	0	0	0	0	0	0	4	0	0	3	3
430-445	0	0	0	0	0	0	0	3	0	0	0	1
445-500	0	0	0	0	0	0	0	6	0	0	1	2
500-515	0	0	0	0	0	0	0	2	0	0	0	0
515-530	0	0	0	0	0	0	0	1	0	0	2	2
530-545	0	0	0	0	0	0	0	2	0	0	0	0
545-600	0	0	0	0	0	0	1	5	0	0	1	4

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	28	0	0	32	9
215-230	0	0	0	0	0	0	0	28	0	0	17	8
230-245	0	0	0	0	0	0	0	31	0	0	11	5
245-300	0	0	0	0	0	0	0	32	0	0	9	4
300-315	0	0	0	0	0	0	0	28	0	0	5	2
315-330	0	0	0	0	0	0	0	33	0	0	11	5
330-345	0	0	0	0	0	0	1	34	0	0	11	2
345-400	0	0	0	0	0	0	0	34	0	0	6	6
400-415	0	0	0	0	0	0	0	25	0	0	6	6
415-430	0	0	0	0	0	0	0	20	0	0	21	15
430-445	0	0	0	0	0	0	0	14	0	0	10	4
445-500	0	0	0	0	0	0	0	15	0	0	8	4
500-515	0	0	0	0	0	0	0	12	0	0	3	3
515-530	0	0	0	0	0	0	0	12	0	0	1	2
530-545	0	0	0	0	0	0	0	14	0	0	0	0
545-600	0	0	0	0	0	0	1	19	0	0	2	3

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	1	2	0	0	5	0
215-230	0	0	0	0	0	0	0	7	0	0	2	2
230-245	0	0	0	0	0	0	0	11	0	0	8	1
245-300	0	0	0	0	0	0	0	8	0	0	7	0
300-315	0	0	0	0	0	0	0	6	0	0	10	1
315-330	0	0	0	0	0	0	0	5	0	0	6	3
330-345	0	0	0	0	0	0	0	5	0	0	4	3
345-400	0	0	0	0	0	0	0	2	0	0	8	2
400-415	0	0	0	0	0	0	0	3	0	0	2	2
415-430	0	0	0	0	0	0	0	4	0	0	7	1
430-445	0	0	0	0	0	0	0	8	0	0	1	1
445-500	0	0	0	0	0	0	0	3	0	0	3	2
500-515	0	0	0	0	0	0	0	0	0	0	3	2
515-530	0	0	0	0	0	0	0	3	0	0	2	1
530-545	0	0	0	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0	3	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S 9TH STREET
E/W PIER B/PICO

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	4	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	4	17	2	1	11	7	38
215-230	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	8	18	5	0	8	5	36
230-245	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	4	16	5	4	3	0	28
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	5	0	6	2	23
300-315	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	4	19	2	1	7	1	30
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5	0	3	1	22
330-345	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	26	2	2	6	1	37
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	13	0	12	0	44
400-415	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	14	0	3	2	32
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	1	8	0	31
430-445	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	6	19	11	0	5	3	38
445-500	0	0	0	0	0	0	1	0	0	0	0	1	2	1	2	0	1	6	20	4	0	1	0	25
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	1	0	18
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2
530-545	1	0	0	0	0	1	1	0	0	0	0	1	12	3	0	2	0	17	9	0	0	1	0	10
545-600	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	7	3	0	0	0	0	3
HOUR TOTALS																								
200-300	0	4	0	0	0	4	0	0	0	1	0	1	6	9	0	1	2	18	61	17	5	28	14	125
215-315	0	0	0	0	0	0	0	0	0	1	1	2	6	7	0	2	3	18	63	17	5	24	8	117
230-330	0	0	0	0	0	0	0	0	0	1	1	2	2	3	0	2	3	10	58	17	5	19	4	103
245-345	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	1	1	8	68	14	3	22	5	112
300-400	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	1	1	6	77	22	3	28	3	133
315-415	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	71	34	2	24	4	135
330-430	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	73	36	3	29	3	144
345-445	0	1	0	0	0	1	0	0	0	0	0	0	5	0	0	1	0	6	66	45	1	28	5	145
400-500	0	1	0	0	0	1	1	0	0	0	0	1	7	1	2	1	1	12	67	36	1	17	5	126
415-515	0	0	0	0	0	0	1	0	0	0	0	1	7	1	2	1	1	12	70	23	1	15	3	112
430-530	0	0	0	0	0	0	1	0	0	0	0	1	7	2	2	1	1	13	57	16	0	7	3	83
445-545	1	0	0	0	0	1	2	0	0	0	0	2	14	5	2	2	1	24	47	5	0	3	0	55
500-600	1	0	0	0	0	1	1	0	0	0	0	1	17	4	1	3	0	25	30	1	0	2	0	33

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	7	0	0	0	0	7	14	2	4	14	15	49	13	3	0	11	3	30	2	1	0	0	0	3
215-230	5	3	0	2	0	10	22	3	1	14	10	50	15	4	0	5	6	30	1	0	0	0	0	1
230-245	13	2	0	2	0	17	25	4	1	9	4	43	21	7	1	7	8	44	0	0	0	0	0	0
245-300	12	2	0	3	1	18	21	7	1	14	4	47	15	6	1	15	5	42	1	0	0	0	0	1
300-315	5	4	2	2	1	14	16	4	1	14	6	41	15	3	1	21	7	47	0	0	0	0	0	0
315-330	2	3	2	3	0	10	19	2	3	13	5	42	18	7	0	14	6	45	0	0	0	0	0	0
330-345	6	6	0	0	0	12	18	5	0	22	5	50	14	6	0	13	0	33	0	0	0	0	0	0
345-400	8	5	2	3	1	19	27	3	1	14	4	49	20	4	0	15	1	40	1	0	0	0	1	2
400-415	4	0	1	3	0	8	29	8	2	18	7	64	14	7	1	12	0	34	0	0	0	0	0	0
415-430	5	2	0	1	0	8	33	4	3	15	1	56	19	15	0	11	4	49	0	0	0	0	0	0
430-445	6	2	1	1	1	11	30	4	7	30	5	76	17	3	0	12	2	34	0	0	0	0	0	0
445-500	13	1	0	1	0	15	22	3	1	9	4	39	18	1	0	14	3	36	1	1	0	0	0	2
500-515	6	4	0	6	0	16	31	1	0	6	2	40	15	5	0	6	3	29	0	0	0	0	0	0
515-530	2	2	0	0	0	4	17	1	3	3	4	28	19	2	0	4	0	25	0	0	0	0	0	0
530-545	3	2	0	0	0	5	24	2	0	9	6	41	18	3	0	13	2	36	1	0	0	0	0	1
545-600	5	2	0	0	1	8	19	1	0	8	1	29	12	3	0	12	1	28	2	0	0	0	0	2
HOUR TOTALS																								
200-300	37	7	0	7	1	52	82	16	7	51	33	189	64	20	2	38	22	146	4	1	0	0	0	5
215-315	35	11	2	9	2	59	84	18	4	51	24	181	66	20	3	48	26	163	2	0	0	0	0	2
230-330	32	11	4	10	2	59	81	17	6	50	19	173	69	23	3	57	26	178	1	0	0	0	0	1
245-345	25	15	4	8	2	54	74	18	5	63	20	180	62	22	2	63	18	167	1	0	0	0	0	1
300-400	21	18	6	8	2	55	80	14	5	63	20	182	67	20	1	63	14	165	1	0	0	0	1	2
315-415	20	14	5	9	1	49	93	18	6	67	21	205	66	24	1	54	7	152	1	0	0	0	1	2
330-430	23	13	3	7	1	47	107	20	6	69	17	219	67	32	1	51	5	156	1	0	0	0	1	2
345-445	23	9	4	8	2	46	119	19	13	77	17	245	70	29	1	50	7	157	1	0	0	0	1	2
400-500	28	5	2	6	1	42	114	19	13	72	17	235	68	26	1	49	9	153	1	1	0	0	0	2
415-515	30	9	1	9	1	50	116	12	11	60	12	211	69	24	0	43	12	148	1	1	0	0	0	2
430-530	27	9	1	8	1	46	100	9	11	48	15	183	69	11	0	36	8	124	1	1	0	0	0	2
445-545	24	9	0	7	0	40	94	7	4	27	16	148	70	11	0	37	8	126	2	1	0	0	0	3
500-600	16	10	0	6	1	33	91	5	3	26	13	138	64	13	0	35	6	118	3	0	0	0	0	3

	9						10						11						12					
	NBLT						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
200-215	7	1	0	8	3	19	6	1	0	17	5	29	6	1	2	0	0	9	0	0	0	0	0	0
215-230	5	0	0	5	1	11	5	6	0	8	2	21	18	4	2	10	2	36	2	0	0	0	0	2
230-245	2	1	0	6	3	12	9	4	0	13	1	27	3	3	0	5	2	13	0	0	0	1	0	1
245-300	5	3	0	7	5	20	11	1	0	17	3	32	7	6	1	4	1	19	1	0	0	0	0	1
300-315	4	0	0	14	2	20	11	2	0	5	3	21	13	4	1	9	0	27	1	0	0	0	0	1
315-330	1	0	0	16	3	20	10	1	0	7	2	20	6	1	0	3	1	11	1	0	0	0	0	1
330-345	3	0	1	12	1	17	72	3	0	12	4	91	16	3	1	0	0	20	3	1	0	0	0	4
345-400	2	0	0	8	3	13	8	4	0	15	3	30	5	0	1	3	0	9	2	0	0	0	0	2
400-415	7	1	1	8	0	17	7	3	0	8	1	19	5	0	1	3	1	10	2	0	0	0	0	2
415-430	8	0	0	11	1	20	10	1	1	10	3	25	6	2	1	4	1	14	2	0	0	0	0	2
430-445	5	2	0	5	0	12	59	6	1	11	4	81	15	4	0	0	1	20	19	1	1	2	1	24
445-500	5	0	1	7	3	16	21	6	0	9	2	38	8	0	0	0	0	8	10	0	0	0	0	10
500-515	8	0	1	3	3	15	38	4	0	8	2	52	12	1	0	1	0	14	5	2	1	1	0	9
515-530	5	1	0	2	0	8	31	3	0	12	4	50	14	1	0	2	0	17	0	0	0	0	0	0
530-545	1	3	0	6	0	10	12	0	0	2	5	19	14	1	0	2	1	18	0	0	0	0	0	0
545-600	3	1	0	8	2	14	3	0	0	0	2	5	6	1	0	0	1	8	0	0	0	0	0	0
HOUR TOTALS																								
200-300	19	5	0	26	12	62	31	12	0	55	11	109	34	14	5	19	5	77	3	0	0	1	0	4
215-315	16	4	0	32	11	63	36	13	0	43	9	101	41	17	4	28	5	95	4	0	0	1	0	5
230-330	12	4	0	43	13	72	41	8	0	42	9	100	29	14	2	21	4	70	3	0	0	1	0	4
245-345	13	3	1	49	11	77	104	7	0	41	12	164	42	14	3	16	2	77	6	1	0	0	0	7
300-400	10	0	1	50	9	70	101	10	0	39	12	162	40	8	3	15	1	67	7	1	0	0	0	8
315-415	13	1	2	44	7	67	97	11	0	42	10	160	32	4	3	9	2	50	8	1	0	0	0	9
330-430	20	1	2	39	5	67	97	11	1	45	11	165	32	5	4	10	2	53	9	1	0	0	0	10
345-445	22	3	1	32	4	62	84	14	2	44	11	155	31	6	3	10	3	53	25	1	1	2	1	30
400-500	25	3	2	31	4	65	97	16	2	38	10	163	34	6	2	7	3	52	33	1	1	2	1	38
415-515	26	2	2	26	7	63	128	17	2	38	11	196	41	7	1	5	2	56	36	3	2	3	1	45
430-530	23	3	2	17	6	51	149	19	1	40	12	221	49	6	0	3	1	59	34	3	2	3	1	43
445-545	19	4	2	18	6	49	102	13	0	31	13	159	48	3	0	5	1	57	15	2	1	1	0	19
500-600	17	5	1	19	5	47	84	7	0	22	13	126	46	4	0	5	2	57	5	2	1	1	0	9

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	7	2	13	2	0	0	0	6	6	14	7	17
215-230	5	1	15	4	0	0	2	18	5	22	5	18
230-245	2	0	21	0	0	0	0	3	9	25	13	16
245-300	5	1	15	0	0	0	1	7	11	21	12	10
300-315	4	0	15	2	0	0	1	13	11	16	5	19
315-330	1	0	18	0	0	0	1	6	10	19	2	13
330-345	3	0	14	2	0	0	3	16	72	18	6	26
345-400	2	1	20	0	0	0	2	5	8	27	8	19
400-415	7	0	14	0	0	0	2	5	7	29	4	13
415-430	8	0	19	0	0	0	2	6	10	33	5	15
430-445	5	0	17	5	0	0	19	15	59	30	6	19
445-500	5	1	18	2	1	0	10	8	21	22	13	20
500-515	8	0	15	0	0	0	5	12	38	31	6	16
515-530	5	0	19	0	0	0	0	14	31	17	2	2
530-545	1	1	18	12	1	1	0	14	12	24	3	9
545-600	3	2	12	5	0	0	0	6	3	19	5	3

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	1	3	2	0	4	0	1	1	2	0	2
215-230	0	0	4	4	0	0	0	4	6	3	3	5
230-245	1	0	7	1	0	0	0	3	4	4	2	5
245-300	3	0	6	2	0	0	0	6	1	7	2	5
300-315	0	0	3	0	0	0	0	4	2	4	4	2
315-330	0	0	7	0	0	0	0	1	1	2	3	5
330-345	0	0	6	0	0	0	1	3	3	5	6	2
345-400	0	0	4	0	0	0	0	0	4	3	5	13
400-415	1	0	7	0	0	1	0	0	3	8	0	14
415-430	0	0	15	0	0	0	0	2	1	4	2	7
430-445	2	0	3	0	0	0	1	4	6	4	2	11
445-500	0	1	1	1	0	0	0	0	6	3	1	4
500-515	0	0	5	0	0	0	2	1	4	1	4	1
515-530	1	0	2	1	0	0	0	1	3	1	2	0
530-545	3	0	3	3	0	0	0	1	0	2	2	0
545-600	1	0	3	0	0	0	0	1	0	1	2	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	2	0	4	0	1
215-230	0	0	0	0	0	0	0	2	0	1	0	0
230-245	0	0	1	0	0	0	0	0	0	1	0	4
245-300	0	0	1	0	0	0	0	1	0	1	0	0
300-315	0	0	1	0	0	0	0	1	0	1	2	1
315-330	0	0	0	0	0	0	0	0	0	3	2	0
330-345	1	0	0	0	0	0	0	1	0	0	0	2
345-400	0	0	0	0	0	0	0	1	0	1	2	0
400-415	1	0	1	0	0	0	0	1	0	2	1	0
415-430	0	0	0	0	0	0	0	1	1	3	0	1
430-445	0	0	0	0	0	0	1	0	1	7	1	0
445-500	1	0	0	2	0	0	0	0	0	1	0	0
500-515	1	0	0	0	0	0	1	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	3	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	1	0	0	0	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	8	0	11	0	0	0	0	0	17	14	0	11
215-230	5	0	5	0	0	0	0	10	8	14	2	8
230-245	6	0	7	1	1	0	1	5	13	9	2	3
245-300	7	0	15	0	0	0	0	4	17	14	3	6
300-315	14	0	21	1	0	0	0	9	5	14	2	7
315-330	16	0	14	0	0	0	0	3	7	13	3	3
330-345	12	0	13	0	0	0	0	0	12	22	0	6
345-400	8	0	15	0	0	0	0	3	15	14	3	12
400-415	8	0	12	0	0	0	0	3	8	18	3	3
415-430	11	0	11	0	0	0	0	4	10	15	1	8
430-445	5	0	12	1	0	0	2	0	11	30	1	5
445-500	7	0	14	0	0	0	0	0	9	9	1	1
500-515	3	0	6	0	0	0	1	1	8	6	6	1
515-530	2	0	4	0	0	0	0	2	12	3	0	0
530-545	6	0	13	2	0	0	0	2	2	9	0	1
545-600	8	0	12	1	0	0	0	0	0	8	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	3	0	3	0	0	0	0	0	5	15	0	7
215-230	1	0	6	0	0	0	0	2	2	10	0	5
230-245	3	0	8	2	0	0	0	2	1	4	0	0
245-300	5	0	5	0	0	0	0	1	3	4	1	2
300-315	2	0	7	1	1	0	0	0	3	6	1	1
315-330	3	0	6	0	0	0	0	1	2	5	0	1
330-345	1	0	0	0	0	0	0	0	4	5	0	1
345-400	3	1	1	0	0	0	0	0	3	4	1	0
400-415	0	0	0	0	0	0	0	1	1	7	0	2
415-430	1	0	4	0	0	0	0	1	3	1	0	0
430-445	0	0	2	0	0	0	1	1	4	5	1	3
445-500	3	0	3	1	0	0	0	0	2	4	0	0
500-515	3	0	3	0	0	0	0	0	2	2	0	0
515-530	0	0	0	0	0	0	0	0	4	4	0	0
530-545	0	0	2	0	0	0	0	1	5	6	0	0
545-600	2	0	1	0	0	0	0	1	2	1	1	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE
E/W PIER C STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	6	3	0	4	0	13	18	3	1	11	7	40	0	0	0	0	0	0	0	0	0	0	0	0
215-230	8	1	0	4	2	15	28	11	2	11	7	59	0	0	0	0	0	0	0	0	0	0	0	0
230-245	6	13	0	7	2	28	19	3	3	9	9	43	0	0	0	0	0	0	0	0	0	0	0	0
245-300	7	1	1	8	1	18	11	6	0	8	8	33	0	0	0	0	0	0	0	0	0	0	0	0
300-315	13	4	0	15	2	34	28	7	1	20	8	64	0	0	0	0	0	0	0	0	0	0	0	0
315-330	10	5	0	6	2	23	17	2	1	8	5	33	0	0	0	0	0	0	0	0	0	0	0	0
330-345	0	4	0	5	0	9	24	5	1	10	0	40	0	0	0	0	0	0	0	0	0	0	0	0
345-400	9	1	1	4	1	16	17	4	1	18	3	43	0	0	0	0	0	0	0	0	0	0	0	0
400-415	4	0	0	6	1	11	17	8	2	16	3	46	0	0	0	0	0	0	0	0	0	0	0	0
415-430	10	9	1	7	1	28	18	6	0	0	4	28	0	0	0	0	0	0	0	0	0	0	0	0
430-445	8	2	0	6	0	16	28	5	0	6	1	40	0	0	0	0	0	0	0	0	0	0	0	0
445-500	15	2	0	5	2	24	14	4	0	14	3	35	0	0	0	0	0	0	0	0	0	0	0	0
500-515	7	3	0	5	0	15	26	4	0	4	1	35	0	0	0	0	0	0	0	0	0	0	0	0
515-530	9	1	0	3	0	13	32	0	0	5	0	37	0	0	0	0	0	0	0	0	0	0	0	0
530-545	12	0	0	7	0	19	23	8	0	10	3	44	0	0	0	0	0	0	0	0	0	0	0	0
545-600	4	0	0	6	0	10	6	4	0	5	3	18	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	27	18	1	23	5	74	76	23	6	39	31	175	0	0	0	0	0	0	0	0	0	0	0	0
215-315	34	19	1	34	7	95	86	27	6	48	32	199	0	0	0	0	0	0	0	0	0	0	0	0
230-330	36	23	1	36	7	103	75	18	5	45	30	173	0	0	0	0	0	0	0	0	0	0	0	0
245-345	30	14	1	34	5	84	80	20	3	46	21	170	0	0	0	0	0	0	0	0	0	0	0	0
300-400	32	14	1	30	5	82	86	18	4	56	16	180	0	0	0	0	0	0	0	0	0	0	0	0
315-415	23	10	1	21	4	59	75	19	5	52	11	162	0	0	0	0	0	0	0	0	0	0	0	0
330-430	23	14	2	22	3	64	76	23	4	44	10	157	0	0	0	0	0	0	0	0	0	0	0	0
345-445	31	12	2	23	3	71	80	23	3	40	11	157	0	0	0	0	0	0	0	0	0	0	0	0
400-500	37	13	1	24	4	79	77	23	2	36	11	149	0	0	0	0	0	0	0	0	0	0	0	0
415-515	40	16	1	23	3	83	86	19	0	24	9	138	0	0	0	0	0	0	0	0	0	0	0	0
430-530	39	8	0	19	2	68	100	13	0	29	5	147	0	0	0	0	0	0	0	0	0	0	0	0
445-545	43	6	0	20	2	71	95	16	0	33	7	151	0	0	0	0	0	0	0	0	0	0	0	0
500-600	32	4	0	21	0	57	87	16	0	24	7	134	0	0	0	0	0	0	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	10	5	21	13	86
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	9	0	15	10	76
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	11	4	14	6	79
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	14	2	17	7	77
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	5	20	5	76
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	8	4	12	3	58
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	0	13	5	65
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	20	4	17	5	89
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	15	5	18	3	78
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	14	7	18	1	85
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	10	6	25	2	78
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	9	1	11	7	76
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	2	0	4	2	41
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	3	6	3	1	43
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	5	0	5	2	39
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	2	1	20
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	44	11	67	36	318
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	38	11	66	28	308
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	37	15	63	21	290
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	31	11	62	20	276
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	37	13	62	18	288
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	48	13	60	16	290
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	54	16	66	14	317
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	59	22	78	11	330
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	48	19	72	13	317
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	35	14	58	12	280
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	24	13	43	12	238
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	19	7	23	12	199
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	12	6	14	6	143

	9						10						11						12					
	NBLT						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
200-215	3	2	1	0	0	6	2	2	0	1	0	5	0	0	0	0	0	0	6	0	1	2	2	11
215-230	2	2	1	0	0	5	4	0	0	1	0	5	0	0	0	0	0	0	4	1	1	10	1	17
230-245	8	0	0	2	2	12	5	1	0	1	0	7	0	0	0	0	0	0	10	2	0	4	2	18
245-300	1	2	1	1	0	5	1	0	0	0	1	2	0	0	0	0	0	0	3	0	0	2	0	5
300-315	1	1	1	0	0	3	7	2	0	1	0	10	0	0	0	0	0	0	1	1	0	6	2	10
315-330	6	1	1	0	2	10	3	2	2	0	0	7	0	0	0	0	0	0	3	5	0	7	0	15
330-345	3	0	1	0	2	6	8	0	1	0	0	9	0	0	0	0	0	0	8	3	0	12	1	24
345-400	5	1	1	1	0	8	2	0	0	0	0	2	0	0	0	0	0	0	11	1	0	10	2	24
400-415	4	0	0	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0	8	0	0	5	1	14
415-430	3	3	1	1	0	8	7	0	1	0	0	8	0	0	0	0	0	0	13	2	0	14	1	30
430-445	8	0	0	1	1	10	14	0	1	0	0	15	0	0	0	0	0	0	18	2	0	0	1	21
445-500	2	0	1	0	0	3	21	0	0	0	4	25	0	0	0	0	0	0	5	0	0	0	2	7
500-515	4	0	0	0	0	4	16	2	0	0	0	18	0	0	0	0	0	0	20	1	0	4	0	25
515-530	8	0	0	0	0	8	8	2	0	0	0	10	0	0	0	0	0	0	5	2	0	4	1	12
530-545	3	0	0	0	1	4	5	0	0	1	1	7	0	0	0	0	0	0	3	2	0	4	4	13
545-600	6	0	0	0	0	6	9	2	0	0	0	11	0	0	0	0	0	0	10	0	0	2	2	14
HOUR TOTALS																								
200-300	14	6	3	3	2	28	12	3	0	3	1	19	0	0	0	0	0	0	23	3	2	18	5	51
215-315	12	5	3	3	2	25	17	3	0	3	1	24	0	0	0	0	0	0	18	4	1	22	5	50
230-330	16	4	3	3	4	30	16	5	2	2	1	26	0	0	0	0	0	0	17	8	0	19	4	48
245-345	11	4	4	1	4	24	19	4	3	1	1	28	0	0	0	0	0	0	15	9	0	27	3	54
300-400	15	3	4	1	4	27	20	4	3	1	0	28	0	0	0	0	0	0	23	10	0	35	5	73
315-415	18	2	3	1	4	28	20	2	3	0	0	25	0	0	0	0	0	0	30	9	0	34	4	77
330-430	15	4	3	2	2	26	24	0	2	0	0	26	0	0	0	0	0	0	40	6	0	41	5	92
345-445	20	4	2	3	1	30	30	0	2	0	0	32	0	0	0	0	0	0	50	5	0	29	5	89
400-500	17	3	2	2	1	25	49	0	2	0	4	55	0	0	0	0	0	0	44	4	0	19	5	72
415-515	17	3	2	2	1	25	58	2	2	0	4	66	0	0	0	0	0	0	56	5	0	18	4	83
430-530	22	0	1	1	1	25	59	4	1	0	4	68	0	0	0	0	0	0	48	5	0	8	4	65
445-545	17	0	1	0	1	19	50	4	0	1	5	60	0	0	0	0	0	0	33	5	0	12	7	57
500-600	21	0	0	0	1	22	38	6	0	1	1	46	0	0	0	0	0	0	38	5	0	14	7	64

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	3	37	0	0	18	6	6	0	2	0	0	0
215-230	2	42	0	0	28	8	4	0	4	0	0	0
230-245	8	44	0	0	19	6	10	0	5	0	0	0
245-300	1	37	0	0	11	7	3	0	1	0	0	0
300-315	1	42	0	0	28	13	1	0	7	0	0	0
315-330	6	31	0	0	17	10	3	0	3	0	0	0
330-345	3	42	0	0	24	0	8	0	8	0	0	0
345-400	5	43	0	0	17	9	11	0	2	0	0	0
400-415	4	37	0	0	17	4	8	0	7	0	0	0
415-430	3	45	0	0	18	10	13	0	7	0	0	0
430-445	8	35	0	0	28	8	18	0	14	0	0	0
445-500	2	48	0	0	14	15	5	0	21	0	0	0
500-515	4	33	0	0	26	7	20	0	16	0	0	0
515-530	8	30	0	0	32	9	5	0	8	0	0	0
530-545	3	27	0	0	23	12	3	0	5	0	0	0
545-600	6	15	0	0	6	4	10	0	9	0	0	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	2	10	0	0	3	3	0	0	2	0	0	0
215-230	2	9	0	0	11	1	1	0	0	0	0	0
230-245	0	11	0	0	3	13	2	0	1	0	0	0
245-300	2	14	0	0	6	1	0	0	0	0	0	0
300-315	1	4	0	0	7	4	1	0	2	0	0	0
315-330	1	8	0	0	2	5	5	0	2	0	0	0
330-345	0	5	0	0	5	4	3	0	0	0	0	0
345-400	1	20	0	0	4	1	1	0	0	0	0	0
400-415	0	15	0	0	8	0	0	0	0	0	0	0
415-430	3	14	0	0	6	9	2	0	0	0	0	0
430-445	0	10	0	0	5	2	2	0	0	0	0	0
445-500	0	9	0	0	4	2	0	0	0	0	0	0
500-515	0	2	0	0	4	3	1	0	2	0	0	0
515-530	0	3	0	0	0	1	2	0	2	0	0	0
530-545	0	5	0	0	8	0	2	0	0	0	0	0
545-600	0	2	0	0	4	0	0	0	2	0	0	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	5	0	0	1	0	1	0	0	0	0	0
215-230	1	0	0	0	2	0	1	0	0	0	0	0
230-245	0	4	0	0	3	0	0	0	0	0	0	0
245-300	1	2	0	0	0	1	0	0	0	0	0	0
300-315	1	5	0	0	1	0	0	0	0	0	0	0
315-330	1	4	0	0	1	0	0	0	2	0	0	0
330-345	1	0	0	0	1	0	0	0	1	0	0	0
345-400	1	4	0	0	1	1	0	0	0	0	0	0
400-415	0	5	0	0	2	0	0	0	0	0	0	0
415-430	1	7	0	0	0	1	0	0	1	0	0	0
430-445	0	6	0	0	0	0	0	0	1	0	0	0
445-500	1	1	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	6	0	0	0	0	0	0	0	0	0	0
530-545	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

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	21	0	0	11	4	2	0	1	0	0	0
215-230	0	15	0	0	11	4	10	0	1	0	0	0
230-245	2	14	0	0	9	7	4	0	1	0	0	0
245-300	1	17	0	0	8	8	2	0	0	0	0	0
300-315	0	20	0	0	20	15	6	0	1	0	0	0
315-330	0	12	0	0	8	6	7	0	0	0	0	0
330-345	0	13	0	0	10	5	12	0	0	0	0	0
345-400	1	17	0	0	18	4	10	0	0	0	0	0
400-415	0	18	0	0	16	6	5	0	0	0	0	0
415-430	1	18	0	0	0	7	14	0	0	0	0	0
430-445	1	25	0	0	6	6	0	0	0	0	0	0
445-500	0	11	0	0	14	5	0	0	0	0	0	0
500-515	0	4	0	0	4	5	4	0	0	0	0	0
515-530	0	3	0	0	5	3	4	0	0	0	0	0
530-545	0	5	0	0	10	7	4	0	1	0	0	0
545-600	0	2	0	0	5	6	2	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	13	0	0	7	0	2	0	0	0	0	0
215-230	0	10	0	0	7	2	1	0	0	0	0	0
230-245	2	6	0	0	9	2	2	0	0	0	0	0
245-300	0	7	0	0	8	1	0	0	1	0	0	0
300-315	0	5	0	0	8	2	2	0	0	0	0	0
315-330	2	3	0	0	5	2	0	0	0	0	0	0
330-345	2	5	0	0	0	0	1	0	0	0	0	0
345-400	0	5	0	0	3	1	2	0	0	0	0	0
400-415	0	3	0	0	3	1	1	0	0	0	0	0
415-430	0	1	0	0	4	1	1	0	0	0	0	0
430-445	1	2	0	0	1	0	1	0	0	0	0	0
445-500	0	7	0	0	3	2	2	0	4	0	0	0
500-515	0	2	0	0	1	0	0	0	0	0	0	0
515-530	0	1	0	0	0	0	1	0	0	0	0	0
530-545	1	2	0	0	3	0	4	0	1	0	0	0
545-600	0	1	0	0	3	0	2	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 31, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE
E/W PIER D

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	3	0	0	0	2	5	14	6	0	17	3	40	0	0	0	0	0	0	0	1	0	2	0	3
215-230	2	0	0	0	0	2	16	6	6	16	3	47	3	0	0	0	0	3	0	2	0	4	0	6
230-245	4	1	0	0	8	13	16	11	1	17	1	46	0	0	0	0	0	0	0	0	0	0	0	0
245-300	5	1	0	0	5	11	28	12	1	25	3	69	2	0	0	0	0	2	0	1	0	7	0	8
300-315	3	0	0	1	0	4	13	13	2	16	1	45	0	0	0	0	0	0	0	0	0	1	0	1
315-330	9	0	0	1	1	11	26	10	5	17	3	61	1	0	0	0	0	1	1	1	0	2	0	4
330-345	1	0	0	0	0	1	22	6	2	26	1	57	0	0	0	0	0	0	1	0	0	7	0	8
345-400	3	0	0	0	0	3	29	3	5	11	3	51	1	0	0	0	0	1	0	0	0	3	1	4
400-415	3	0	0	0	0	3	23	3	3	11	2	42	2	0	0	0	0	2	1	1	0	3	2	7
415-430	5	1	0	1	1	8	22	2	1	5	2	32	1	0	0	0	0	1	0	0	0	1	0	1
430-445	9	0	0	1	1	11	36	9	6	11	2	64	1	0	0	0	0	1	1	1	0	4	2	8
445-500	3	1	0	1	1	6	38	4	2	10	1	55	0	0	0	0	0	0	1	6	0	7	2	16
500-515	1	1	0	1	2	5	29	3	1	7	2	42	1	0	0	0	0	1	1	1	0	2	0	4
515-530	5	1	0	1	2	9	22	8	1	11	5	47	1	0	0	0	0	1	2	2	0	1	3	8
530-545	5	0	0	0	3	8	28	11	1	15	6	61	0	0	0	0	0	0	4	4	0	3	0	11
545-600	3	0	0	1	1	5	16	5	2	10	4	37	0	0	0	0	0	0	3	2	0	1	2	8
HOUR TOTALS																								
200-300	14	2	0	0	15	31	74	35	8	75	10	202	5	0	0	0	0	5	0	4	0	13	0	17
215-315	14	2	0	1	13	30	73	42	10	74	8	207	5	0	0	0	0	5	0	3	0	12	0	15
230-330	21	2	0	2	14	39	83	46	9	75	8	221	3	0	0	0	0	3	1	2	0	10	0	13
245-345	18	1	0	2	6	27	89	41	10	84	8	232	3	0	0	0	0	3	2	2	0	17	0	21
300-400	16	0	0	2	1	19	90	32	14	70	8	214	2	0	0	0	0	2	2	1	0	13	1	17
315-415	16	0	0	1	1	18	100	22	15	65	9	211	4	0	0	0	0	4	3	2	0	15	3	23
330-430	12	1	0	1	1	15	96	14	11	53	8	182	4	0	0	0	0	4	2	1	0	14	3	20
345-445	20	1	0	2	2	25	110	17	15	38	9	189	5	0	0	0	0	5	2	2	0	11	5	20
400-500	20	2	0	3	3	28	119	18	12	37	7	193	4	0	0	0	0	4	3	8	0	15	6	32
415-515	18	3	0	4	5	30	125	18	10	33	7	193	3	0	0	0	0	3	3	8	0	14	4	29
430-530	18	3	0	4	6	31	125	24	10	39	10	208	3	0	0	0	0	3	5	10	0	14	7	36
445-545	14	3	0	3	8	28	117	26	5	43	14	205	2	0	0	0	0	2	8	13	0	13	5	39
500-600	14	2	0	3	8	27	95	27	5	43	17	187	2	0	0	0	0	2	10	9	0	7	5	31

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	1	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	25	14	8	14	4	65
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	21	3	11	2	61
230-245	2	0	0	0	1	3	1	1	0	0	1	3	1	0	0	0	0	1	27	17	7	14	3	68
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	17	8	20	1	70
300-315	0	0	0	0	0	0	0	1	0	1	0	2	1	0	0	0	0	1	23	10	6	11	2	52
315-330	1	0	0	0	1	2	2	1	0	1	0	4	0	0	0	0	0	0	23	6	4	11	3	47
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	10	6	5	0	41
345-400	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	29	15	5	26	0	75
400-415	2	0	0	0	0	2	1	1	0	2	0	4	1	0	0	0	0	1	38	15	2	21	1	77
415-430	0	0	0	0	0	0	3	3	0	5	0	11	2	0	0	0	0	2	24	20	0	16	1	61
430-445	0	0	0	0	0	0	2	2	0	2	0	6	0	0	0	0	0	0	21	12	5	13	2	53
445-500	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	43	17	0	6	0	66
500-515	1	0	0	0	1	2	2	2	1	2	0	7	0	0	0	0	0	0	29	4	0	4	1	38
515-530	1	0	0	0	1	2	3	0	0	0	0	3	2	0	0	0	0	2	15	4	1	0	0	20
530-545	0	0	0	0	0	0	2	1	0	2	1	6	1	0	0	0	0	1	25	2	5	3	2	37
545-600	0	0	0	0	0	0	3	3	0	3	0	9	0	0	0	0	0	0	15	8	2	6	0	31
HOUR TOTALS																								
200-300	3	0	0	0	1	4	1	2	0	1	1	5	1	0	0	0	0	1	100	69	26	59	10	264
215-315	2	0	0	0	1	3	1	2	0	1	1	5	2	0	0	0	0	2	98	65	24	56	8	251
230-330	3	0	0	0	2	5	3	3	0	2	1	9	2	0	0	0	0	2	97	50	25	56	9	237
245-345	1	0	0	0	1	2	2	2	0	2	0	6	1	0	0	0	0	1	90	43	24	47	6	210
300-400	1	0	0	0	1	2	2	2	0	4	0	8	1	0	0	0	0	1	95	41	21	53	5	215
315-415	3	0	0	0	1	4	3	2	0	5	0	10	1	0	0	0	0	1	110	46	17	63	4	240
330-430	2	0	0	0	0	2	4	4	0	9	0	17	3	0	0	0	0	3	111	60	13	68	2	254
345-445	2	0	0	0	0	2	6	6	0	11	0	23	3	0	0	0	0	3	112	62	12	76	4	266
400-500	2	0	0	0	0	2	6	8	2	9	0	25	3	0	0	0	0	3	126	64	7	56	4	257
415-515	1	0	0	0	1	2	7	9	3	9	0	28	2	0	0	0	0	2	117	53	5	39	4	218
430-530	2	0	0	0	2	4	7	6	3	4	0	20	2	0	0	0	0	2	108	37	6	23	3	177
445-545	2	0	0	0	2	4	7	5	3	4	1	20	3	0	0	0	0	3	112	27	6	13	3	161
500-600	2	0	0	0	2	4	10	6	1	7	1	25	3	0	0	0	0	3	84	18	8	13	3	126

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	1	2	12	26	11	0	30	4	71
215-230	5	0	0	0	1	6	0	0	0	0	0	0	8	0	0	0	11	19	24	13	0	38	5	80
230-245	7	0	0	0	0	7	0	0	0	0	0	0	11	0	0	0	4	15	35	12	0	28	10	85
245-300	5	0	0	0	1	6	0	0	0	0	0	0	9	0	0	1	5	15	31	14	1	28	5	79
300-315	4	0	0	0	0	4	2	0	0	0	0	2	10	0	0	0	3	13	34	12	2	32	3	83
315-330	6	0	0	0	0	6	0	0	0	0	0	0	8	0	1	1	6	16	29	10	1	33	6	79
330-345	18	0	0	0	1	19	0	0	0	0	0	0	27	0	0	1	2	30	22	19	3	31	7	82
345-400	4	0	0	0	1	5	1	0	0	0	0	1	12	0	0	0	1	13	37	6	2	34	3	82
400-415	13	0	0	0	0	13	0	0	0	0	0	0	16	0	0	1	0	17	41	19	1	51	4	116
415-430	5	0	0	0	1	6	0	0	0	0	0	0	10	0	0	0	0	10	43	20	5	43	6	117
430-445	10	0	0	0	0	10	0	0	0	0	0	0	11	0	0	0	0	11	36	19	6	43	3	107
445-500	18	0	0	0	0	18	0	0	0	0	0	0	5	0	0	0	1	6	79	24	1	12	8	124
500-515	9	0	0	0	1	10	0	0	0	0	0	0	19	0	0	0	1	20	46	9	2	8	1	66
515-530	6	0	0	0	0	6	0	0	0	0	0	0	3	0	0	0	0	3	41	3	1	7	8	60
530-545	4	0	0	0	0	4	1	0	0	0	0	1	8	0	0	0	0	8	42	10	2	13	4	71
545-600	3	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	2	8	27	11	1	12	4	55
HOUR TOTALS																								
200-300	17	0	0	0	2	19	0	0	0	0	0	0	37	0	0	2	22	61	116	50	1	124	24	315
215-315	21	0	0	0	2	23	2	0	0	0	0	2	38	0	0	1	23	62	124	51	3	126	23	327
230-330	22	0	0	0	1	23	2	0	0	0	0	2	38	0	1	2	18	59	129	48	4	121	24	326
245-345	33	0	0	0	2	35	2	0	0	0	0	2	54	0	1	3	16	74	116	55	7	124	21	323
300-400	32	0	0	0	2	34	3	0	0	0	0	3	57	0	1	2	12	72	122	47	8	130	19	326
315-415	41	0	0	0	2	43	1	0	0	0	0	1	63	0	1	3	9	76	129	54	7	149	20	359
330-430	40	0	0	0	3	43	1	0	0	0	0	1	65	0	0	2	3	70	143	64	11	159	20	397
345-445	32	0	0	0	2	34	1	0	0	0	0	1	49	0	0	1	1	51	157	64	14	171	16	422
400-500	46	0	0	0	1	47	0	0	0	0	0	0	42	0	0	1	1	44	199	82	13	149	21	464
415-515	42	0	0	0	2	44	0	0	0	0	0	0	45	0	0	0	2	47	204	72	14	106	18	414
430-530	43	0	0	0	1	44	0	0	0	0	0	0	38	0	0	0	2	40	202	55	10	70	20	357
445-545	37	0	0	0	1	38	1	0	0	0	0	1	35	0	0	0	2	37	208	46	6	40	21	321
500-600	22	0	0	0	1	23	1	0	0	0	0	1	36	0	0	0	3	39	156	33	6	40	17	252

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	25	0	0	14	3	26	9	0	0	1	0
215-230	5	24	0	3	16	2	24	8	0	0	0	0
230-245	7	27	1	0	16	4	35	11	0	1	2	0
245-300	5	24	0	2	28	5	31	9	0	0	0	0
300-315	4	23	1	0	13	3	34	10	2	0	0	0
315-330	6	23	0	1	26	9	29	8	0	2	1	1
330-345	18	20	0	0	22	1	22	27	0	0	0	1
345-400	4	29	0	1	29	3	37	12	1	0	0	0
400-415	13	38	1	2	23	3	41	16	0	1	2	1
415-430	5	24	2	1	22	5	43	10	0	3	0	0
430-445	10	21	0	1	36	9	36	11	0	2	0	1
445-500	18	43	0	0	38	3	79	5	0	0	0	1
500-515	9	29	0	1	29	1	46	19	0	2	1	1
515-530	6	15	2	1	22	5	41	3	0	3	1	2
530-545	4	25	1	0	28	5	42	8	1	2	0	4
545-600	3	15	0	0	16	3	27	6	0	3	0	3

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	14	0	0	6	0	11	0	0	1	0	1
215-230	0	21	0	0	6	0	13	0	0	0	0	2
230-245	0	17	0	0	11	1	12	0	0	1	0	0
245-300	0	17	0	0	12	1	14	0	0	0	0	1
300-315	0	10	0	0	13	0	12	0	0	1	0	0
315-330	0	6	0	0	10	0	10	0	0	1	0	1
330-345	0	10	0	0	6	0	19	0	0	0	0	0
345-400	0	15	0	0	3	0	6	0	0	0	0	0
400-415	0	15	0	0	3	0	19	0	0	1	0	1
415-430	0	20	0	0	2	1	20	0	0	3	0	0
430-445	0	12	0	0	9	0	19	0	0	2	0	1
445-500	0	17	0	0	4	1	24	0	0	2	0	6
500-515	0	4	0	0	3	1	9	0	0	2	0	1
515-530	0	4	0	0	8	1	3	0	0	0	0	2
530-545	0	2	0	0	11	0	10	0	0	1	0	4
545-600	0	8	0	0	5	0	11	0	0	3	0	2

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	8	0	0	0	0	0	0	0	0	0	0
215-230	0	3	0	0	6	0	0	0	0	0	0	0
230-245	0	7	0	0	1	0	0	0	0	0	0	0
245-300	0	8	0	0	1	0	1	0	0	0	0	0
300-315	0	6	0	0	2	0	2	0	0	0	0	0
315-330	0	4	0	0	5	0	1	1	0	0	0	0
330-345	0	6	0	0	2	0	3	0	0	0	0	0
345-400	0	5	0	0	5	0	2	0	0	0	0	0
400-415	0	2	0	0	3	0	1	0	0	0	0	0
415-430	0	0	0	0	1	0	5	0	0	0	0	0
430-445	0	5	0	0	6	0	6	0	0	0	0	0
445-500	0	0	0	0	2	0	1	0	0	2	0	0
500-515	0	0	0	0	1	0	2	0	0	1	0	0
515-530	0	1	0	0	1	0	1	0	0	0	0	0
530-545	0	5	0	0	1	0	2	0	0	0	0	0
545-600	0	2	0	0	2	0	1	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	14	0	0	17	0	30	1	0	1	0	2
215-230	0	11	0	0	16	0	38	0	0	0	0	4
230-245	0	14	0	0	17	0	28	0	0	0	0	0
245-300	0	20	0	0	25	0	28	1	0	0	0	7
300-315	0	11	0	0	16	1	32	0	0	1	0	1
315-330	0	11	0	0	17	1	33	1	0	1	0	2
330-345	0	5	0	0	26	0	31	1	0	0	0	7
345-400	0	26	0	0	11	0	34	0	0	2	0	3
400-415	0	21	0	0	11	0	51	1	0	2	0	3
415-430	0	16	0	0	5	1	43	0	0	5	0	1
430-445	0	13	0	0	11	1	43	0	0	2	0	4
445-500	0	6	0	0	10	1	12	0	0	0	0	7
500-515	0	4	0	0	7	1	8	0	0	2	0	2
515-530	0	0	0	0	11	1	7	0	0	0	0	1
530-545	0	3	0	0	15	0	13	0	0	2	0	3
545-600	0	6	0	0	10	1	12	0	0	3	0	1

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	4	0	0	3	2	4	2	0	0	0	0
215-230	1	2	0	0	3	0	5	11	0	0	0	0
230-245	0	3	0	0	1	8	10	4	0	1	1	0
245-300	1	1	0	0	3	5	5	5	0	0	0	0
300-315	0	2	0	0	1	0	3	3	0	0	0	0
315-330	0	3	0	0	3	1	6	6	0	0	1	0
330-345	1	0	0	0	1	0	7	2	0	0	0	0
345-400	1	0	0	0	3	0	3	1	0	0	0	1
400-415	0	1	0	0	2	0	4	0	0	0	0	2
415-430	1	1	0	0	2	1	6	0	0	0	0	0
430-445	0	2	0	0	2	1	3	0	0	0	0	2
445-500	0	0	0	0	1	1	8	1	0	0	0	2
500-515	1	1	0	0	2	2	1	1	0	0	1	0
515-530	0	0	0	0	5	2	8	0	0	0	1	3
530-545	0	2	0	0	6	3	4	0	0	1	0	0
545-600	0	0	0	0	4	1	4	2	0	0	0	2

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 31, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE
E/W BROADWAY

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	25	7	2	17	3	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	22	5	4	11	0	42	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2
230-245	26	10	1	17	1	55	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
245-300	28	14	2	25	2	71	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
300-315	14	13	2	15	1	45	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
315-330	26	7	4	17	2	56	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	2
330-345	46	4	3	25	1	79	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
345-400	26	3	4	12	3	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	43	4	3	9	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	23	4	3	6	0	36	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	0	0
430-445	42	9	3	8	1	63	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
445-500	50	2	1	5	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	41	5	0	6	1	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	29	4	0	10	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	26	11	3	11	3	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	14	8	2	13	2	39	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
HOUR TOTALS																								
200-300	101	36	9	70	6	222	3	0	0	0	0	3	0	0	0	0	0	0	1	1	1	0	0	3
215-315	90	42	9	68	4	213	5	0	0	0	0	5	0	0	0	0	0	0	1	1	1	0	0	3
230-330	94	44	9	74	6	227	4	0	0	0	1	5	0	0	0	0	0	0	2	1	0	0	0	3
245-345	114	38	11	82	6	251	2	0	0	0	1	3	0	0	0	0	0	0	3	1	1	0	0	5
300-400	112	27	13	69	7	228	2	0	0	0	1	3	0	0	0	0	0	0	2	1	1	0	0	4
315-415	141	18	14	63	6	242	0	0	0	0	1	1	0	0	0	0	0	0	2	1	1	0	0	4
330-430	138	15	13	52	4	222	0	0	0	0	0	0	3	2	0	0	0	5	1	0	1	0	0	2
345-445	134	20	13	35	4	206	0	0	0	0	0	0	3	2	0	0	0	5	1	0	0	0	0	1
400-500	158	19	10	28	1	216	0	0	0	0	0	0	3	2	0	0	0	5	1	0	0	0	0	1
415-515	156	20	7	25	2	210	0	0	0	0	0	0	3	2	0	0	0	5	1	0	0	0	0	1
430-530	162	20	4	29	2	217	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
445-545	146	22	4	32	4	208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	110	28	5	40	6	189	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	16	9	18	3	68
215-230	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	24	20	3	13	5	65
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	18	6	16	4	76
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	19	8	20	2	73
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	11	4	12	5	53
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	5	5	12	4	51
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	11	4	12	1	51
345-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	15	5	23	2	78
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	16	1	20	2	58
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25	0	15	2	66
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	18	4	15	2	62
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	19	0	7	0	73
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	5	0	4	1	40
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	6	1	1	1	28
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	5	5	5	0	49
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	1	7	0	33
HOUR TOTALS																								
200-300	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	102	73	26	67	14	282
215-315	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	1	101	68	21	61	16	267
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	53	23	60	15	253
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	46	21	56	12	228
300-400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	42	18	59	12	233
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	47	15	67	9	238
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	67	10	70	7	253
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	74	10	73	8	264
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	78	5	57	6	259
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	67	4	41	5	241
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	48	5	27	4	203
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	35	6	17	2	190
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	25	7	17	2	150

	9						10						11						12					
	NBLT						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
200-215	8	0	0	0	3	11	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	1	3	7
215-230	2	0	1	0	0	3	7	0	0	1	0	8	0	0	0	0	0	0	1	0	0	1	0	2
230-245	3	0	0	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5	1	6
245-300	5	0	0	0	1	6	5	1	0	2	0	8	0	0	0	1	0	1	3	0	0	2	1	6
300-315	2	0	0	0	0	2	8	0	0	1	0	9	0	0	0	0	0	0	3	0	0	1	0	4
315-330	7	0	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	2
330-345	5	0	0	0	3	8	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	1
345-400	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	3
400-415	2	0	0	0	0	2	19	0	0	0	0	19	0	0	0	0	0	0	19	0	0	1	0	20
415-430	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3	0	5
430-445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3
445-500	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0	3
500-515	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
515-530	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
530-545	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	3
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
HOUR TOTALS																								
200-300	18	0	1	0	4	23	19	1	0	3	0	23	0	0	0	1	0	1	7	0	0	9	5	21
215-315	12	0	1	0	1	14	24	1	0	4	0	29	0	0	0	1	0	1	7	0	0	9	2	18
230-330	17	0	0	0	1	18	18	1	0	3	0	22	0	0	0	1	0	1	7	0	0	8	3	18
245-345	19	0	0	0	4	23	19	1	0	3	0	23	0	0	0	1	0	1	7	0	0	4	2	13
300-400	14	0	0	0	3	17	16	0	0	1	0	17	0	0	0	0	0	0	5	0	0	4	1	10
315-415	14	0	0	0	3	17	27	0	0	0	0	27	0	0	0	0	0	0	21	0	0	4	1	26
330-430	7	0	0	0	3	10	27	0	0	0	0	27	0	0	0	0	0	0	22	0	0	7	0	29
345-445	3	0	0	0	0	3	22	0	0	0	0	22	0	0	0	0	0	0	23	0	0	8	0	31
400-500	3	0	0	0	0	3	21	0	0	0	0	21	0	0	0	0	0	0	23	0	0	8	0	31
415-515	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	8	0	12
430-530	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	6	0	8
445-545	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	3	0	0	4	1	8
500-600	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	3	1	6

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	8	22	0	0	0	25	3	0	3	0	0	0
215-230	2	24	0	0	1	22	1	0	7	1	0	0
230-245	3	32	0	0	2	26	0	0	4	0	0	0
245-300	5	24	0	0	0	28	3	0	5	0	0	1
300-315	2	21	0	0	2	14	3	0	8	0	0	0
315-330	7	25	0	0	0	26	1	0	1	0	0	1
330-345	5	23	0	0	0	46	0	0	5	0	0	1
345-400	0	33	0	0	0	26	1	0	2	0	0	0
400-415	2	19	0	0	0	43	19	0	19	0	0	0
415-430	0	24	0	3	0	23	2	0	1	0	0	0
430-445	1	23	0	0	0	42	1	0	0	0	0	1
445-500	0	47	0	0	0	50	1	0	1	0	0	0
500-515	0	30	0	0	0	41	0	0	1	0	0	0
515-530	0	19	0	0	0	29	0	0	1	0	0	0
530-545	2	34	0	0	0	26	2	0	1	0	0	0
545-600	0	16	0	0	0	14	0	0	0	0	0	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	16	0	0	0	7	0	0	0	0	0	0
215-230	0	20	1	0	0	5	0	0	0	0	0	1
230-245	0	18	0	0	0	10	0	0	0	0	0	0
245-300	0	19	0	0	0	14	0	0	1	0	0	0
300-315	0	11	0	0	0	13	0	0	0	0	0	0
315-330	0	5	0	0	0	7	0	0	0	0	0	1
330-345	0	11	0	0	0	4	0	0	0	0	0	0
345-400	0	15	0	0	0	3	0	0	0	0	0	0
400-415	0	16	0	0	0	4	0	0	0	0	0	0
415-430	0	25	0	2	0	4	0	0	0	0	0	0
430-445	0	18	0	0	0	9	0	0	0	0	0	0
445-500	0	19	0	0	0	2	0	0	0	0	0	0
500-515	0	5	0	0	0	5	0	0	0	0	0	0
515-530	0	6	0	0	0	4	0	0	0	0	0	0
530-545	0	5	0	0	0	11	0	0	0	0	0	0
545-600	0	9	0	0	0	8	0	0	0	0	0	1

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	9	0	0	0	2	0	0	0	0	0	0
215-230	1	3	0	0	0	4	0	0	0	0	0	1
230-245	0	6	0	0	0	1	0	0	0	0	0	0
245-300	0	8	0	0	0	2	0	0	0	0	0	0
300-315	0	4	0	0	0	2	0	0	0	0	0	0
315-330	0	5	0	0	0	4	0	0	0	0	0	0
330-345	0	4	0	0	0	3	0	0	0	0	0	1
345-400	0	5	0	0	0	4	0	0	0	0	0	0
400-415	0	1	0	0	0	3	0	0	0	0	0	0
415-430	0	0	0	0	0	3	0	0	0	0	0	0
430-445	0	4	0	0	0	3	0	0	0	0	0	0
445-500	0	0	0	0	0	1	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	1	0	0	0	0	0	0	0	0	0	0
530-545	0	5	0	0	0	3	0	0	0	0	0	0
545-600	0	1	0	0	0	2	0	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	18	0	0	0	17	1	0	0	0	0	0
215-230	0	13	0	0	0	11	1	0	1	0	0	0
230-245	0	16	0	0	0	17	5	0	0	0	0	0
245-300	0	20	0	0	0	25	2	1	2	0	0	0
300-315	0	12	0	0	0	15	1	0	1	0	0	0
315-330	0	12	0	0	0	17	0	0	0	0	0	0
330-345	0	12	0	0	0	25	1	0	0	0	0	0
345-400	0	23	0	0	0	12	2	0	0	0	0	0
400-415	0	20	0	0	0	9	1	0	0	0	0	0
415-430	0	15	0	0	0	6	3	0	0	0	0	0
430-445	0	15	0	0	0	8	2	0	0	0	0	0
445-500	0	7	0	0	0	5	2	0	0	0	0	0
500-515	0	4	0	0	0	6	1	0	0	0	0	0
515-530	0	1	0	0	0	10	1	0	0	0	0	0
530-545	0	5	0	0	0	11	0	0	0	0	0	0
545-600	0	7	0	0	0	13	1	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	3	3	0	0	0	3	3	0	0	0	0	0
215-230	0	5	0	0	0	0	0	0	0	0	0	0
230-245	0	4	0	0	0	1	1	0	0	0	0	0
245-300	1	2	0	0	0	2	1	0	0	0	0	0
300-315	0	5	0	0	0	1	0	0	0	0	0	0
315-330	0	4	0	0	1	2	1	0	0	0	0	0
330-345	3	1	0	0	0	1	0	0	0	0	0	0
345-400	0	2	0	0	0	3	0	0	0	0	0	0
400-415	0	2	0	0	0	0	0	0	0	0	0	0
415-430	0	2	0	0	0	0	0	0	0	0	0	0
430-445	0	2	0	0	0	1	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	1	0	0	0	1	0	0	0	0	0	0
515-530	0	1	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	3	1	0	0	0	0	0
545-600	0	0	0	0	0	2	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 31, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE
E/W PIER E

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	11	3	1	2	3	20	3	0	0	0	0	3	9	1	0	3	1	14
215-230	2	0	0	0	0	2	14	1	3	2	2	22	11	0	0	0	0	11	10	3	1	3	0	17
230-245	0	0	0	0	0	0	16	3	1	2	1	23	14	0	0	0	0	14	5	1	0	4	2	12
245-300	0	0	0	0	0	0	11	5	1	2	0	19	16	0	0	0	0	16	7	3	1	7	1	19
300-315	0	0	0	0	0	0	11	3	1	4	1	20	12	0	0	0	0	12	4	1	0	4	1	10
315-330	1	0	0	0	0	1	8	1	4	0	2	15	10	0	0	0	0	10	6	0	0	6	3	15
330-345	1	0	0	0	0	1	11	0	1	1	0	13	13	0	0	0	0	13	7	0	1	1	0	9
345-400	1	0	0	0	0	1	7	0	1	1	1	10	10	0	0	0	0	10	7	3	0	8	1	19
400-415	2	0	0	0	0	2	7	3	2	0	0	12	30	0	0	0	0	30	7	0	0	2	0	9
415-430	0	0	0	0	0	0	6	1	1	2	1	11	15	0	0	0	0	15	5	5	0	6	1	17
430-445	4	0	0	0	0	4	8	1	4	1	0	14	26	0	0	0	0	26	7	5	0	5	1	18
445-500	5	0	0	0	0	5	7	1	0	2	0	10	18	0	0	0	0	18	11	5	0	1	0	17
500-515	5	0	0	0	0	5	9	2	0	0	1	12	18	0	0	0	0	18	9	1	0	1	1	12
515-530	2	0	0	0	0	2	16	0	0	1	0	17	10	0	0	0	0	10	6	2	0	2	0	10
530-545	5	0	0	0	0	5	5	3	2	2	1	13	15	0	0	0	1	16	18	2	1	1	0	22
545-600	6	0	0	0	0	6	5	3	0	3	2	13	13	0	0	0	0	13	3	3	0	2	0	8
HOUR TOTALS																								
200-300	2	0	0	0	0	2	52	12	6	8	6	84	44	0	0	0	0	44	31	8	2	17	4	62
215-315	2	0	0	0	0	2	52	12	6	10	4	84	53	0	0	0	0	53	26	8	2	18	4	58
230-330	1	0	0	0	0	1	46	12	7	8	4	77	52	0	0	0	0	52	22	5	1	21	7	56
245-345	2	0	0	0	0	2	41	9	7	7	3	67	51	0	0	0	0	51	24	4	2	18	5	53
300-400	3	0	0	0	0	3	37	4	7	6	4	58	45	0	0	0	0	45	24	4	1	19	5	53
315-415	5	0	0	0	0	5	33	4	8	2	3	50	63	0	0	0	0	63	27	3	1	17	4	52
330-430	4	0	0	0	0	4	31	4	5	4	2	46	68	0	0	0	0	68	26	8	1	17	2	54
345-445	7	0	0	0	0	7	28	5	8	4	2	47	81	0	0	0	0	81	26	13	0	21	3	63
400-500	11	0	0	0	0	11	28	6	7	5	1	47	89	0	0	0	0	89	30	15	0	14	2	61
415-515	14	0	0	0	0	14	30	5	5	5	2	47	77	0	0	0	0	77	32	16	0	13	3	64
430-530	16	0	0	0	0	16	40	4	4	4	1	53	72	0	0	0	0	72	33	13	0	9	2	57
445-545	17	0	0	0	0	17	37	6	2	5	2	52	61	0	0	0	1	62	44	10	1	5	1	61
500-600	18	0	0	0	0	18	35	8	2	6	4	55	56	0	0	0	1	57	36	8	1	6	1	52

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	0	1	0	1	0	2	5	15	1	6	0	27	1	0	0	0	0	1	17	37	4	5	2	65
215-230	1	5	0	1	0	7	5	13	2	6	2	28	0	0	0	0	1	1	16	19	3	4	2	44
230-245	0	0	2	1	0	3	9	14	2	5	0	30	1	0	0	0	1	2	33	37	3	4	1	78
245-300	2	1	2	2	0	7	9	12	1	4	3	29	0	0	0	0	0	0	17	25	2	6	2	52
300-315	1	1	0	2	0	4	6	13	2	3	0	24	1	0	0	0	0	1	9	28	1	7	2	47
315-330	0	5	1	2	0	8	7	15	3	8	0	33	0	0	0	0	0	0	19	24	0	3	3	49
330-345	3	2	3	1	0	9	5	6	1	0	3	15	0	0	0	0	0	0	22	21	1	8	2	54
345-400	1	1	1	6	0	9	5	5	2	3	1	16	0	0	0	0	0	0	18	20	3	13	2	56
400-415	0	4	0	2	0	6	3	8	5	9	0	25	0	0	0	0	0	0	16	35	1	10	0	62
415-430	2	4	0	0	0	6	10	9	0	6	0	25	0	0	0	0	0	0	22	17	1	7	0	47
430-445	8	1	0	0	1	10	17	8	0	2	0	27	3	0	0	0	0	3	32	15	1	5	1	54
445-500	5	0	0	0	0	5	19	7	0	3	1	30	0	0	0	0	0	0	85	18	2	2	0	107
500-515	2	0	0	0	0	2	17	0	0	3	0	20	3	0	0	0	0	3	56	8	2	2	0	68
515-530	4	0	0	0	0	4	13	0	1	3	0	17	0	0	0	0	0	0	20	6	2	0	1	29
530-545	1	3	0	0	0	4	29	2	0	1	0	32	2	0	0	0	0	2	32	3	2	0	0	37
545-600	1	1	0	0	0	2	17	6	0	4	1	28	1	0	0	0	0	1	11	8	2	0	0	21
HOUR TOTALS																								
200-300	3	7	4	5	0	19	28	54	6	21	5	114	2	0	0	0	2	4	83	118	12	19	7	239
215-315	4	7	4	6	0	21	29	52	7	18	5	111	2	0	0	0	2	4	75	109	9	21	7	221
230-330	3	7	5	7	0	22	31	54	8	20	3	116	2	0	0	0	1	3	78	114	6	20	8	226
245-345	6	9	6	7	0	28	27	46	7	15	6	101	1	0	0	0	0	1	67	98	4	24	9	202
300-400	5	9	5	11	0	30	23	39	8	14	4	88	1	0	0	0	0	1	68	93	5	31	9	206
315-415	4	12	5	11	0	32	20	34	11	20	4	89	0	0	0	0	0	0	75	100	5	34	7	221
330-430	6	11	4	9	0	30	23	28	8	18	4	81	0	0	0	0	0	0	78	93	6	38	4	219
345-445	11	10	1	8	1	31	35	30	7	20	1	93	3	0	0	0	0	3	88	87	6	35	3	219
400-500	15	9	0	2	1	27	49	32	5	20	1	107	3	0	0	0	0	3	155	85	5	24	1	270
415-515	17	5	0	0	1	23	63	24	0	14	1	102	6	0	0	0	0	6	195	58	6	16	1	276
430-530	19	1	0	0	1	21	66	15	1	11	1	94	6	0	0	0	0	6	193	47	7	9	2	258
445-545	12	3	0	0	0	15	78	9	1	10	1	99	5	0	0	0	0	5	193	35	8	4	1	241
500-600	8	4	0	0	0	12	76	8	1	11	1	97	6	0	0	0	0	6	119	25	8	2	1	155

	9						10						11						12					
	NBLT						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
200-215	0	1	0	1	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	17	10	12	0	39
215-230	0	2	0	1	0	3	2	1	0	0	0	3	0	0	0	0	0	0	3	20	3	8	0	34
230-245	0	4	0	1	0	5	0	1	0	0	0	1	0	0	0	0	0	0	3	20	4	8	0	35
245-300	0	4	0	1	0	5	0	1	0	0	0	1	0	0	0	0	0	0	2	14	6	13	0	35
300-315	0	3	0	1	0	4	0	1	0	0	0	1	3	0	0	0	0	3	1	5	5	11	0	22
315-330	0	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	0	9
330-345	1	4	0	0	0	5	0	0	0	1	1	2	0	0	0	0	0	0	1	6	4	6	0	17
345-400	1	1	0	0	0	2	0	1	0	0	0	1	3	0	0	0	0	3	5	11	3	14	0	33
400-415	1	1	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	6	5	9	2	14	1	31
415-430	1	1	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	1	10	0	7	1	19
430-445	1	1	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	5	9	13	5	8	1	36
445-500	1	1	0	0	0	2	0	0	0	0	0	0	25	0	0	0	0	25	20	6	0	0	1	27
500-515	3	1	0	0	0	4	0	0	0	0	1	1	3	0	0	0	0	3	8	1	0	5	1	15
515-530	4	2	0	0	0	6	0	2	0	0	0	2	2	0	0	0	0	2	2	1	0	2	1	6
530-545	4	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	2	3	17
545-600	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	11	3	3	4	23
HOUR TOTALS																								
200-300	0	11	0	4	0	15	2	5	0	0	0	7	0	0	0	0	0	0	8	71	23	41	0	143
215-315	0	13	0	4	0	17	2	4	0	0	0	6	3	0	0	0	0	3	9	59	18	40	0	126
230-330	0	15	0	4	0	19	0	3	0	0	0	3	3	0	0	0	0	3	7	39	18	37	0	101
245-345	1	15	0	3	0	19	0	2	0	1	1	4	3	0	0	0	0	3	5	25	18	35	0	83
300-400	2	12	0	2	0	16	0	2	0	1	1	4	6	0	0	0	0	6	8	22	15	36	0	81
315-415	3	10	0	1	0	14	0	1	0	1	1	3	9	0	0	0	0	9	12	26	12	39	1	90
330-430	4	7	0	0	0	11	1	1	0	1	1	4	9	0	0	0	0	9	12	36	9	41	2	100
345-445	4	4	0	0	0	8	1	1	0	0	0	2	14	0	0	0	0	14	20	43	10	43	3	119
400-500	4	4	0	0	0	8	1	0	0	0	0	1	36	0	0	0	0	36	35	38	7	29	4	113
415-515	6	4	0	0	0	10	1	0	0	0	1	2	33	0	0	0	0	33	38	30	5	20	4	97
430-530	9	5	0	0	0	14	0	2	0	0	1	3	35	0	0	0	0	35	39	21	5	15	4	84
445-545	12	6	0	0	0	18	0	2	0	0	1	3	30	0	0	0	0	30	32	13	5	9	6	65
500-600	16	6	0	0	0	22	0	2	0	0	1	3	5	0	0	0	0	5	14	18	8	12	9	61

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	17	1	3	11	0	0	0	0	5	0	9
215-230	0	16	0	11	14	2	3	0	2	5	1	10
230-245	0	33	1	14	16	0	3	0	0	9	0	5
245-300	0	17	0	16	11	0	2	0	0	9	2	7
300-315	0	9	1	12	11	0	1	3	0	6	1	4
315-330	0	19	0	10	8	1	1	0	0	7	0	6
330-345	1	22	0	13	11	1	1	0	0	5	3	7
345-400	1	18	0	10	7	1	5	3	0	5	1	7
400-415	1	16	0	30	7	2	5	6	0	3	0	7
415-430	1	22	0	15	6	0	1	0	1	10	2	5
430-445	1	32	3	26	8	4	9	5	0	17	8	7
445-500	1	85	0	18	7	5	20	25	0	19	5	11
500-515	3	56	3	18	9	5	8	3	0	17	2	9
515-530	4	20	0	10	16	2	2	2	0	13	4	6
530-545	4	32	2	15	5	5	2	0	0	29	1	18
545-600	5	11	1	13	5	6	2	0	0	17	1	3

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	37	0	0	3	0	17	0	2	15	1	1
215-230	2	19	0	0	1	0	20	0	1	13	5	3
230-245	4	37	0	0	3	0	20	0	1	14	0	1
245-300	4	25	0	0	5	0	14	0	1	12	1	3
300-315	3	28	0	0	3	0	5	0	1	13	1	1
315-330	4	24	0	0	1	0	0	0	0	15	5	0
330-345	4	21	0	0	0	0	6	0	0	6	2	0
345-400	1	20	0	0	0	0	11	0	1	5	1	3
400-415	1	35	0	0	3	0	9	0	0	8	4	0
415-430	1	17	0	0	1	0	10	0	0	9	4	5
430-445	1	15	0	0	1	0	13	0	0	8	1	5
445-500	1	18	0	0	1	0	6	0	0	7	0	5
500-515	1	8	0	0	2	0	1	0	0	0	0	1
515-530	2	6	0	0	0	0	1	0	2	0	0	2
530-545	2	3	0	0	3	0	5	0	0	2	3	2
545-600	1	8	0	0	3	0	11	0	0	6	1	3

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	4	0	0	1	0	10	0	0	1	0	0
215-230	0	3	0	0	3	0	3	0	0	2	0	1
230-245	0	3	0	0	1	0	4	0	0	2	2	0
245-300	0	2	0	0	1	0	6	0	0	1	2	1
300-315	0	1	0	0	1	0	5	0	0	2	0	0
315-330	0	0	0	0	4	0	3	0	0	3	1	0
330-345	0	1	0	0	1	0	4	0	0	1	3	1
345-400	0	3	0	0	1	0	3	0	0	2	1	0
400-415	0	1	0	0	2	0	2	0	0	5	0	0
415-430	0	1	0	0	1	0	0	0	0	0	0	0
430-445	0	1	0	0	4	0	5	0	0	0	0	0
445-500	0	2	0	0	0	0	0	0	0	0	0	0
500-515	0	2	0	0	0	0	0	0	0	0	0	0
515-530	0	2	0	0	0	0	0	0	0	1	0	0
530-545	0	2	0	0	2	0	5	0	0	0	0	1
545-600	0	2	0	0	0	0	3	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	5	0	0	2	0	12	0	0	6	1	3
215-230	1	4	0	0	2	0	8	0	0	6	1	3
230-245	1	4	0	0	2	0	8	0	0	5	1	4
245-300	1	6	0	0	2	0	13	0	0	4	2	7
300-315	1	7	0	0	4	0	11	0	0	3	2	4
315-330	1	3	0	0	0	0	5	0	0	8	2	6
330-345	0	8	0	0	1	0	6	0	1	0	1	1
345-400	0	13	0	0	1	0	14	0	0	3	6	8
400-415	0	10	0	0	0	0	14	0	0	9	2	2
415-430	0	7	0	0	2	0	7	0	0	6	0	6
430-445	0	5	0	0	1	0	8	0	0	2	0	5
445-500	0	2	0	0	2	0	0	0	0	3	0	1
500-515	0	2	0	0	0	0	5	0	0	3	0	1
515-530	0	0	0	0	1	0	2	0	0	3	0	2
530-545	0	0	0	0	2	0	2	0	0	1	0	1
545-600	0	0	0	0	3	0	3	0	0	4	0	2

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	2	0	0	3	0	0	0	0	0	0	1
215-230	0	2	1	0	2	0	0	0	0	2	0	0
230-245	0	1	1	0	1	0	0	0	0	0	0	2
245-300	0	2	0	0	0	0	0	0	0	3	0	1
300-315	0	2	0	0	1	0	0	0	0	0	0	1
315-330	0	3	0	0	2	0	0	0	0	0	0	3
330-345	0	2	0	0	0	0	0	0	1	3	0	0
345-400	0	2	0	0	1	0	0	0	0	1	0	1
400-415	0	0	0	0	0	0	1	0	0	0	0	0
415-430	0	0	0	0	1	0	1	0	0	0	0	1
430-445	0	1	0	0	0	0	1	0	0	0	1	1
445-500	0	0	0	0	0	0	1	0	0	1	0	0
500-515	0	0	0	0	1	0	1	0	1	0	0	1
515-530	0	1	0	0	0	0	1	0	0	0	0	0
530-545	0	0	0	1	1	0	3	0	0	0	0	0
545-600	0	0	0	0	2	0	4	0	0	1	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 31, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE
E/W SOUTHBOUND ON-RAMP TO SCENIC HIGHWAY

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	0	0	0	0	0	0	26	20	2	26	12	86	3	8	0	6	0	17	0	0	0	0	0	0
215-230	0	0	0	0	0	0	21	23	2	34	14	94	5	8	3	4	1	21	0	0	0	0	0	0
230-245	0	0	0	0	0	0	32	22	2	13	4	73	3	5	2	7	1	18	0	0	0	0	0	0
245-300	0	0	0	0	0	0	23	17	2	28	4	74	4	8	2	3	1	18	0	0	0	0	0	0
300-315	0	0	0	0	0	0	17	19	3	32	9	80	3	7	2	3	0	15	0	0	0	0	0	0
315-330	0	0	0	0	0	0	12	15	2	23	9	61	3	6	5	4	0	18	0	0	0	0	0	0
330-345	0	0	0	0	0	0	17	8	1	20	7	53	3	2	2	0	0	7	0	0	0	0	0	0
345-400	0	0	0	0	0	0	12	12	0	22	10	56	4	3	3	2	1	13	0	0	0	0	0	0
400-415	0	0	0	0	0	0	14	14	4	34	7	73	2	1	3	2	0	8	0	0	0	0	0	0
415-430	0	0	0	0	0	0	21	11	1	24	13	70	7	10	0	5	0	22	0	0	0	0	0	0
430-445	0	0	0	0	0	0	25	6	4	17	7	59	6	3	0	1	0	10	0	0	0	0	0	0
445-500	0	0	0	0	0	0	42	7	0	5	8	62	9	4	0	5	0	18	0	0	0	0	0	0
500-515	0	0	0	0	0	0	36	6	0	9	10	61	5	2	0	1	1	9	0	0	0	0	0	0
515-530	0	0	0	0	0	0	43	6	0	14	10	73	6	2	1	3	0	12	0	0	0	0	0	0
530-545	0	0	0	0	0	0	43	6	0	12	6	67	16	1	2	0	0	19	0	0	0	0	0	0
545-600	0	0	0	0	0	0	27	14	0	22	11	74	4	1	0	0	1	6	0	0	0	0	0	0
HOUR TOTALS																								
200-300	0	0	0	0	0	0	102	82	8	101	34	327	15	29	7	20	3	74	0	0	0	0	0	0
215-315	0	0	0	0	0	0	93	81	9	107	31	321	15	28	9	17	3	72	0	0	0	0	0	0
230-330	0	0	0	0	0	0	84	73	9	96	26	288	13	26	11	17	2	69	0	0	0	0	0	0
245-345	0	0	0	0	0	0	69	59	8	103	29	268	13	23	11	10	1	58	0	0	0	0	0	0
300-400	0	0	0	0	0	0	58	54	6	97	35	250	13	18	12	9	1	53	0	0	0	0	0	0
315-415	0	0	0	0	0	0	55	49	7	99	33	243	12	12	13	8	1	46	0	0	0	0	0	0
330-430	0	0	0	0	0	0	64	45	6	100	37	252	16	16	8	9	1	50	0	0	0	0	0	0
345-445	0	0	0	0	0	0	72	43	9	97	37	258	19	17	6	10	1	53	0	0	0	0	0	0
400-500	0	0	0	0	0	0	102	38	9	80	35	264	24	18	3	13	0	58	0	0	0	0	0	0
415-515	0	0	0	0	0	0	124	30	5	55	38	252	27	19	0	12	1	59	0	0	0	0	0	0
430-530	0	0	0	0	0	0	146	25	4	45	35	255	26	11	1	10	1	49	0	0	0	0	0	0
445-545	0	0	0	0	0	0	164	25	0	40	34	263	36	9	3	9	1	58	0	0	0	0	0	0
500-600	0	0	0	0	0	0	149	32	0	57	37	275	31	6	3	4	2	46	0	0	0	0	0	0

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	26	42	5	31	9	113
215-230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	34	6	35	14	122
230-245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	34	46	4	26	9	119
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	41	6	22	12	111
300-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	32	54	2	27	21	136
315-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23	0	10	9	69
330-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	35	5	19	8	98
345-400	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	36	36	5	27	13	117
400-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33	2	20	6	94
415-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	32	3	19	11	106
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	28	1	15	7	125
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	36	2	12	7	184
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	15	4	5	6	86
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	12	0	2	5	60
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	8	4	3	5	57
545-600	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	15	10	1	0	6	32
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	3	123	163	21	114	44	465
215-315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	129	175	18	110	56	488
230-330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	123	164	12	85	51	435
245-345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	120	153	13	78	50	414
300-400	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	126	148	12	83	51	420
315-415	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	127	127	12	76	36	378
330-430	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	141	136	15	85	38	415
345-445	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	184	129	11	81	37	442
400-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	129	8	66	31	509
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	111	10	51	31	501
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	91	7	34	25	455
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261	71	10	22	23	387
500-600	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	149	45	9	10	22	235

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0
400-415	0	0	0	0	0	0	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	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	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	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	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	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	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	0	0	0	0	0	0
HOUR TOTALS																								
200-300	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0
315-415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	0	0	0	0	0	0	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	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	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	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	0	0	0	0	0	0

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	26	1	3	26	0	0	0	0	0	0	0
215-230	0	33	0	5	21	0	0	0	0	0	0	0
230-245	0	34	0	3	32	0	0	0	0	0	0	0
245-300	0	30	0	4	23	0	0	0	0	0	0	0
300-315	0	32	0	3	17	0	0	0	0	0	0	0
315-330	0	27	0	3	12	0	0	0	0	0	0	0
330-345	0	31	0	3	17	0	0	0	0	0	0	0
345-400	0	36	1	4	12	0	0	0	0	0	0	0
400-415	0	33	0	2	14	0	0	0	0	0	0	0
415-430	0	41	0	7	21	0	0	0	0	0	0	0
430-445	0	74	0	6	25	0	0	0	0	0	0	0
445-500	0	127	0	9	42	0	0	0	0	0	0	0
500-515	0	56	0	5	36	0	0	0	0	0	0	0
515-530	0	41	0	6	43	0	0	0	0	0	0	0
530-545	0	37	0	16	43	0	0	0	0	0	0	0
545-600	0	15	1	4	27	0	0	0	0	0	0	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	42	0	8	20	0	0	0	0	0	0	0
215-230	0	34	0	8	23	0	0	0	0	0	0	0
230-245	0	46	0	5	22	0	0	0	0	0	0	0
245-300	0	41	0	8	17	0	0	0	0	0	0	0
300-315	0	54	0	7	19	0	0	0	0	0	0	0
315-330	0	23	0	6	15	0	0	0	0	0	0	0
330-345	0	35	0	2	8	0	0	0	0	0	0	0
345-400	0	36	0	3	12	0	0	0	0	0	0	0
400-415	0	33	0	1	14	0	0	0	0	0	0	0
415-430	0	32	0	10	11	0	0	0	0	0	0	0
430-445	0	28	0	3	6	0	0	0	0	0	0	0
445-500	0	36	0	4	7	0	0	0	0	0	0	0
500-515	0	15	0	2	6	0	0	0	0	0	0	0
515-530	0	12	0	2	6	0	0	0	0	0	0	0
530-545	0	8	0	1	6	0	0	0	0	0	0	0
545-600	0	10	0	1	14	0	0	0	0	0	0	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	5	0	0	2	0	0	0	0	0	0	0
215-230	0	6	0	3	2	0	0	0	0	0	0	0
230-245	0	4	1	2	2	0	0	0	0	0	0	0
245-300	0	6	0	2	2	0	0	0	0	0	0	0
300-315	0	2	0	2	3	0	0	0	0	0	0	0
315-330	0	0	0	5	2	0	0	0	0	0	0	0
330-345	0	5	0	2	1	0	0	0	0	0	0	0
345-400	0	5	0	3	0	0	0	0	0	0	0	0
400-415	0	2	0	3	4	0	0	0	0	0	0	0
415-430	0	3	0	0	1	0	0	0	0	0	0	0
430-445	0	1	0	0	4	0	0	0	0	0	0	0
445-500	0	2	0	0	0	0	0	0	0	0	0	0
500-515	0	4	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	1	0	0	0	0	0	0	0	0
530-545	0	4	0	2	0	0	0	0	0	0	0	0
545-600	0	1	0	0	0	0	0	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	31	0	6	26	0	0	0	0	0	0	0
215-230	0	35	0	4	34	0	0	0	0	0	0	0
230-245	0	26	1	7	13	0	0	0	0	0	0	0
245-300	0	22	0	3	28	0	0	0	0	0	0	0
300-315	0	27	0	3	32	0	0	0	0	0	0	0
315-330	0	10	0	4	23	0	0	0	0	0	0	0
330-345	0	19	0	0	20	0	0	0	0	0	0	0
345-400	0	27	0	2	22	0	0	0	0	0	0	0
400-415	0	20	0	2	34	0	0	0	0	0	0	0
415-430	0	19	0	5	24	0	0	0	0	0	0	0
430-445	0	15	0	1	17	0	0	0	0	0	0	0
445-500	0	12	0	5	5	0	0	0	0	0	0	0
500-515	0	5	0	1	9	0	0	0	0	0	0	0
515-530	0	2	0	3	14	0	0	0	0	0	0	0
530-545	0	3	0	0	12	0	0	0	0	0	0	0
545-600	0	0	0	0	22	0	0	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	9	0	0	12	0	0	0	0	0	0	0
215-230	0	14	0	1	14	0	0	0	0	0	0	0
230-245	0	9	0	1	4	0	0	0	0	0	0	0
245-300	0	12	0	1	4	0	0	0	0	0	0	0
300-315	0	21	2	0	9	0	0	0	0	0	0	0
315-330	0	9	0	0	9	0	0	0	0	0	0	0
330-345	0	8	0	0	7	0	0	0	0	0	0	0
345-400	0	13	0	1	10	0	0	0	0	0	0	0
400-415	0	6	0	0	7	0	0	0	0	0	0	0
415-430	0	11	0	0	13	0	0	0	0	0	0	0
430-445	0	7	0	0	7	0	0	0	0	0	0	0
445-500	0	7	0	0	8	0	0	0	0	0	0	0
500-515	0	6	0	1	10	0	0	0	0	0	0	0
515-530	0	5	0	0	10	0	0	0	0	0	0	0
530-545	0	5	0	0	6	0	0	0	0	0	0	0
545-600	0	6	0	1	11	0	0	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: WEDNESDAY, AUGUST 31, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S PICO AVENUE/PIER G
E/W HARBOR BOULEVARD

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	8	12	1	15	8	44	4	6	1	8	4	23	15	1	1	0	0	17	10	23	4	6	0	43
215-230	6	17	0	26	8	57	3	5	1	8	7	24	10	2	1	1	0	14	17	18	2	7	0	44
230-245	16	16	0	10	2	44	4	5	2	2	1	14	16	0	0	0	1	17	15	27	2	4	0	48
245-300	10	8	0	26	6	50	0	9	0	3	0	12	11	2	1	1	0	15	16	20	0	4	0	40
300-315	7	9	0	22	6	44	2	7	0	2	1	12	10	3	0	2	0	15	15	23	0	3	1	42
315-330	3	8	2	20	5	38	1	6	2	5	7	21	5	1	2	3	0	11	14	25	0	5	1	45
330-345	6	4	0	18	2	30	0	1	1	2	5	9	10	1	0	0	0	11	9	18	2	6	3	38
345-400	4	9	0	19	1	33	2	3	0	3	6	14	2	0	0	0	0	2	18	22	1	8	0	49
400-415	5	10	0	25	1	41	1	2	2	3	6	14	5	2	2	3	0	12	17	15	0	9	0	41
415-430	13	9	0	23	4	49	2	1	0	2	8	13	4	0	1	2	0	7	15	16	0	3	1	35
430-445	14	7	0	17	1	39	1	0	0	0	5	6	10	0	4	0	0	14	32	12	1	3	2	50
445-500	35	7	0	5	2	49	1	0	0	0	7	8	7	0	0	0	0	7	71	6	2	1	0	80
500-515	21	4	1	11	1	38	3	0	0	0	9	12	12	0	0	0	0	12	31	3	0	2	1	37
515-530	27	6	0	12	3	48	3	0	0	1	6	10	11	0	0	1	0	12	19	4	0	0	0	23
530-545	28	3	0	11	2	44	3	1	0	0	4	8	8	1	0	2	0	11	11	2	2	0	0	15
545-600	16	10	0	18	2	46	5	1	0	0	12	18	8	2	0	4	0	14	6	6	0	0	0	12
HOUR TOTALS																								
200-300	40	53	1	77	24	195	11	25	4	21	12	73	52	5	3	2	1	63	58	88	8	21	0	175
215-315	39	50	0	84	22	195	9	26	3	15	9	62	47	7	2	4	1	61	63	88	4	18	1	174
230-330	36	41	2	78	19	176	7	27	4	12	9	59	42	6	3	6	1	58	60	95	2	16	2	175
245-345	26	29	2	86	19	162	3	23	3	12	13	54	36	7	3	6	0	52	54	86	2	18	5	165
300-400	20	30	2	79	14	145	5	17	3	12	19	56	27	5	2	5	0	39	56	88	3	22	5	174
315-415	18	31	2	82	9	142	4	12	5	13	24	58	22	4	4	6	0	36	58	80	3	28	4	173
330-430	28	32	0	85	8	153	5	7	3	10	25	50	21	3	3	5	0	32	59	71	3	26	4	163
345-445	36	35	0	84	7	162	6	6	2	8	25	47	21	2	7	5	0	35	82	65	2	23	3	175
400-500	67	33	0	70	8	178	5	3	2	5	26	41	26	2	7	5	0	40	135	49	3	16	3	206
415-515	83	27	1	56	8	175	7	1	0	2	29	39	33	0	5	2	0	40	149	37	3	9	4	202
430-530	97	24	1	45	7	174	8	0	0	1	27	36	40	0	4	1	0	45	153	25	3	6	3	190
445-545	111	20	1	39	8	179	10	1	0	1	26	38	38	1	0	3	0	42	132	15	4	3	1	155
500-600	92	23	1	52	8	176	14	2	0	1	31	48	39	3	0	7	0	49	67	15	2	2	1	87

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	4	2	1	1	0	8	1	0	0	0	0	1	2	5	1	8	1	17	4	0	0	1	6	11
215-230	1	4	0	1	0	6	2	0	0	0	0	2	5	6	0	9	0	20	3	0	0	0	2	5
230-245	0	3	1	0	0	4	4	0	0	0	0	4	6	4	3	2	0	15	10	1	1	1	3	16
245-300	2	0	0	0	0	2	2	0	0	0	0	2	2	4	1	0	1	8	1	1	0	1	3	6
300-315	1	2	0	0	0	3	5	0	0	0	0	5	4	8	0	4	0	16	4	0	0	0	10	14
315-330	4	1	0	0	0	5	2	0	0	0	0	2	5	2	1	2	1	11	3	1	0	0	3	7
330-345	0	0	0	0	0	0	2	0	0	0	1	3	2	2	0	2	0	6	2	0	0	0	4	6
345-400	3	7	0	1	0	11	7	0	0	0	1	8	2	3	0	2	0	7	1	0	0	0	3	4
400-415	0	5	0	0	0	5	2	1	0	0	0	3	0	1	0	2	0	3	2	1	0	1	6	10
415-430	4	2	0	0	0	6	0	0	0	0	0	0	1	0	0	1	0	2	4	1	0	1	4	10
430-445	1	1	1	1	0	4	0	0	0	0	0	0	3	0	0	0	1	4	5	2	0	0	2	9
445-500	4	2	0	0	0	6	2	0	0	0	0	2	3	0	0	0	0	3	5	0	0	0	1	6
500-515	6	0	0	0	0	6	1	1	0	0	1	3	4	2	0	0	0	6	2	0	0	0	4	6
515-530	1	0	0	0	0	1	1	0	0	0	0	1	2	0	0	1	2	5	4	0	0	0	3	7
530-545	5	0	0	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	2	3
545-600	0	0	0	0	0	0	2	0	0	0	0	2	0	1	0	0	0	1	2	0	0	0	2	4
HOUR TOTALS																								
200-300	7	9	2	2	0	20	9	0	0	0	0	9	15	19	5	19	2	60	18	2	1	3	14	38
215-315	4	9	1	1	0	15	13	0	0	0	0	13	17	22	4	15	1	59	18	2	1	2	18	41
230-330	7	6	1	0	0	14	13	0	0	0	0	13	17	18	5	8	2	50	18	3	1	2	19	43
245-345	7	3	0	0	0	10	11	0	0	0	1	12	13	16	2	8	2	41	10	2	0	1	20	33
300-400	8	10	0	1	0	19	16	0	0	0	2	18	13	15	1	10	1	40	10	1	0	0	20	31
315-415	7	13	0	1	0	21	13	1	0	0	2	16	9	8	1	8	1	27	8	2	0	1	16	27
330-430	7	14	0	1	0	22	11	1	0	0	2	14	5	6	0	7	0	18	9	2	0	2	17	30
345-445	8	15	1	2	0	26	9	1	0	0	1	11	6	4	0	5	1	16	12	4	0	2	15	33
400-500	9	10	1	1	0	21	4	1	0	0	0	5	7	1	0	3	1	12	16	4	0	2	13	35
415-515	15	5	1	1	0	22	3	1	0	0	1	5	11	2	0	1	1	15	16	3	0	1	11	31
430-530	12	3	1	1	0	17	4	1	0	0	1	6	12	2	0	1	3	18	16	2	0	0	10	28
445-545	16	2	0	0	0	18	6	1	0	0	1	8	9	2	0	1	2	14	12	0	0	0	10	22
500-600	12	0	0	0	0	12	6	1	0	0	1	8	6	3	0	1	2	12	9	0	0	0	11	20

	9						10						11						12					
	NBLT						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
200-215	1	0	0	0	0	1	1	1	0	0	0	2	2	0	1	1	1	5	3	16	2	19	10	50
215-230	0	0	0	1	0	1	1	0	0	0	0	1	3	1	0	1	0	5	8	19	4	37	12	80
230-245	1	0	0	0	0	1	0	0	0	0	0	0	4	1	0	0	0	5	7	23	3	23	9	65
245-300	1	0	0	0	0	1	0	0	0	0	0	0	3	2	0	1	1	7	10	11	5	17	4	47
300-315	0	0	0	0	0	0	0	1	0	0	0	1	7	1	0	1	1	10	9	38	2	23	11	83
315-330	0	0	0	0	0	0	1	1	0	0	0	2	4	1	0	0	0	5	11	9	1	8	10	39
330-345	1	0	0	0	0	1	1	1	0	0	0	2	1	1	0	0	0	2	12	15	5	11	5	48
345-400	0	0	0	0	1	1	1	0	0	0	0	1	2	2	0	0	1	5	14	12	2	20	2	50
400-415	0	0	0	1	0	1	0	0	0	0	0	0	3	1	0	0	1	5	11	18	2	12	0	43
415-430	0	0	0	0	0	0	3	0	0	0	0	3	4	0	0	0	0	4	19	19	3	15	1	57
430-445	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	1	0	10	29	24	2	9	5	69
445-500	0	1	0	0	0	1	2	0	0	0	1	3	7	0	0	0	0	7	48	23	0	12	3	86
500-515	0	0	0	0	0	0	4	0	0	0	0	4	13	1	1	1	0	16	19	8	5	4	1	37
515-530	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	1	2	11	11	0	2	2	26
530-545	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	15	4	3	3	2	27
545-600	0	0	0	0	0	0	2	0	0	0	0	2	3	1	0	0	0	4	3	3	7	0	3	16
HOUR TOTALS																								
200-300	3	0	0	1	0	4	2	1	0	0	0	3	12	4	1	3	2	22	28	69	14	96	35	242
215-315	2	0	0	1	0	3	1	1	0	0	0	2	17	5	0	3	2	27	34	91	14	100	36	275
230-330	2	0	0	0	0	2	1	2	0	0	0	3	18	5	0	2	2	27	37	81	11	71	34	234
245-345	2	0	0	0	0	2	2	3	0	0	0	5	15	5	0	2	2	24	42	73	13	59	30	217
300-400	1	0	0	0	1	2	3	3	0	0	0	6	14	5	0	1	2	22	46	74	10	62	28	220
315-415	1	0	0	1	1	3	3	2	0	0	0	5	10	5	0	0	2	17	48	54	10	51	17	180
330-430	1	0	0	1	1	3	5	1	0	0	0	6	10	4	0	0	2	16	56	64	12	58	8	198
345-445	0	0	0	1	1	2	4	0	0	0	0	4	16	5	0	1	2	24	73	73	9	56	8	219
400-500	0	1	0	1	0	2	5	0	0	0	1	6	21	3	0	1	1	26	107	84	7	48	9	255
415-515	0	1	0	0	0	1	9	0	0	0	1	10	31	3	1	2	0	37	115	74	10	40	10	249
430-530	0	1	0	0	0	1	9	0	0	0	1	10	28	3	1	2	1	35	107	66	7	27	11	218
445-545	0	1	0	0	0	1	9	0	0	0	1	10	27	2	1	1	1	32	93	46	8	21	8	176
500-600	0	0	0	0	0	0	9	0	0	0	0	9	23	3	1	1	1	29	48	26	15	9	8	106

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	1	4	2	15	4	8	3	2	1	1	4	10
215-230	0	3	5	10	3	6	8	3	1	2	1	17
230-245	1	10	6	16	4	16	7	4	0	4	0	15
245-300	1	1	2	11	0	10	10	3	0	2	2	16
300-315	0	4	4	10	2	7	9	7	0	5	1	15
315-330	0	3	5	5	1	3	11	4	1	2	4	14
330-345	1	2	2	10	0	6	12	1	1	2	0	9
345-400	0	1	2	2	2	4	14	2	1	7	3	18
400-415	0	2	0	5	1	5	11	3	0	2	0	17
415-430	0	4	1	4	2	13	19	4	3	0	4	15
430-445	0	5	3	10	1	14	29	7	0	0	1	32
445-500	0	5	3	7	1	35	48	7	2	2	4	71
500-515	0	2	4	12	3	21	19	13	4	1	6	31
515-530	0	4	2	11	3	27	11	1	3	1	1	19
530-545	0	1	0	8	3	28	15	6	0	2	5	11
545-600	0	2	0	8	5	16	3	3	2	2	0	6

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	5	1	6	12	16	0	1	0	2	23
215-230	0	0	6	2	5	17	19	1	0	0	4	18
230-245	0	1	4	0	5	16	23	1	0	0	3	27
245-300	0	1	4	2	9	8	11	2	0	0	0	20
300-315	0	0	8	3	7	9	38	1	1	0	2	23
315-330	0	1	2	1	6	8	9	1	1	0	1	25
330-345	0	0	2	1	1	4	15	1	1	0	0	18
345-400	0	0	3	0	3	9	12	2	0	0	7	22
400-415	0	1	1	2	2	10	18	1	0	1	5	15
415-430	0	1	0	0	1	9	19	0	0	0	2	16
430-445	0	2	0	0	0	7	24	2	0	0	1	12
445-500	1	0	0	0	0	7	23	0	0	0	2	6
500-515	0	0	2	0	0	4	8	1	0	1	0	3
515-530	0	0	0	0	0	6	11	0	0	0	0	4
530-545	0	0	0	1	1	3	4	1	0	0	0	2
545-600	0	0	1	2	1	10	3	1	0	0	0	6

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	1	1	1	1	2	1	0	0	1	4
215-230	0	0	0	1	1	0	4	0	0	0	0	2
230-245	0	1	3	0	2	0	3	0	0	0	1	2
245-300	0	0	1	1	0	0	5	0	0	0	0	0
300-315	0	0	0	0	0	0	2	0	0	0	0	0
315-330	0	0	1	2	2	2	1	0	0	0	0	0
330-345	0	0	0	0	1	0	5	0	0	0	0	2
345-400	0	0	0	0	0	0	2	0	0	0	0	1
400-415	0	0	0	2	2	0	2	0	0	0	0	0
415-430	0	0	0	1	0	0	3	0	0	0	0	0
430-445	0	0	0	4	0	0	2	0	0	0	1	1
445-500	0	0	0	0	0	0	0	0	0	0	0	2
500-515	0	0	0	0	0	1	5	1	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	3	0	0	0	0	2
545-600	0	0	0	0	0	0	7	0	0	0	0	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	1	8	0	8	15	19	1	0	0	1	6
215-230	1	0	9	1	8	26	37	1	0	0	1	7
230-245	0	1	2	0	2	10	23	0	0	0	0	4
245-300	0	1	0	1	3	26	17	1	0	0	0	4
300-315	0	0	4	2	2	22	23	1	0	0	0	3
315-330	0	0	2	3	5	20	8	0	0	0	0	5
330-345	0	0	2	0	2	18	11	0	0	0	0	6
345-400	0	0	2	0	3	19	20	0	0	0	1	8
400-415	1	1	2	3	3	25	12	0	0	0	0	9
415-430	0	1	1	2	2	23	15	0	0	0	0	3
430-445	0	0	0	0	0	17	9	1	0	0	1	3
445-500	0	0	0	0	0	5	12	0	0	0	0	1
500-515	0	0	0	0	0	11	4	1	0	0	0	2
515-530	0	0	1	1	1	12	2	0	0	0	0	0
530-545	0	0	0	2	0	11	3	0	0	0	0	0
545-600	0	0	0	4	0	18	0	0	0	0	0	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	6	1	0	4	8	10	1	0	0	0	0
215-230	0	2	0	0	7	8	12	0	0	0	0	0
230-245	0	3	0	1	1	2	9	0	0	0	0	0
245-300	0	3	1	0	0	6	4	1	0	0	0	0
300-315	0	10	0	0	1	6	11	1	0	0	0	1
315-330	0	3	1	0	7	5	10	0	0	0	0	1
330-345	0	4	0	0	5	2	5	0	0	1	0	3
345-400	1	3	0	0	6	1	2	1	0	1	0	0
400-415	0	6	0	0	6	1	0	1	0	0	0	0
415-430	0	4	0	0	8	4	1	0	0	0	0	1
430-445	0	2	1	0	5	1	5	0	0	0	0	2
445-500	0	1	0	0	7	2	3	0	1	0	0	0
500-515	0	4	0	0	9	1	1	0	0	1	0	1
515-530	0	3	2	0	6	3	2	1	0	0	0	0
530-545	0	2	0	0	4	2	2	0	0	0	0	0
545-600	0	2	0	0	12	2	3	0	0	0	0	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S ANAHEIM STREET
E/W PIER B

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	2	1	0	2	2	7	0	0	0	0	0	0	2	0	0	0	1	3	2	1	0	0	1	4
215-230	3	1	0	1	3	8	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	2	8
230-245	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	2	7	2	0	1	0	10
245-300	1	0	0	1	3	5	0	0	0	0	0	0	1	0	0	0	0	1	6	0	0	1	4	11
300-315	3	0	0	0	2	5	0	0	0	0	0	0	1	0	0	0	0	1	7	1	0	1	1	10
315-330	1	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	1	3	1	0	0	0	4
330-345	1	0	0	0	1	2	0	0	0	0	0	0	4	0	0	1	0	5	21	0	0	0	1	22
345-400	0	0	1	1	2	4	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	0	2	9
400-415	2	0	0	1	1	4	0	0	0	0	0	0	16	0	0	1	2	19	7	0	0	0	1	8
415-430	3	0	0	0	1	4	0	0	0	0	0	0	13	0	0	0	2	15	7	3	0	1	2	13
430-445	1	0	0	0	1	2	0	0	0	0	0	0	24	1	0	0	1	26	17	0	1	3	1	22
445-500	1	0	1	0	0	2	0	0	0	0	0	0	12	0	0	0	1	13	19	0	0	0	0	19
500-515	1	0	1	0	0	2	0	0	0	0	0	0	10	0	0	0	1	11	26	1	0	3	1	31
515-530	5	0	0	3	1	9	0	0	0	0	0	0	16	0	0	0	0	16	9	1	0	0	1	11
530-545	4	1	0	1	0	6	0	0	0	0	0	0	12	0	0	0	0	12	2	0	0	0	1	3
545-600	0	0	0	1	4	5	0	0	0	0	0	0	5	0	0	0	0	5	4	0	0	1	0	5
HOUR TOTALS																								
200-300	6	2	0	5	8	21	0	0	0	0	0	0	4	0	0	0	3	7	21	3	0	2	7	33
215-315	7	1	0	3	8	19	0	0	0	0	0	0	3	0	0	0	2	5	26	3	0	3	7	39
230-330	5	0	0	2	6	13	0	0	0	0	0	0	4	0	0	0	1	5	23	4	0	3	5	35
245-345	6	0	0	1	7	14	0	0	0	0	0	0	7	0	0	1	0	8	37	2	0	2	6	47
300-400	5	0	1	1	6	13	0	0	0	0	0	0	12	0	0	1	0	13	37	3	0	1	4	45
315-415	4	0	1	2	5	12	0	0	0	0	0	0	27	0	0	2	2	31	37	2	0	0	4	43
330-430	6	0	1	2	5	14	0	0	0	0	0	0	39	0	0	2	4	45	41	4	0	1	6	52
345-445	6	0	1	2	5	14	0	0	0	0	0	0	59	1	0	1	5	66	37	4	1	4	6	52
400-500	7	0	1	1	3	12	0	0	0	0	0	0	65	1	0	1	6	73	50	3	1	4	4	62
415-515	6	0	2	0	2	10	0	0	0	0	0	0	59	1	0	0	5	65	69	4	1	7	4	85
430-530	8	0	2	3	2	15	0	0	0	0	0	0	62	1	0	0	3	66	71	2	1	6	3	83
445-545	11	1	2	4	1	19	0	0	0	0	0	0	50	0	0	0	2	52	56	2	0	3	3	64
500-600	10	1	1	5	5	22	0	0	0	0	0	0	43	0	0	0	1	44	41	2	0	4	3	50

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	7	5	1	17	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	4	2	1	10	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	4	2	1	9	2	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	4	6	0	12	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	3	1	2	15	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	3	2	1	14	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	4	9	1	20	2	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	3	3	5	10	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	4	2	1	6	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	11	1	1	12	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	6	3	1	11	2	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	3	2	1	10	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	2	3	0	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	8	3	0	5	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	-6	3	0	15	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	4	2	1	11	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	19	15	3	48	6	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	15	11	4	46	5	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	14	11	4	50	3	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	14	18	4	61	3	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	13	15	9	59	5	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	14	16	8	50	7	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	22	15	8	48	8	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	24	9	8	39	8	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	24	8	4	39	7	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	22	9	3	36	5	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	19	11	2	29	4	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	7	11	1	33	4	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	8	11	1	34	5	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	22	18	0	30	4	74	9	9	0	5	2	25
215-230	0	0	0	0	0	0	0	0	0	0	0	0	17	6	2	16	6	47	2	0	0	0	2	4
230-245	0	0	0	0	0	0	0	0	0	0	0	0	12	7	0	17	1	37	4	1	0	1	1	7
245-300	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	18	4	35	2	0	0	1	3	6
300-315	0	0	0	0	0	0	0	0	0	0	0	0	19	4	1	11	4	39	0	0	0	0	2	2
315-330	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	5	0	18	2	1	0	0	0	3
330-345	0	0	0	0	0	0	0	0	0	0	0	0	23	11	0	16	1	51	4	0	0	0	1	5
345-400	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	20	1	33	1	0	1	1	1	4
400-415	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	16	1	32	2	1	0	2	0	5
415-430	0	0	0	0	0	0	0	0	0	0	0	0	22	8	1	8	1	40	8	0	0	0	0	8
430-445	0	0	0	0	0	0	0	0	0	0	0	0	74	11	2	13	2	102	16	0	0	0	1	17
445-500	0	0	0	0	0	0	0	0	0	0	0	0	20	7	0	7	1	35	8	0	0	0	1	9
500-515	0	0	0	0	0	0	0	0	0	0	0	0	24	1	1	9	0	35	9	0	0	0	0	9
515-530	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	10	2	33	8	0	0	2	0	10
530-545	0	0	0	0	0	0	0	0	0	0	0	0	13	4	0	7	4	28	5	0	0	0	1	6
545-600	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	2	0	0	0	0	2
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	60	35	2	81	15	193	17	10	0	7	8	42
215-315	0	0	0	0	0	0	0	0	0	0	0	0	57	21	3	62	15	158	8	1	0	2	8	19
230-330	0	0	0	0	0	0	0	0	0	0	0	0	52	16	1	51	9	129	8	2	0	2	6	18
245-345	0	0	0	0	0	0	0	0	0	0	0	0	63	20	1	50	9	143	8	1	0	1	6	16
300-400	0	0	0	0	0	0	0	0	0	0	0	0	62	20	1	52	6	141	7	1	1	1	4	14
315-415	0	0	0	0	0	0	0	0	0	0	0	0	54	20	0	57	3	134	9	2	1	3	2	17
330-430	0	0	0	0	0	0	0	0	0	0	0	0	64	27	1	60	4	156	15	1	1	3	2	22
345-445	0	0	0	0	0	0	0	0	0	0	0	0	115	27	3	57	5	207	27	1	1	3	2	34
400-500	0	0	0	0	0	0	0	0	0	0	0	0	127	30	3	44	5	209	34	1	0	2	2	39
415-515	0	0	0	0	0	0	0	0	0	0	0	0	140	27	4	37	4	212	41	0	0	0	2	43
430-530	0	0	0	0	0	0	0	0	0	0	0	0	138	20	3	39	5	205	41	0	0	2	2	45
445-545	0	0	0	0	0	0	0	0	0	0	0	0	77	13	1	33	7	131	30	0	0	2	2	34
500-600	0	0	0	0	0	0	0	0	0	0	0	0	63	6	1	26	6	102	24	0	0	2	1	27

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	2	0	2	9	22	0	0	7	2
215-230	0	0	0	0	0	3	2	17	0	0	4	6
230-245	0	0	0	1	0	0	4	12	0	0	4	7
245-300	0	0	0	1	0	1	2	9	0	0	4	6
300-315	0	0	0	1	0	3	0	19	0	0	3	7
315-330	0	0	0	1	0	1	2	12	0	0	3	3
330-345	0	0	0	4	0	1	4	23	0	0	4	21
345-400	0	0	0	6	0	0	1	8	0	0	3	6
400-415	0	0	0	16	0	2	2	11	0	0	4	7
415-430	0	0	0	13	0	3	8	22	0	0	11	7
430-445	0	0	0	24	0	1	16	74	0	0	6	17
445-500	0	0	0	12	0	1	8	20	0	0	3	19
500-515	0	0	0	10	0	1	9	24	0	0	2	26
515-530	0	0	0	16	0	5	8	20	0	0	8	9
530-545	0	0	0	12	0	4	5	13	0	0	-6	2
545-600	0	0	0	5	0	0	2	6	0	0	4	4

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	1	9	18	0	0	5	1
215-230	0	0	0	0	0	1	0	6	0	0	2	0
230-245	0	0	0	0	0	0	1	7	0	0	2	2
245-300	0	0	0	0	0	0	0	4	0	0	6	0
300-315	0	0	0	0	0	0	0	4	0	0	1	1
315-330	0	0	0	0	0	0	1	1	0	0	2	1
330-345	0	0	0	0	0	0	0	11	0	0	9	0
345-400	0	0	0	0	0	0	0	4	0	0	3	1
400-415	0	0	0	0	0	0	1	4	0	0	2	0
415-430	0	0	0	0	0	0	0	8	0	0	1	3
430-445	0	0	0	1	0	0	0	11	0	0	3	0
445-500	0	0	0	0	0	0	0	7	0	0	2	0
500-515	0	0	0	0	0	0	0	1	0	0	3	1
515-530	0	0	0	0	0	0	0	1	0	0	3	1
530-545	0	0	0	0	0	1	0	4	0	0	3	0
545-600	0	0	0	0	0	0	0	0	0	0	2	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	0	0	0	0	0	1	0
215-230	0	0	0	0	0	0	0	2	0	0	1	0
230-245	0	0	0	0	0	0	0	0	0	0	1	0
245-300	0	0	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	1	0	0	2	0
315-330	0	0	0	0	0	0	0	0	0	0	1	0
330-345	0	0	0	0	0	0	0	0	0	0	1	0
345-400	0	0	0	0	0	1	1	0	0	0	5	0
400-415	0	0	0	0	0	0	0	0	0	0	1	0
415-430	0	0	0	0	0	0	0	1	0	0	1	0
430-445	0	0	0	0	0	0	0	2	0	0	1	1
445-500	0	0	0	0	0	1	0	0	0	0	1	0
500-515	0	0	0	0	0	1	0	1	0	0	0	0
515-530	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
545-600	0	0	0	0	0	0	0	0	0	0	1	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	2	5	30	0	0	17	0
215-230	0	0	0	0	0	1	0	16	0	0	10	0
230-245	0	0	0	0	0	1	1	17	0	0	9	1
245-300	0	0	0	0	0	1	1	18	0	0	12	1
300-315	0	0	0	0	0	0	0	11	0	0	15	1
315-330	0	0	0	0	0	0	0	5	0	0	14	0
330-345	0	0	0	1	0	0	0	16	0	0	20	0
345-400	0	0	0	0	0	1	1	20	0	0	10	0
400-415	0	0	0	1	0	1	2	16	0	0	6	0
415-430	0	0	0	0	0	0	0	8	0	0	12	1
430-445	0	0	0	0	0	0	0	13	0	0	11	3
445-500	0	0	0	0	0	0	0	7	0	0	10	0
500-515	0	0	0	0	0	0	0	9	0	0	3	3
515-530	0	0	0	0	0	3	2	10	0	0	5	0
530-545	0	0	0	0	0	1	0	7	0	0	15	0
545-600	0	0	0	0	0	1	0	0	0	0	11	1

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	1	0	2	2	4	0	0	2	1
215-230	0	0	0	1	0	3	2	6	0	0	2	2
230-245	0	0	0	1	0	0	1	1	0	0	2	0
245-300	0	0	0	0	0	3	3	4	0	0	0	4
300-315	0	0	0	0	0	2	2	4	0	0	1	1
315-330	0	0	0	0	0	1	0	0	0	0	0	0
330-345	0	0	0	0	0	1	1	1	0	0	2	1
345-400	0	0	0	0	0	2	1	1	0	0	2	2
400-415	0	0	0	2	0	1	0	1	0	0	3	1
415-430	0	0	0	2	0	1	0	1	0	0	1	2
430-445	0	0	0	1	0	1	1	2	0	0	2	1
445-500	0	0	0	1	0	0	1	1	0	0	1	0
500-515	0	0	0	1	0	0	0	0	0	0	1	1
515-530	0	0	0	0	0	1	0	2	0	0	0	1
530-545	0	0	0	0	0	0	1	4	0	0	2	1
545-600	0	0	0	0	0	4	0	0	0	0	2	0

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S 9TH STREET
E/W ANAHEIM STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	4	0	0	3	1	8	6	2	2	2	2	14	8	6	0	1	3	18	8	5	0	16	3	32
215-230	7	0	0	0	1	8	11	3	1	3	0	18	3	6	1	6	6	22	17	4	2	15	2	40
230-245	5	2	0	0	0	7	3	1	2	5	0	11	7	8	4	7	1	27	7	8	3	13	1	32
245-300	8	3	0	1	2	14	5	1	0	1	2	9	10	4	6	14	3	37	15	3	3	11	4	36
300-315	2	2	1	0	0	5	7	1	1	3	0	12	4	5	9	3	2	23	11	8	6	10	3	38
315-330	6	1	0	1	1	9	3	1	1	1	0	6	3	1	9	8	1	22	12	7	8	15	3	45
330-345	6	3	0	0	3	12	6	2	0	1	0	9	6	2	11	9	1	29	12	4	8	13	4	41
345-400	9	0	0	0	0	9	7	4	2	0	1	14	3	2	15	7	0	27	16	6	8	7	2	39
400-415	6	2	0	0	2	10	5	1	1	2	0	9	1	1	15	3	0	20	13	9	9	13	1	45
415-430	0	1	0	0	2	3	9	1	0	0	0	10	6	1	16	3	1	27	4	2	10	8	3	27
430-445	6	2	0	0	1	9	11	1	0	2	0	14	7	0	16	1	0	24	16	7	10	8	4	45
445-500	8	1	0	1	0	10	10	3	0	1	0	14	5	3	16	4	1	29	18	6	11	4	3	42
500-515	3	2	1	0	0	6	13	1	0	0	0	14	8	1	16	3	0	28	14	2	11	4	1	32
515-530	5	1	0	0	1	7	8	0	0	2	0	10	8	1	17	2	0	28	15	4	11	0	2	32
530-545	1	0	0	0	0	1	8	1	0	2	1	12	4	2	17	8	0	31	12	5	11	3	4	35
545-600	1	2	0	0	1	4	11	0	1	1	0	13	5	2	17	3	0	27	8	1	11	3	3	26
HOUR TOTALS																								
200-300	24	5	0	4	4	37	25	7	5	11	4	52	28	24	11	28	13	104	47	20	8	55	10	140
215-315	22	7	1	1	3	34	26	6	4	12	2	50	24	23	20	30	12	109	50	23	14	49	10	146
230-330	21	8	1	2	3	35	18	4	4	10	2	38	24	18	28	32	7	109	45	26	20	49	11	151
245-345	22	9	1	2	6	40	21	5	2	6	2	36	23	12	35	34	7	111	50	22	25	49	14	160
300-400	23	6	1	1	4	35	23	8	4	5	1	41	16	10	44	27	4	101	51	25	30	45	12	163
315-415	27	6	0	1	6	40	21	8	4	4	1	38	13	6	50	27	2	98	53	26	33	48	10	170
330-430	21	6	0	0	7	34	27	8	3	3	1	42	16	6	57	22	2	103	45	21	35	41	10	152
345-445	21	5	0	0	5	31	32	7	3	4	1	47	17	4	62	14	1	98	49	24	37	36	10	156
400-500	20	6	0	1	5	32	35	6	1	5	0	47	19	5	63	11	2	100	51	24	40	33	11	159
415-515	17	6	1	1	3	28	43	6	0	3	0	52	26	5	64	11	2	108	52	17	42	24	11	146
430-530	22	6	1	1	2	32	42	5	0	5	0	52	28	5	65	10	1	109	63	19	43	16	10	151
445-545	17	4	1	1	1	24	39	5	0	5	1	50	25	7	66	17	1	116	59	17	44	11	10	141
500-600	10	5	1	0	2	18	40	2	1	5	1	49	25	6	67	16	0	114	49	12	44	10	10	125

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	111	6	0	5	4	126	1	0	0	0	0	1	1	2	0	1	0	4	2	4	0	9	3	18
215-230	110	10	1	4	6	131	3	0	0	0	0	3	0	1	0	2	0	3	4	8	1	6	2	21
230-245	124	7	0	4	4	139	1	0	0	0	0	1	2	0	0	0	2	4	4	3	1	3	1	12
245-300	142	11	0	7	10	170	2	1	0	2	0	5	0	1	0	0	0	1	4	5	1	3	0	13
300-315	125	11	1	14	10	161	2	0	0	1	0	3	4	2	0	0	0	6	3	1	0	4	1	9
315-330	180	6	1	5	8	200	0	0	0	1	0	1	0	0	0	0	0	0	4	2	0	3	2	11
330-345	149	15	3	8	7	182	3	1	0	1	0	5	4	1	0	1	0	6	19	1	1	4	1	26
345-400	163	8	0	14	11	196	0	2	0	1	0	3	0	1	0	1	0	2	5	5	0	2	1	13
400-415	179	14	1	8	6	208	0	0	1	0	1	2	2	1	0	1	0	4	4	7	0	3	0	14
415-430	166	12	0	11	5	194	4	0	0	0	0	4	3	0	1	1	0	5	5	3	1	3	0	12
430-445	209	13	1	12	8	243	0	2	1	3	0	6	0	0	0	0	0	0	9	2	0	3	0	14
445-500	166	10	2	9	4	191	1	0	1	0	1	3	1	0	1	0	0	2	13	0	0	2	1	16
500-515	155	4	0	9	4	172	1	1	0	1	0	3	1	1	0	2	0	4	9	0	0	1	1	11
515-530	123	8	1	4	3	139	0	1	0	0	0	1	0	0	0	0	0	0	7	0	0	1	0	8
530-545	144	1	0	8	7	160	3	0	0	3	0	6	4	1	0	2	0	7	6	1	0	3	1	11
545-600	113	5	1	4	2	125	1	1	0	0	0	2	0	0	0	0	1	1	2	2	0	3	0	7
HOUR TOTALS																								
200-300	487	34	1	20	24	566	7	1	0	2	0	10	3	4	0	3	2	12	14	20	3	21	6	64
215-315	501	39	2	29	30	601	8	1	0	3	0	12	6	4	0	2	2	14	15	17	3	16	4	55
230-330	571	35	2	30	32	670	5	1	0	4	0	10	6	3	0	0	2	11	15	11	2	13	4	45
245-345	596	43	5	34	35	713	7	2	0	5	0	14	8	4	0	1	0	13	30	9	2	14	4	59
300-400	617	40	5	41	36	739	5	3	0	4	0	12	8	4	0	2	0	14	31	9	1	13	5	59
315-415	671	43	5	35	32	786	3	3	1	3	1	11	6	3	0	3	0	12	32	15	1	12	4	64
330-430	657	49	4	41	29	780	7	3	1	2	1	14	9	3	1	4	0	17	33	16	2	12	2	65
345-445	717	47	2	45	30	841	4	4	2	4	1	15	5	2	1	3	0	11	23	17	1	11	1	53
400-500	720	49	4	40	23	836	5	2	3	3	2	15	6	1	2	2	0	11	31	12	1	11	1	56
415-515	696	39	3	41	21	800	6	3	2	4	1	16	5	1	2	3	0	11	36	5	1	9	2	53
430-530	653	35	4	34	19	745	2	4	2	4	1	13	2	1	1	2	0	6	38	2	0	7	2	49
445-545	588	23	3	30	18	662	5	2	1	4	1	13	6	2	1	4	0	13	35	1	0	7	3	46
500-600	535	18	2	25	16	596	5	3	0	4	0	12	5	2	0	4	1	12	24	3	0	8	2	37

	9						10						11						12					
	NBLT						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
200-215	17	3	2	2	2	26	29	2	3	11	1	46	112	8	2	17	5	144	5	3	1	7	0	16
215-230	22	3	0	3	1	29	38	4	1	7	2	52	126	12	1	16	7	162	6	3	0	3	1	13
230-245	31	2	1	0	3	37	24	2	0	5	1	32	133	13	1	18	6	171	5	0	0	0	0	5
245-300	21	2	0	1	4	28	34	3	0	6	3	46	152	12	2	22	17	205	8	2	0	0	2	12
300-315	30	0	0	1	4	35	33	2	0	4	2	41	165	12	3	15	12	207	5	1	0	0	2	8
315-330	30	3	0	0	4	37	31	2	0	0	3	36	150	10	2	11	10	183	7	2	1	0	2	12
330-345	26	1	0	2	5	34	42	0	0	0	2	44	175	15	2	10	10	212	7	1	0	0	1	9
345-400	32	2	0	1	5	40	32	2	2	1	0	37	163	12	2	8	14	199	5	1	0	0	1	7
400-415	26	5	0	4	2	37	40	1	0	0	6	47	197	13	0	8	7	225	5	1	1	2	0	9
415-430	21	4	1	3	6	35	49	2	0	1	6	58	203	14	1	15	2	235	11	1	0	1	2	15
430-445	31	0	0	2	4	37	35	0	0	3	1	39	214	13	4	17	5	253	6	1	0	2	1	10
445-500	31	9	0	2	2	44	38	1	0	0	1	40	272	14	0	6	8	300	8	1	0	1	1	11
500-515	29	1	1	1	4	36	64	0	0	0	1	65	234	14	0	6	7	261	9	2	0	1	0	12
515-530	28	1	0	2	1	32	39	1	0	2	2	44	289	12	0	5	9	315	14	0	0	0	2	16
530-545	21	1	0	0	3	25	33	1	0	2	3	39	212	13	1	8	7	241	14	3	0	1	3	21
545-600	26	0	0	0	1	27	46	0	0	0	1	47	201	11	0	7	2	221	5	1	0	0	1	7
HOUR TOTALS																								
200-300	91	10	3	6	10	120	125	11	4	29	7	176	523	45	6	73	35	682	24	8	1	10	3	46
215-315	104	7	1	5	12	129	129	11	1	22	8	171	576	49	7	71	42	745	24	6	0	3	5	38
230-330	112	7	1	2	15	137	122	9	0	15	9	155	600	47	8	66	45	766	25	5	1	0	6	37
245-345	107	6	0	4	17	134	140	7	0	10	10	167	642	49	9	58	49	807	27	6	1	0	7	41
300-400	118	6	0	4	18	146	138	6	2	5	7	158	653	49	9	44	46	801	24	5	1	0	6	36
315-415	114	11	0	7	16	148	145	5	2	1	11	164	685	50	6	37	41	819	24	5	2	2	4	37
330-430	105	12	1	10	18	146	163	5	2	2	14	186	738	54	5	41	33	871	28	4	1	3	4	40
345-445	110	11	1	10	17	149	156	5	2	5	13	181	777	52	7	48	28	912	27	4	1	5	4	41
400-500	109	18	1	11	14	153	162	4	0	4	14	184	886	54	5	46	22	1013	30	4	1	6	4	45
415-515	112	14	2	8	16	152	186	3	0	4	9	202	923	55	5	44	22	1049	34	5	0	5	4	48
430-530	119	11	1	7	11	149	176	2	0	5	5	188	1009	53	4	34	29	1129	37	4	0	4	4	49
445-545	109	12	1	5	10	137	174	3	0	4	7	188	1007	53	1	25	31	1117	45	6	0	3	6	60
500-600	104	3	1	3	9	120	182	2	0	4	7	195	936	50	1	26	25	1038	42	6	0	2	6	56

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	17	2	1	8	6	4	5	112	29	1	111	8
215-230	22	4	0	3	11	7	6	126	38	3	110	17
230-245	31	4	2	7	3	5	5	133	24	1	124	7
245-300	21	4	0	10	5	8	8	152	34	2	142	15
300-315	30	3	4	4	7	2	5	165	33	2	125	11
315-330	30	4	0	3	3	6	7	150	31	0	180	12
330-345	26	19	4	6	6	6	7	175	42	3	149	12
345-400	32	5	0	3	7	9	5	163	32	0	163	16
400-415	26	4	2	1	5	6	5	197	40	0	179	13
415-430	21	5	3	6	9	0	11	203	49	4	166	4
430-445	31	9	0	7	11	6	6	214	35	0	209	16
445-500	31	13	1	5	10	8	8	272	38	1	166	18
500-515	29	9	1	8	13	3	9	234	64	1	155	14
515-530	28	7	0	8	8	5	14	289	39	0	123	15
530-545	21	6	4	4	8	1	14	212	33	3	144	12
545-600	26	2	0	5	11	1	5	201	46	1	113	8

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	3	4	2	6	2	0	3	8	2	0	6	5
215-230	3	8	1	6	3	0	3	12	4	0	10	4
230-245	2	3	0	8	1	2	0	13	2	0	7	8
245-300	2	5	1	4	1	3	2	12	3	1	11	3
300-315	0	1	2	5	1	2	1	12	2	0	11	8
315-330	3	2	0	1	1	1	2	10	2	0	6	7
330-345	1	1	1	2	2	3	1	15	0	1	15	4
345-400	2	5	1	2	4	0	1	12	2	2	8	6
400-415	5	7	1	1	1	2	1	13	1	0	14	9
415-430	4	3	0	1	1	1	1	14	2	0	12	2
430-445	0	2	0	0	1	2	1	13	0	2	13	7
445-500	9	0	0	3	3	1	1	14	1	0	10	6
500-515	1	0	1	1	1	2	2	14	0	1	4	2
515-530	1	0	0	1	0	1	0	12	1	1	8	4
530-545	1	1	1	2	1	0	3	13	1	0	1	5
545-600	0	2	0	2	0	2	1	11	0	1	5	1

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	2	0	0	0	2	0	1	2	3	0	0	0
215-230	0	1	0	1	1	0	0	1	1	0	1	2
230-245	1	1	0	4	2	0	0	1	0	0	0	3
245-300	0	1	0	6	0	0	0	2	0	0	0	3
300-315	0	0	0	9	1	1	0	3	0	0	1	6
315-330	0	0	0	9	1	0	1	2	0	0	1	8
330-345	0	1	0	11	0	0	0	2	0	0	3	8
345-400	0	0	0	15	2	0	0	2	2	0	0	8
400-415	0	0	0	15	1	0	1	0	0	1	1	9
415-430	1	1	1	16	0	0	0	1	0	0	0	10
430-445	0	0	0	16	0	0	0	4	0	1	1	10
445-500	0	0	1	16	0	0	0	0	0	1	2	11
500-515	1	0	0	16	0	1	0	0	0	0	0	11
515-530	0	0	0	17	0	0	0	0	0	0	1	11
530-545	0	0	0	17	0	0	0	1	0	0	0	11
545-600	0	0	0	17	1	0	0	0	0	0	1	11

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	2	9	1	1	2	3	7	17	11	0	5	16
215-230	3	6	2	6	3	0	3	16	7	0	4	15
230-245	0	3	0	7	5	0	0	18	5	0	4	13
245-300	1	3	0	14	1	1	0	22	6	2	7	11
300-315	1	4	0	3	3	0	0	15	4	1	14	10
315-330	0	3	0	8	1	1	0	11	0	1	5	15
330-345	2	4	1	9	1	0	0	10	0	1	8	13
345-400	1	2	1	7	0	0	0	8	1	1	14	7
400-415	4	3	1	3	2	0	2	8	0	0	8	13
415-430	3	3	1	3	0	0	1	15	1	0	11	8
430-445	2	3	0	1	2	0	2	17	3	3	12	8
445-500	2	2	0	4	1	1	1	6	0	0	9	4
500-515	1	1	2	3	0	0	1	6	0	1	9	4
515-530	2	1	0	2	2	0	0	5	2	0	4	0
530-545	0	3	2	8	2	0	1	8	2	3	8	3
545-600	0	3	0	3	1	0	0	7	0	0	4	3

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	2	3	0	3	2	1	0	5	1	0	4	3
215-230	1	2	0	6	0	1	1	7	2	0	6	2
230-245	3	1	2	1	0	0	0	6	1	0	4	1
245-300	4	0	0	3	2	2	2	17	3	0	10	4
300-315	4	1	0	2	0	0	2	12	2	0	10	3
315-330	4	2	0	1	0	1	2	10	3	0	8	3
330-345	5	1	0	1	0	3	1	10	2	0	7	4
345-400	5	1	0	0	1	0	1	14	0	0	11	2
400-415	2	0	0	0	0	2	0	7	6	1	6	1
415-430	6	0	0	1	0	2	2	2	6	0	5	3
430-445	4	0	0	0	0	1	1	5	1	0	8	4
445-500	2	1	0	1	0	0	1	8	1	1	4	3
500-515	4	1	0	0	0	0	0	7	1	0	4	1
515-530	1	0	0	0	0	1	2	9	2	0	3	2
530-545	3	1	0	0	1	0	3	7	3	0	7	4
545-600	1	0	1	0	0	1	1	2	1	0	2	3

WILTEC

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

INTERSECTION CLASSIFICATION COUNT SUMMARY

CLIENT: MEYER, MOHADDES ASSOCIATES, INC.
PROJECT: GERALD DESMOND BRIDGE
DATE: THURSDAY, AUGUST 25, 2005
PERIOD: 2:00 PM TO 6:00 PM
INTERSECTION: N/S FARRAGUI AVENUE
E/W ANAHEIM STREET

	1						2						3						4					
	SBRT						SBTH						SBLT						WBRT					
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	DELIVER	2 AXLE	3 AXLE	4+ AXLE	TOTAL
200-215	9	7	1	5	1	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
215-230	7	1	0	1	0	9	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	1
230-245	6	1	0	1	1	9	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	0	0	3
245-300	11	1	0	2	5	19	0	0	0	0	0	0	3	0	0	0	2	5	4	0	0	1	1	6
300-315	5	1	0	0	1	7	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	3
315-330	4	1	0	1	1	7	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1
330-345	25	0	0	0	0	25	0	0	0	0	0	0	3	1	0	0	0	4	1	0	0	1	0	2
345-400	6	1	0	2	1	10	0	0	0	0	0	0	1	0	1	0	0	2	3	0	0	0	0	3
400-415	9	0	0	2	0	11	0	0	0	0	0	0	4	1	0	1	0	6	3	0	0	0	0	3
415-430	7	3	0	1	0	11	0	0	0	0	0	0	3	0	0	0	0	3	4	0	0	0	1	5
430-445	18	1	0	3	1	23	0	0	0	0	0	0	8	0	0	1	1	10	3	0	0	0	0	3
445-500	21	1	1	0	2	25	0	0	0	0	0	0	7	0	0	0	0	7	3	1	1	0	0	5
500-515	23	1	0	3	2	29	0	0	0	0	0	0	1	0	0	0	0	1	5	1	0	0	0	6
515-530	16	1	0	3	0	20	0	0	0	0	0	0	14	0	0	0	0	14	7	0	0	2	1	10
530-545	6	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
545-600	4	0	0	1	2	7	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	0
HOUR TOTALS																								
200-300	33	10	1	9	7	60	0	0	0	0	0	0	4	0	0	0	5	9	8	0	0	2	2	12
215-315	29	4	0	4	7	44	0	0	0	0	0	0	5	0	0	0	5	10	11	0	0	1	1	13
230-330	26	4	0	4	8	42	0	0	0	0	0	0	7	0	0	0	3	10	11	0	0	1	1	13
245-345	45	3	0	3	7	58	0	0	0	0	0	0	9	1	0	0	2	12	9	0	0	2	1	12
300-400	40	3	0	3	3	49	0	0	0	0	0	0	7	1	1	0	0	9	8	0	0	1	0	9
315-415	44	2	0	5	2	53	0	0	0	0	0	0	10	2	1	1	0	14	8	0	0	1	0	9
330-430	47	4	0	5	1	57	0	0	0	0	0	0	11	2	1	1	0	15	11	0	0	1	1	13
345-445	40	5	0	8	2	55	0	0	0	0	0	0	16	1	1	2	1	21	13	0	0	0	1	14
400-500	55	5	1	6	3	70	0	0	0	0	0	0	22	1	0	2	1	26	13	1	1	0	1	16
415-515	69	6	1	7	5	88	0	0	0	0	0	0	19	0	0	1	1	21	15	2	1	0	1	19
430-530	78	4	1	9	5	97	0	0	0	0	0	0	30	0	0	1	1	32	18	2	1	2	1	24
445-545	66	3	1	6	6	82	0	0	0	0	0	0	22	0	0	0	0	22	18	2	1	2	1	24
500-600	49	2	0	7	6	64	0	0	0	0	0	0	22	0	0	0	0	22	15	1	0	2	1	19

	5						6						7						8					
	WBTH						WBLT						NBRT						NBTH					
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
200-215	133	8	1	5	12	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	142	12	1	8	9	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-245	160	13	2	6	10	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-300	157	16	0	8	12	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-315	156	13	2	11	19	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-330	218	9	0	8	14	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-345	189	17	4	9	13	232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-400	189	11	0	15	14	229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-415	214	21	1	11	17	264	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-430	194	16	0	14	7	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-445	238	15	1	11	12	277	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	209	20	1	13	5	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	170	6	2	10	9	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	164	9	1	5	1	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	157	2	0	7	10	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	145	7	1	1	4	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																								
200-300	592	49	4	27	43	715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-315	615	54	5	33	50	757	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230-330	691	51	4	33	55	834	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245-345	720	55	6	36	58	875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300-400	752	50	6	43	60	911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315-415	810	58	5	43	58	974	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330-430	786	65	5	49	51	956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345-445	835	63	2	51	50	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400-500	855	72	3	49	41	1020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	811	57	4	48	33	953	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	781	50	5	39	27	902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	700	37	4	35	25	801	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	636	24	4	23	24	711	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	9						10						11						12					
	NBLT						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
200-215	0	0	0	0	0	0	0	0	0	0	0	0	142	12	6	32	6	198	5	1	0	1	1	8
215-230	0	0	0	0	0	0	0	0	0	0	0	0	158	20	3	24	11	216	4	1	0	2	2	9
230-245	0	0	0	0	0	0	0	0	0	0	0	0	165	14	1	27	10	217	1	0	0	1	0	2
245-300	0	0	0	0	0	0	0	0	0	0	0	0	192	15	1	28	14	250	5	0	0	0	0	5
300-315	0	0	0	0	0	0	0	0	0	0	0	0	205	16	3	13	15	252	3	0	0	0	0	3
315-330	0	0	0	0	0	0	0	0	0	0	0	0	178	17	3	14	17	229	3	0	0	0	0	3
330-345	0	0	0	0	0	0	0	0	0	0	0	0	242	12	1	9	14	278	5	0	0	0	3	8
345-400	0	0	0	0	0	0	0	0	0	0	0	0	194	14	3	9	10	230	0	0	0	0	2	2
400-415	0	0	0	0	0	0	0	0	0	0	0	0	245	16	1	10	11	283	1	0	0	1	1	3
415-430	0	0	0	0	0	0	0	0	0	0	0	0	246	19	1	16	10	292	1	0	0	0	0	1
430-445	0	0	0	0	0	0	0	0	0	0	0	0	272	10	2	20	9	313	1	0	0	0	2	3
445-500	0	0	0	0	0	0	0	0	0	0	0	0	299	18	1	6	9	333	1	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	0	0	319	18	0	9	9	355	1	0	0	0	0	1
515-530	0	0	0	0	0	0	0	0	0	0	0	0	339	10	1	9	6	365	3	0	0	1	0	4
530-545	0	0	0	0	0	0	0	0	0	0	0	0	242	15	0	14	6	277	7	1	0	1	1	10
545-600	0	0	0	0	0	0	0	0	0	0	0	0	233	15	0	8	6	262	0	0	0	1	4	5
HOUR TOTALS																								
200-300	0	0	0	0	0	0	0	0	0	0	0	0	657	61	11	111	41	881	15	2	0	4	3	24
215-315	0	0	0	0	0	0	0	0	0	0	0	0	720	65	8	92	50	935	13	1	0	3	2	19
230-330	0	0	0	0	0	0	0	0	0	0	0	0	740	62	8	82	56	948	12	0	0	1	0	13
245-345	0	0	0	0	0	0	0	0	0	0	0	0	817	60	8	64	60	1009	16	0	0	0	3	19
300-400	0	0	0	0	0	0	0	0	0	0	0	0	819	59	10	45	56	989	11	0	0	0	5	16
315-415	0	0	0	0	0	0	0	0	0	0	0	0	859	59	8	42	52	1020	9	0	0	1	6	16
330-430	0	0	0	0	0	0	0	0	0	0	0	0	927	61	6	44	45	1083	7	0	0	1	6	14
345-445	0	0	0	0	0	0	0	0	0	0	0	0	957	59	7	55	40	1118	3	0	0	1	5	9
400-500	0	0	0	0	0	0	0	0	0	0	0	0	1062	63	5	52	39	1221	4	0	0	1	3	8
415-515	0	0	0	0	0	0	0	0	0	0	0	0	1136	65	4	51	37	1293	4	0	0	0	2	6
430-530	0	0	0	0	0	0	0	0	0	0	0	0	1229	56	4	44	33	1366	6	0	0	1	2	9
445-545	0	0	0	0	0	0	0	0	0	0	0	0	1199	61	2	38	30	1330	12	1	0	2	1	16
500-600	0	0	0	0	0	0	0	0	0	0	0	0	1133	58	1	40	27	1259	11	1	0	3	5	20

Time	Autos											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	9	5	142	0	0	133	0
215-230	0	0	0	0	0	7	4	158	0	0	142	1
230-245	0	0	0	1	0	6	1	165	0	0	160	3
245-300	0	0	0	3	0	11	5	192	0	0	157	4
300-315	0	0	0	1	0	5	3	205	0	0	156	3
315-330	0	0	0	2	0	4	3	178	0	0	218	1
330-345	0	0	0	3	0	25	5	242	0	0	189	1
345-400	0	0	0	1	0	6	0	194	0	0	189	3
400-415	0	0	0	4	0	9	1	245	0	0	214	3
415-430	0	0	0	3	0	7	1	246	0	0	194	4
430-445	0	0	0	8	0	18	1	272	0	0	238	3
445-500	0	0	0	7	0	21	1	299	0	0	209	3
500-515	0	0	0	1	0	23	1	319	0	0	170	5
515-530	0	0	0	14	0	16	3	339	0	0	164	7
530-545	0	0	0	0	0	6	7	242	0	0	157	3
545-600	0	0	0	7	0	4	0	233	0	0	145	0

Time	Bobtails											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	7	1	12	0	0	8	0
215-230	0	0	0	0	0	1	1	20	0	0	12	0
230-245	0	0	0	0	0	1	0	14	0	0	13	0
245-300	0	0	0	0	0	1	0	15	0	0	16	0
300-315	0	0	0	0	0	1	0	16	0	0	13	0
315-330	0	0	0	0	0	1	0	17	0	0	9	0
330-345	0	0	0	1	0	0	0	12	0	0	17	0
345-400	0	0	0	0	0	1	0	14	0	0	11	0
400-415	0	0	0	1	0	0	0	16	0	0	21	0
415-430	0	0	0	0	0	3	0	19	0	0	16	0
430-445	0	0	0	0	0	1	0	10	0	0	15	0
445-500	0	0	0	0	0	1	0	18	0	0	20	1
500-515	0	0	0	0	0	1	0	18	0	0	6	1
515-530	0	0	0	0	0	1	0	10	0	0	9	0
530-545	0	0	0	0	0	0	1	15	0	0	2	0
545-600	0	0	0	0	0	0	0	15	0	0	7	0

Time	Chassis											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	1	0	6	0	0	1	0
215-230	0	0	0	0	0	0	0	3	0	0	1	0
230-245	0	0	0	0	0	0	0	1	0	0	2	0
245-300	0	0	0	0	0	0	0	1	0	0	0	0
300-315	0	0	0	0	0	0	0	3	0	0	2	0
315-330	0	0	0	0	0	0	0	3	0	0	0	0
330-345	0	0	0	0	0	0	0	1	0	0	4	0
345-400	0	0	0	1	0	0	0	3	0	0	0	0
400-415	0	0	0	0	0	0	0	1	0	0	1	0
415-430	0	0	0	0	0	0	0	1	0	0	0	0
430-445	0	0	0	0	0	0	0	2	0	0	1	0
445-500	0	0	0	0	0	1	0	1	0	0	1	1
500-515	0	0	0	0	0	0	0	0	0	0	2	0
515-530	0	0	0	0	0	0	0	1	0	0	1	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	1	0

Time	Containers											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	5	1	32	0	0	5	1
215-230	0	0	0	0	0	1	2	24	0	0	8	0
230-245	0	0	0	0	0	1	1	27	0	0	6	0
245-300	0	0	0	0	0	2	0	28	0	0	8	1
300-315	0	0	0	0	0	0	0	13	0	0	11	0
315-330	0	0	0	0	0	1	0	14	0	0	8	0
330-345	0	0	0	0	0	0	0	9	0	0	9	1
345-400	0	0	0	0	0	2	0	9	0	0	15	0
400-415	0	0	0	1	0	2	1	10	0	0	11	0
415-430	0	0	0	0	0	1	0	16	0	0	14	0
430-445	0	0	0	1	0	3	0	20	0	0	11	0
445-500	0	0	0	0	0	0	0	6	0	0	13	0
500-515	0	0	0	0	0	3	0	9	0	0	10	0
515-530	0	0	0	0	0	3	1	9	0	0	5	2
530-545	0	0	0	0	0	0	1	14	0	0	7	0
545-600	0	0	0	0	0	1	1	8	0	0	1	0

Time	Other Trucks											
	NB			SB			EB			WB		
	L	T	R	L	T	R	L	T	R	L	T	R
200-215	0	0	0	0	0	1	1	6	0	0	12	1
215-230	0	0	0	2	0	0	2	11	0	0	9	0
230-245	0	0	0	1	0	1	0	10	0	0	10	0
245-300	0	0	0	2	0	5	0	14	0	0	12	1
300-315	0	0	0	0	0	1	0	15	0	0	19	0
315-330	0	0	0	0	0	1	0	17	0	0	14	0
330-345	0	0	0	0	0	0	3	14	0	0	13	0
345-400	0	0	0	0	0	1	2	10	0	0	14	0
400-415	0	0	0	0	0	0	1	11	0	0	17	0
415-430	0	0	0	0	0	0	0	10	0	0	7	1
430-445	0	0	0	1	0	1	2	9	0	0	12	0
445-500	0	0	0	0	0	2	0	9	0	0	5	0
500-515	0	0	0	0	0	2	0	9	0	0	9	0
515-530	0	0	0	0	0	0	0	6	0	0	1	1
530-545	0	0	0	0	0	2	1	6	0	0	10	0
545-600	0	0	0	0	0	2	4	6	0	0	4	0

POLB Middle Harbor Project
Harbor Scenic Way Calculation

NB Harbor Scenic Way n/o Ocean Blvd s/o EB-NB Connector Ramp	2005 Model Volume		
	AM	MD	PM
Autos	343	288	729
Bobtails	124	231	160
Containers	278	402	441
Total Trucks (Non-PCE)	402	633	601
Total Vehicles (Non-PCE)	745	921	1330
Total Vehicles (PCE)	1147	1554	1931

SB Harbor Scenic Way n/o Ocean Blvd s/o SB-WB Connector Ramp	2005 Model Volume		
	AM	MD	PM
Autos	831	459	971
Bobtails	201	224	119
Containers	313	433	272
Total Trucks (Non-PCE)	514	657	391
Total Vehicles (Non-PCE)	1345	1116	1362
Total Vehicles (PCE)	1859	1773	1753

NB Harbor Scenic Way On-Ramp to EB Ocean Blvd	2005 Counts		
	AM	MD	PM
Autos	13	16	19
Bobtails	0	0	0
Containers	0	0	0
Total Trucks (Non-PCE)	0	0	0
Total Vehicles (Non-PCE)	13	16	19
Total Vehicles (PCE)	13	16	19

Pico Avenue On-Ramp to NB Harbor Scenic Way	2005 Counts		
	AM	MD	PM
Autos	16	69	81
Bobtails	7	31	38
Containers	93	80	49
Total Trucks (Non-PCE)	100	111	87
Total Vehicles (Non-PCE)	116	180	168
Total Vehicles (PCE)	216	291	255

NB Harbor Scenic Way s/o Ocean Blvd s/o Pico Ave On-Ramp	2005 Calculated		
	AM	MD	PM
Autos	340	235	667
Bobtails	117	200	122
Containers	185	322	392
Total Trucks (Non-PCE)	302	522	514
Total Vehicles (Non-PCE)	642	757	1181
Total Vehicles (PCE)	944	1279	1695

Appendix C: Existing Year 2005 Peak-Hour Intersection Capacity Analysis Worksheets

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Scenario Report

Scenario:	2005 AM
Command:	2005 AM
Volume:	2005 AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Middle Harbor EIR
Existing 2005 CEQA Baseline
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 Pico Ave / Pier G St & Harbor	B	14.0	0.635	B	14.0	0.635	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	A	9.9	0.284	A	9.9	0.284	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	A	9.8	0.215	A	9.8	0.215	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.231	A	xxxxx	0.231	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.1	0.137	A	8.1	0.137	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 D/V

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	32	100	47	99	261	308	18	4	25	30	159				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	32	100	47	99	261	308	18	4	25	30	159				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	32	100	47	99	261	308	18	4	25	30	159				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	32	100	47	99	261	308	18	4	25	30	159				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	32	100	47	99	261	308	18	4	25	30	159				
Saturation Flow Module:																
Adjustment:	1.00	1.00	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	1.00	1.00	0.55	1.45	1.00	1.64	0.36	1.00	1.00	1.00				
Final Sat.:	423	450	498	471	293	804	485	844	192	444	473	527				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.20	0.10	0.34	0.32	0.63	0.02	0.02	0.06	0.06	0.30				
Crit Moves:			****		****		****					****				
Delay/Veh:	10.5	10.5	10.8	10.7	12.2	11.6	20.8	9.4	9.3	10.7	10.2	11.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	10.5	10.5	10.8	10.7	12.2	11.6	20.8	9.4	9.3	10.7	10.2	11.6				
LOS by Move:	B	B	B	B	B	B	C	A	A	B	B	B				
ApproachDel:	10.7			11.6			20.0			11.3						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	10.7			11.6			20.0			11.3						
LOS by Appr:	B			B			C			B						
AllWayAvgQ:	0.0	0.1	0.2	0.1	0.4	0.4	1.5	0.0	0.0	0.1	0.1	0.4				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	16	211	2	14	57	20	161	10	14	102	30	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:	16	211	2	14	57	20	161	10	14	102	30	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:	16	211	2	14	57	20	161	10	14	102	30	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	16	211	2	14	57	20	161	10	14	102	30	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:	16	211	2	14	57	20	161	10	14	102	30	70				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.98	0.02	1.00	1.48	0.52	1.00	0.42	0.58	0.77	0.23	1.00				
Final Sat.:	535	1151	11	504	818	298	566	273	383	445	131	694				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.18	0.18	0.03	0.07	0.07	0.28	0.04	0.04	0.23	0.23	0.10				
Crit Moves:		****			****		****			****						
Delay/Veh:	9.3	9.8	9.8	9.6	9.2	8.9	11.1	8.1	8.1	10.4	10.4	8.1				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	9.3	9.8	9.8	9.6	9.2	8.9	11.1	8.1	8.1	10.4	10.4	8.1				
LOS by Move:	A	A	A	A	A	A	B	A	A	B	B	A				
ApproachDel:	9.8			9.2			10.7			9.6						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	9.8			9.2			10.7			9.6						
LOS by Appr:	A			A			B			A						
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.4	0.0	0.0	0.3	0.3	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	320		0		0	299		0			0	0		0			4	0		55			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	0	320		0		0	299		0			0	0		0			4	0		55			
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	320		0		0	299		0			0	0		0			4	0		55			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	0	320		0		0	299		0			0	0		0			4	0		55			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.8	xxxx		6.9			
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			470	xxxx		160			
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			528	xxxx		863			
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			528	xxxx		863			
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.01	xxxx		0.06			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.0	xxxx		0.2			
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			11.9	xxxx		9.5			
LOS by Move:	*	*		*		*	*		*			*	*		*			B	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shared LOS:	*	*		*		*	*		*			*	*		*			*	*		*			
ApproachDel:	xxxxxx					xxxxxx						xxxxxx						9.6						
ApproachLOS:	*					*						*						A						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	22	290		8		6	263		16			18	2		36			0	0		3			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	22	290		8		6	263		16			18	2		36			0	0		3			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Volume:	22	290		8		6	263		16			18	2		36			0	0		3			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	22	290		8		6	263		16			18	2		36			0	0		3			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx			7.5	6.5		6.9			7.5	6.5		6.9			
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx			3.5	4.0		3.3			3.5	4.0		3.3			
Capacity Module:																								
Cnflict Vol:	279	xxxx		xxxxx		298	xxxx		xxxxx			472	625		140			483	629		149			
Potent Cap.:	1295	xxxx		xxxxx		1275	xxxx		xxxxx			480	404		889			472	402		877			
Move Cap.:	1295	xxxx		xxxxx		1275	xxxx		xxxxx			470	395		889			443	393		877			
Volume/Cap:	0.02	xxxx		xxxx		0.00	xxxx		xxxx			0.04	0.01		0.04			0.00	0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx		xxxxx		0.0	xxxx		xxxxx			xxxx	xxxx		0.1			xxxx	xxxx		0.0			
Control Del:	7.8	xxxx		xxxxx		7.8	xxxx		xxxxx			xxxxx	xxxx		9.2			xxxxx	xxxx		9.1			
LOS by Move:	A	*		*		A	*		*			*	*		A			*	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			461	xxxx		xxxxx			0	xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			13.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shared LOS:	*	*		*		*	*		*			B	*		*			*	*		*			
ApproachDel:	xxxxxx					xxxxxx						10.6						9.1						
ApproachLOS:	*					*						B						A						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	34	247	1	6	252	115	107	0	29	19	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	247	1	6	252	115	107	0	29	19	1	37
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:	34	247	1	6	252	0	107	0	29	19	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	247	1	6	252	0	107	0	29	19	1	37
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:	34	247	1	6	252	0	107	0	29	19	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.05	1.95	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	559	1210	5	28	1174	678	531	0	643	490	26	621
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.22	0.21	0.00	0.20	xxxx	0.05	0.04	0.04	0.06
Crit Moves:		****		****			****					****
Delay/Veh:	9.3	9.8	9.8	10.0	10.0	0.0	10.6	0.0	8.2	9.5	9.5	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.8	9.8	10.0	10.0	0.0	10.6	0.0	8.2	9.5	9.5	8.4
LOS by Move:	A	A	A	A	A	*	B	*	A	A	A	A
ApproachDel:	9.7			10.0			10.1			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			10.0			10.1			8.8		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	29	321	0	0	316	105	40	0	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	321	0	0	316	105	40	0	37	0	0	0
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:	29	321	0	0	316	0	40	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	321	0	0	316	0	40	0	37	0	0	0
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:	29	321	0	0	316	0	40	0	37	0	0	0
OvlAdjVol:									8			
Saturation Flow Module:												
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.00	0.10	0.00	0.01	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.01			
Crit Moves:	****				****		****					

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	165	2	283		49	0	0		3	86	74		207	60	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:	165	2	283		49	0	0		3	86	74		207	60	93	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	165	2	0		49	0	0		3	86	74		207	60	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	165	2	0		49	0	0		3	86	74		207	60	93	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	165	2	0		49	0	0		3	86	74		207	60	93	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.08	0.92		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	0		1600	1720	1480		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.00		0.03	0.00	0.00		0.00	0.05	0.05		0.07	0.04	0.06	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.137
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		22	0	19		13	141	0		0	198	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		22	0	19		13	141	0		0	198	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		22	0	19		13	141	0		0	198	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		22	0	19		13	141	0		0	198	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		22	0	19		13	141	0		0	198	57	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.07	0.93		0.17	1.83	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		582	52	661		122	1334	0		0	1442	838	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.04	0.00	0.03		0.11	0.11	xxxx		xxxx	0.14	0.07	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		8.8	7.6	7.6		8.2	8.1	0.0		0.0	8.4	7.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.8	7.6	7.6		8.2	8.1	0.0		0.0	8.4	7.2	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				8.2				8.1				8.1			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				8.2				8.1				8.1			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.1	0.0		0.0	0.2	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
AM Peak Hour

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	3	0	28	18	962	0	0	937	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	3	0	28	18	962	0	0	937	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	3	0	28	18	962	0	0	937	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	28	18	962	0	0	937	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	28	18	962	0	0	937	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	0.00	0.00	0.02	0.01	0.23	0.00	0.00	0.33	0.01
Crit Vol:	0					28	0				468	
Crit Moves:						****	****				****	

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Scenario Report

Scenario:	2005 MD
Command:	2005 MD
Volume:	2005 MD Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Middle Habor EIR
Existing 2005 CEQA Baseline
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 Pico Ave / Pier G St & Harbor	C	21.7	0.859	C	21.7	0.859	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.8	0.418	B	11.8	0.418	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.7	0.000	B	12.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	47.3	1.087	E	47.3	1.087	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.263	A	xxxxx	0.263	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.8	0.247	A	8.8	0.247	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000 D/V

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	56	88	70	113	302	394	28	3	9	25	213
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	5	56	88	70	113	302	394	28	3	9	25	213
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	5	56	88	70	113	302	394	28	3	9	25	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	56	88	70	113	302	394	28	3	9	25	213
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	5	56	88	70	113	302	394	28	3	9	25	213
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	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	1.00	1.00	1.00 0.54	1.46	1.00	1.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	382	405	441	432	264	732	459	861	93	404	428	476
Capacity Analysis Module:												
Vol/Sat:	0.01 0.14		0.20	0.16 0.43		0.41	0.86 0.03		0.03	0.02 0.06		0.45
Crit Moves:			****		****		****					****
Delay/Veh:	11.5 12.1		11.8	12.1 14.6		13.9	40.6 10.1		10.0	11.2 11.0		14.9
Delay Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	11.5 12.1		11.8	12.1 14.6		13.9	40.6 10.1		10.0	11.2 11.0		14.9
LOS by Move:	B	B	B	B	B	B	E	B	B	B	B	B
ApproachDel:	11.9			13.8			38.4			14.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			13.8			38.4			14.4		
LOS by Appr:	B			B			E			B		
AllWayAvgQ:	0.0	0.1	0.2	0.2	0.7	0.7	3.8	0.0	0.0	0.0	0.1	0.7

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	20	289	6	44	105	2	214	0	8	151	29	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	1.00 1.00	1.00	1.00
Initial Bse:	20	289	6	44	105	2	214	0	8	151	29	86
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 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	289	6	44	105	2	214	0	8	151	29	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	289	6	44	105	2	214	0	8	151	29	86
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	20	289	6	44	105	2	214	0	8	151	29	86
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.96		0.04	1.00 1.96		0.04	1.00 0.00		1.00	0.84 0.16		1.00
Final Sat.:	487 1032		21	456	958	18	512	0	609	436	84	617
Capacity Analysis Module:												
Vol/Sat:	0.04 0.28		0.28	0.10 0.11		0.11	0.42 xxxx		0.01	0.35 0.35		0.14
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0 11.5		11.5	10.8 10.3		10.3	13.9	0.0	8.3	12.6 12.6		9.1
Delay Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	10.0 11.5		11.5	10.8 10.3		10.3	13.9	0.0	8.3	12.6 12.6		9.1
LOS by Move:	B	B	B	B	B	B	B	*	A	B	B	A
ApproachDel:	11.4			10.5			13.7			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			10.5			13.7			11.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.3	0.3	0.1	0.1	0.1	0.6	0.0	0.0	0.5	0.5	0.1

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	425	0				0	341	0				0	0	0				0	0	0			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			1.00
Initial Bse:	0	425	0				0	341	0				0	0	0				0	0	0			63
User Adj:	1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00				1.00	1.00	0.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Volume:	0	425	0				0	341	0				0	0	0				0	0	0			63
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
FinalVolume:	0	425	0				0	341	0				0	0	0				0	0	0			63
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				596	xxxx	213			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				440	xxxx	799			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				440	xxxx	799			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.00	xxxx	0.08			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	0.3			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	9.9			
LOS by Move:	*	*	*				*	*	*				*	*	*				*	*	A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						9.9					
ApproachLOS:	*						*						*						A					

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	28	396	1				0	314	0				35	2	26				1	0	4			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	28	396	1				0	314	0				35	2	26				1	0	4			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	28	396	1				0	314	0				35	2	26				1	0	4			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	28	396	1				0	314	0				35	2	26				1	0	4			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.5	6.5	6.9				7.5	6.5	6.9			
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	314	xxxx	xxxxx				xxxx	xxxx	xxxxx				568	767	157				611	767	199			
Potent Cap.:	1258	xxxx	xxxxx				xxxx	xxxx	xxxxx				410	335	867				382	335	816			
Move Cap.:	1258	xxxx	xxxxx				xxxx	xxxx	xxxxx				401	327	867				363	328	816			
Volume/Cap:	0.02	xxxx	xxxx				xxxx	xxxx	xxxx				0.09	0.01	0.03				0.00	0.00	0.00			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	0.1				xxxx	xxxx	0.0			
Control Del:	7.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	9.3				xxxxx	xxxx	9.4			
LOS by Move:	A	*	*				*	*	*				*	*	A				*	*	A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				396	xxxx	xxxxx				363	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.3	xxxx	xxxxx				0.0	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				15.0	xxxx	xxxxx				14.9	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				C	*	*				B	*	*			
ApproachDel:	xxxxxx						xxxxxx						12.7						10.5					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.087
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.3
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	21	366	1	5	299	46	469	85	0	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	366	1	5	299	46	469	85	0	7	5	30
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:	21	366	1	5	299	0	469	85	0	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	366	1	5	299	0	469	85	0	7	5	30
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:	21	366	1	5	299	0	469	85	0	7	5	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.03	1.97	1.00	0.85	0.15	1.00	0.58	0.42	1.00
Final Sat.:	446	950	3	15	913	508	431	78	589	251	179	489
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.38	0.33	0.33	0.00	1.09	1.09	0.00	0.03	0.03	0.06
Crit Moves:		****		****				****				****
Delay/Veh:	11.1	14.7	14.7	14.0	14.0	0.0	91.3	91.3	0.0	10.9	10.9	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	14.7	14.7	14.0	14.0	0.0	91.3	91.3	0.0	10.9	10.9	10.1
LOS by Move:	B	B	B	B	B	*	F	F	*	B	B	B
ApproachDel:		14.5			14.0			91.3			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			14.0			91.3			10.3	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	0.0	0.6	0.6	0.5	0.5	0.0	11.5	11.5	0.0	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.263
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0	0 0 1	0	0 0	0 0
Volume Module:												
Base Vol:	37	436	0	0	253	105	76	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	436	0	0	253	105	76	0	23	0	0	0
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:	37	436	0	0	253	0	76	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	436	0	0	253	0	76	0	23	0	0	0
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:	37	436	0	0	253	0	76	0	23	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.00	0.08	0.00	0.03	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
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:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	101	5	210		22	2	4		5	107	176		282	61	174	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	101	5	210		22	2	4		5	107	176		282	61	174	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	101	5	0		22	2	4		5	107	176		282	61	174	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	5	0		22	2	4		5	107	176		282	61	174	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	5	0		22	2	4		5	107	176		282	61	174	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.71	0.29		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1143	457		1600	1600	1600		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.01	0.00	0.01		0.00	0.07	0.11		0.10	0.04	0.11	
Crit Moves:	****				****						****		****			

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		10	0	34		58	295	0		0	150	42	
Growth Adj:	1.00	1.00	1.00		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	34		58	295	0		0	150	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		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	34		58	295	0		0	150	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		10	0	34		58	295	0		0	150	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	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	34		58	295	0		0	150	42	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.45	0.55	1.00		0.33	1.67	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		261	313	672		235	1217	0		0	1322	757	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.04	0.00	0.05		0.25	0.24	xxxx		xxxx	0.11	0.06	
Crit Moves:							****		****					****		
Delay/Veh:	0.0	0.0	0.0		8.8	8.8	7.9		9.3	9.1	0.0		0.0	8.7	7.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.8	8.8	7.9		9.3	9.1	0.0		0.0	8.7	7.6	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx					8.3				9.1				8.5		
Delay Adj:	xxxxx					1.00				1.00				1.00		
ApprAdjDel:	xxxxxx					8.3				9.1				8.5		
LOS by Appr:	*					A				A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.3	0.3	0.0		0.0	0.1	0.1	

Note: Queue reported is the number of cars per lane.

Middle Habor EIR
Existing 2005 CEQA Baseline
MD Peak Hour

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	14	0	78	31	1050	0	0	794	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	78	31	1050	0	0	794	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	78	31	1050	0	0	794	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	78	31	1050	0	0	794	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	78	31	1050	0	0	794	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.02	0.25	0.00	0.00	0.28	0.01
Crit Vol:	0					78	0				397	
Crit Moves:						****	****				****	

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Scenario Report

Scenario:	2005 PM
Command:	2005 PM
Volume:	2005 PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Pico Ave / Pier G St & Harbor	B	14.6	0.658	B	14.6	0.658	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.3	0.320	B	11.3	0.320	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.5	0.000	A	9.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	106.8	1.381	F	106.8	1.381	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	9.1	0.227	A	9.1	0.227	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 D/V

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	50	16	52	74	259	327	28	7	5	24	233
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	3	50	16	52	74	259	327	28	7	5	24	233
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	3	50	16	52	74	259	327	28	7	5	24	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	50	16	52	74	259	327	28	7	5	24	233
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	3	50	16	52	74	259	327	28	7	5	24	233
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.52	0.48	1.00	0.44	1.56	1.00	1.60	0.40	1.00	1.00	1.00	1.00
Final Sat.:	410 671	221	469	237	856	497	848	218	459	491	551	
Capacity Analysis Module:												
Vol/Sat:	0.01 0.07	0.07	0.11	0.31	0.30	0.66	0.03	0.03	0.01	0.05	0.42	
Crit Moves:	****			****		****					****	
Delay/Veh:	10.7 10.6	10.3	10.8	11.7	11.3	21.5	9.4	9.2	10.2	9.9	13.0	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.7 10.6	10.3	10.8	11.7	11.3	21.5	9.4	9.2	10.2	9.9	13.0	
LOS by Move:	B	B	B	B	B	B	C	A	A	B	A	B
ApproachDel:	10.5			11.4			20.3			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			11.4			20.3			12.6		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.0	0.1	0.1	0.1	0.4	0.4	1.6	0.0	0.0	0.0	0.0	0.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	8	309	3	89	61	11	157	36	1	136	31	79
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	309	3	89	61	11	157	36	1	136	31	79
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	309	3	89	61	11	157	36	1	136	31	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	309	3	89	61	11	157	36	1	136	31	79
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	309	3	89	61	11	157	36	1	136	31	79
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 1.98	0.02	1.00	1.69	0.31	1.00	0.97	0.03	0.81	0.19	1.00	
Final Sat.:	499 1070	10	471	862	158	509	531	15	426	97	618	
Capacity Analysis Module:												
Vol/Sat:	0.02 0.29	0.29	0.19	0.07	0.07	0.31	0.07	0.07	0.32	0.32	0.13	
Crit Moves:	****		****			****				****		
Delay/Veh:	9.7 11.5	11.4	11.4	9.8	9.6	12.2	9.4	9.4	12.2	12.2	8.9	
Delay Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.7 11.5	11.4	11.4	9.8	9.6	12.2	9.4	9.4	12.2	12.2	8.9	
LOS by Move:	A	B	B	B	A	A	B	A	A	B	B	A
ApproachDel:	11.4			10.7			11.7			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			10.7			11.7			11.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.4	0.4	0.2	0.1	0.1	0.4	0.1	0.1	0.4	0.4	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	338		0		0	278		0			0	0		0			1	0		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	338		0		0	278		0			0	0		0			1	0		40			
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	338		0		0	278		0			0	0		0			1	0		40			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	0	338		0		0	278		0			0	0		0			1	0		40			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.8	xxxx		6.9			
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			477	xxxx		169			
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			522	xxxx		852			
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			522	xxxx		852			
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.00	xxxx		0.05			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.0	xxxx		0.1			
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			11.9	xxxx		9.4			
LOS by Move:	*	*		*		*	*		*			*	*		*			B	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shared LOS:	*	*		*		*	*		*			*	*		*			*	*		*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						9.5											
ApproachLOS:	*			*			*						A											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	3	335		0		5	257		0			39	0		21			0	0		1			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	3	335		0		5	257		0			39	0		21			0	0		1			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Volume:	3	335		0		5	257		0			39	0		21			0	0		1			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	3	335		0		5	257		0			39	0		21			0	0		1			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx		xxxxx		4.1	xxxx		xxxxx			7.5	6.5		6.9			7.5	6.5		6.9			
FollowUpTim:	2.2	xxxx		xxxxx		2.2	xxxx		xxxxx			3.5	4.0		3.3			3.5	4.0		3.3			
Capacity Module:																								
Cnflict Vol:	257	xxxx		xxxxx		335	xxxx		xxxxx			441	608		129			480	608		168			
Potent Cap.:	1320	xxxx		xxxxx		1236	xxxx		xxxxx			505	413		904			474	413		854			
Move Cap.:	1320	xxxx		xxxxx		1236	xxxx		xxxxx			502	410		904			461	410		854			
Volume/Cap:	0.00	xxxx		xxxx		0.00	xxxx		xxxx			0.08	0.00		0.02			0.00	0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx		xxxxx		0.0	xxxx		xxxxx			xxxx	xxxx		0.1			xxxx	xxxx		0.0			
Control Del:	7.7	xxxx		xxxxx		7.9	xxxx		xxxxx			xxxxx	xxxx		9.1			xxxxx	xxxx		9.2			
LOS by Move:	A	*		*		A	*		*			*	*		A			*	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx			502	xxxx		xxxxx			0	xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			0.3	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx			12.8	xxxx		xxxxx			xxxxx	xxxx		xxxxx			
Shared LOS:	*	*		*		*	*		*			B	*		*			*	*		*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						11.5						9.2					
ApproachLOS:	*			*			*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.381
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	106.8
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1	1 0	1	0	0 1	0	1	0 0 1
Volume Module:												
Base Vol:	48	330	3	4	251	34	655	46	0	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	330	3	4	251	34	655	46	0	37	2	54
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:	48	330	3	4	251	0	655	46	0	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	330	3	4	251	0	655	46	0	37	2	54
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:	48	330	3	4	251	0	655	46	0	37	2	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	0.03	1.97	1.00	0.93	0.07	1.00	0.95	0.05	1.00
Final Sat.:	443	938	9	14	891	495	474	33	590	410	22	504
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.28	0.28	0.00	1.38	1.38	0.00	0.09	0.09	0.11
Crit Moves:		****		****				****				****
Delay/Veh:	11.7	14.2	14.1	13.5	13.4	0.0	204.1	204	0.0	11.4	11.4	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	14.2	14.1	13.5	13.4	0.0	204.1	204	0.0	11.4	11.4	10.3
LOS by Move:	B	B	B	B	B	*	F	F	*	B	B	B
ApproachDel:		13.8			13.4			204.1			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			13.4			204.1			10.8	
LOS by Appr:		B			B			F			B	
AllWayAvgQ:	0.1	0.5	0.5	0.4	0.4	0.0	27.4	27.4	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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 1	0	0	0 0 0
Volume Module:												
Base Vol:	30	426	0	0	200	109	96	0	61	0	0	0
Growth Adj:	1.00	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	426	0	0	200	109	96	0	61	0	0	0
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:	30	426	0	0	200	0	96	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	426	0	0	200	0	96	0	61	0	0	0
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:	30	426	0	0	200	0	96	0	61	0	0	0
OvlAdjVol:									31			
Saturation Flow Module:												
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.00	0.06	0.00	0.03	0.00	0.04	0.00	0.00	0.00
OvlAdjV/S:									0.02			
Crit Moves:		****			****			****				

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 1	0	1	0	1 0	1	0	1	0 1	1	0	2	0 1	0	1
Volume Module:																
Base Vol:	102	2	215		16	1	1		42	65	215		339	52	153	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	102	2	215		16	1	1		42	65	215		339	52	153	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	102	2	0		16	1	1		42	65	215		339	52	153	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	102	2	0		16	1	1		42	65	215		339	52	153	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	102	2	0		16	1	1		42	65	215		339	52	153	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.89	0.11		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1422	178		1600	1600	1600		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.01	0.00	0.01		0.03	0.04	0.13		0.12	0.03	0.10	
Crit Moves:	****				****						****		****			

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.227
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	0	1 0	1	0	0	1 0	1	0	0	2 0	0	1
Volume Module:																
Base Vol:	0	0	0		80	0	17		43	264	0		0	133	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:	0	0	0		80	0	17		43	264	0		0	133	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		80	0	17		43	264	0		0	133	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		80	0	17		43	264	0		0	133	71	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		80	0	17		43	264	0		0	133	71	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.65	0.35		0.28	1.72	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		557	408	220		190	1181	0		0	1268	723	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.14	0.00	0.08		0.23	0.22	xxxx		xxxx	0.10	0.10	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		9.8	8.5	8.5		9.4	9.3	0.0		0.0	8.8	8.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		9.8	8.5	8.5		9.4	9.3	0.0		0.0	8.8	8.0	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx					9.3				9.3				8.6		
Delay Adj:	xxxxx					1.00				1.00				1.00		
ApprAdjDel:	xxxxxx					9.3				9.3				8.6		
LOS by Appr:	*					A				A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.3	0.3	0.0		0.0	0.1	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Existing 2005 CEQA Baseline
PM Peak Hour

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	29	0	81	12	1323	0	0	1120	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	81	12	1323	0	0	1120	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	81	12	1323	0	0	1120	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	81	12	1323	0	0	1120	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	81	12	1323	0	0	1120	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.01	0.31	0.00	0.00	0.39	0.01
Crit Vol:	0					81	0				560	
Crit Moves:						****	****				****	

Appendix D: Year 2010 Peak-Hour Intersection Capacity Analysis Worksheets

Middle Harbor EIR
Future Year 2010
345-Acre

Scenario Report

Scenario:	2010 345-Acre AM
Command:	2010 345-Acre AM
Volume:	2010 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2010
345-Acre

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 Pico Ave / Pier G St & Harbor	C	21.4	0.815	C	21.4	0.815	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	10.5	0.384	B	10.5	0.384	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	10.0	0.000	B	10.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	28.6	0.961	D	28.6	0.961	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.2	0.033	A	7.2	0.033	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	166	101	40	229	209	315	18	4	145	192	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	166	101	40	229	209	315	18	4	145	192	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	166	101	40	229	209	315	18	4	145	192	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	166	101	40	229	209	315	18	4	145	192	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	166	101	40	229	209	315	18	4	145	192	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.11	0.89
Final Sat.:	348	469	298	378	409	442	386	646	146	386	458	389
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.11	0.56	0.47	0.82	0.03	0.03	0.38	0.42	0.39
Crit Moves:		****			****		****				****	
Delay/Veh:	12.3	16.0	15.1	12.7	20.7	16.8	39.7	11.5	11.3	16.6	16.6	15.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	16.0	15.1	12.7	20.7	16.8	39.7	11.5	11.3	16.6	16.6	15.1
LOS by Move:	B	C	C	B	C	C	E	B	B	C	C	C
ApproachDel:		15.6			18.3			37.9			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			18.3			37.9			16.1	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	0.5	0.4	0.1	1.1	1.1	3.0	0.0	0.0	0.5	0.6	0.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	215	2	17	111	60	63	9	0	205	11	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	2	17	111	60	63	9	0	205	11	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	2	17	111	60	63	9	0	205	11	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	2	17	111	60	63	9	0	205	11	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	215	2	17	111	60	63	9	0	205	11	126
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.30	0.70	1.00	1.00	0.00	0.95	0.05	1.00
Final Sat.:	511	1096	10	504	718	411	517	554	0	533	29	685
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.15	0.15	0.12	0.02	xxxx	0.38	0.38	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.5	12.5	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.5	12.5	8.8
LOS by Move:	*	B	B	A	A	A	B	A	*	B	B	A
ApproachDel:		10.3			9.7			10.0			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.7			10.0			11.2	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.2	0.1	0.1	0.0	0.0	0.6	0.6	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	35	226	0	0	465	93	0	0	0	17	0	54												
Growth Adj:	1.00	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	226	0	0	465	93	0	0	0	17	0	54												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	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	226	0	0	465	93	0	0	0	17	0	54												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	35	226	0	0	465	93	0	0	0	17	0	54												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3												
Capacity Module:																								
Cnflict Vol:	558	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	529	xxxx	113												
Potent Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	925												
Move Cap.:	1023	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	472	xxxx	925												
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.06												
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2												
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	9.1												
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0														
ApproachLOS:	*			*			*			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.9]

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Uncontrolled							Uncontrolled							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Lanes:	1	0	1	1	0			1	0	1	1	0			0	1	0	1	0			0	1	0	0	1		
Volume Module:																												
Base Vol:	13	203	8	6	529	0		0	2	29	0	0	3															
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00															
Initial Bse:	13	203	8	6	529	0		0	2	29	0	0	3															
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00															
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00															
PHF Volume:	13	203	8	6	529	0		0	2	29	0	0	3															
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0	0															
FinalVolume:	13	203	8	6	529	0		0	2	29	0	0	3															
Critical Gap Module:																												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx		7.5	6.5	6.9	7.5	6.5	6.9															
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3															
Capacity Module:																												
Cnflict Vol:	529	xxxx	xxxxx	211	xxxx	xxxxx		669	778	265	511	774	106															
Potent Cap.:	1048	xxxx	xxxxx	1372	xxxx	xxxxx		347	330	740	450	332	935															
Move Cap.:	1048	xxxx	xxxxx	1372	xxxx	xxxxx		342	324	740	425	326	935															
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx		0.00	0.01	0.04	0.00	0.00	0.00															
Level Of Service Module:																												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	0.0															
Control Del:	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9															
LOS by Move:	A	*	*	A	*	*		*	*	*	*	*	A															
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT															
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		324	xxxx	683	0	xxxx	xxxxx															
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	0.1	xxxxx	xxxx	xxxxx															
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		16.2	xxxx	10.5	xxxxx	xxxx	xxxxx															
Shared LOS:	*	*	*	*	*	*		C	*	B	*	*	*															
ApproachDel:	xxxxxx			xxxxxx				10.9			8.9																	
ApproachLOS:	*			*				B			A																	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	0	1 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	92	52	1		6	449	304		464	0	52		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	52	1		6	449	304		464	0	52		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	52	1		6	449	304		464	0	52		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	52	1		6	449	304		464	0	52		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	52	1		6	449	304		464	0	52		19	1	37	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	393	815	16		13	975	548		483	0	561		390	21	473	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.06	0.06		0.46	0.46	0.55		0.96	xxxx	0.09		0.05	0.05	0.08	
Crit Moves:	****						****		****						****	
Delay/Veh:	14.1	11.5	11.5		15.7	15.6	16.6		58.3	0.0	9.6		11.5	11.5	10.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.1	11.5	11.5		15.7	15.6	16.6		58.3	0.0	9.6		11.5	11.5	10.4	
LOS by Move:	B	B	B		C	C	C		F	*	A		B	B	B	
ApproachDel:	13.1				16.0				53.3				10.8			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	13.1				16.0				53.3				10.8			
LOS by Appr:	B				C				F				B			
AllWayAvgQ:	0.3	0.1	0.1		0.8	0.8	1.1		6.5	6.5	0.1		0.0	0.0	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	22	490	0		0	702	155		110	0	14		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	490	0		0	702	155		110	0	14		0	0	0	
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:	22	490	0		0	702	0		110	0	14		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	490	0		0	702	0		110	0	14		0	0	0	
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:	22	490	0		0	702	0		110	0	14		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.00		0.00	0.22	0.00		0.04	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****						****				****					

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	186	2	507	280	0	13	6	57	62	390	10	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	2	507	280	0	13	6	57	62	390	10	176
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	2	0	280	0	13	6	57	62	390	10	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	2	0	280	0	13	6	57	62	390	10	176
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	2	0	280	0	13	6	57	62	390	10	176
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1458	142	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.17	0.00	0.09	0.00	0.04	0.04	0.14	0.01	0.11
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.033
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	0	20	11	12	0	0	52	19
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0		0	0	0	20	11	12	0	0	52	19
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0		0	0	0	20	11	12	0	0	52	19
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0		0	0	0	20	11	12	0	0	52	19
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0		0	0	0	20	11	12	0	0	52	19
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		0.00	1.00	1.00	0.96	1.04	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0		0	750	880	676	810	0	0	1559	920
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		xxxx	0.00	0.02	0.02	0.01	xxxx	xxxx	0.03	0.02
Crit Moves:							****	****				****	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	6.8	7.8	7.4	0.0	0.0	7.4	6.7
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	6.8	7.8	7.4	0.0	0.0	7.4	6.7
LOS by Move:	*	*	*		*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx					6.8			7.6			7.2	
Delay Adj:	xxxxx					1.00			1.00			1.00	
ApprAdjDel:	xxxxxx					6.8			7.6			7.2	
LOS by Appr:	*					A			A			A	
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	3	0	0	0	822	0	0	856	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	3	0	0	0	822	0	0	856	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	3	0	0	0	822	0	0	856	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	0	0	822	0	0	856	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	0	0	822	0	0	856	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	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.30	0.01
Crit Vol:		0			3			0			428	
Crit Moves:				****			****				****	

Middle Harbor EIR
Future Year 2010
345-Acre

Scenario Report

Scenario:	2010 345-Acre MD
Command:	2010 345-Acre MD
Volume:	2010 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2010
345-Acre

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 Pico Ave / Pier G St & Harbor	F	66.1	1.345	F	66.1	1.345	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.7	0.484	B	11.7	0.484	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	13.3	0.000	B	13.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	41.2	1.034	E	41.2	1.034	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.6	0.071	A	7.6	0.071	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.345
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 66.1
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	6	364	92	65	242	141	468	37	4	159	175	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:	6	364	92	65	242	141	468	37	4	159	175	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	364	92	65	242	141	468	37	4	159	175	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	364	92	65	242	141	468	37	4	159	175	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	364	92	65	242	141	468	37	4	159	175	191
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.40	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	336	580	149	336	358	381	348	629	68	346	363	391
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.62	0.19	0.68	0.37	1.34	0.06	0.06	0.46	0.48	0.49
Crit Moves:		****			****		****					****
Delay/Veh:	13.2	26.9	25.9	15.5	30.1	17.0	201.5	13.1	13.0	21.0	20.7	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	26.9	25.9	15.5	30.1	17.0	201.5	13.1	13.0	21.0	20.7	19.6
LOS by Move:	B	D	D	C	D	C	F	B	B	C	C	C
A345-AcreroachDel:			26.5			23.9			186.3			20.4
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			26.5			23.9			186.3			20.4
LOS by A345-Acrer:		D			C			F			C	
AllWayAvgQ:	0.0	1.5	1.4	0.2	1.7	1.7	18.2	0.1	0.1	0.8	0.8	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	294	6	66	126	19	34	12	0	256	4	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	294	6	66	126	19	34	12	0	256	4	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	294	6	66	126	19	34	12	0	256	4	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	294	6	66	126	19	34	12	0	256	4	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	294	6	66	126	19	34	12	0	256	4	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.74	0.26	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	498	1057	22	483	910	139	479	512	0	529	8	650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.14	0.14	0.07	0.02	xxxx	0.48	0.48	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	11.4	11.4	10.8	10.2	10.0	10.2	9.4	0.0	14.8	14.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.4	10.8	10.2	10.0	10.2	9.4	0.0	14.8	14.8	9.3
LOS by Move:	*	B	B	B	B	B	B	A	*	B	B	A
A345-AcreroachDel:			11.4			10.4			10.0			13.0
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			11.4			10.4			10.0			13.0
LOS by A345-Acrer:		B			B			A			B	
AllWayAvgQ:	0.0	0.3	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.8	0.8	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.3]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	17	295		0		0	523		100		0	0		0		1	0		0				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
Initial Bse:	17	295		0		0	523		100		0	0		0		1	0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Volume:	17	295		0		0	523		100		0	0		0		1	0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0				
FinalVolume:	17	295		0		0	523		100		0	0		0		1	0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3										
Capacity Module:																								
Cnflict Vol:	623	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		591	xxxx		148										
Potent Cap.:	968	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		443	xxxx		879										
Move Cap.:	968	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		437	xxxx		879										
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx		0.00										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx		xxxxx										
Control Del:	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		13.3	xxxx		xxxxx										
LOS by Move:	A	*		*		*	*		*		B	*		*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx										
Shared LOS:	*	*		*		*	*		*		*	*		*										
A345-AcreroachDel:	xxxxxx						xxxxxx						xxxxxx						13.3					
A345-AcreroachLOS:	*						*						*						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.4]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	154		1		0	603		0		0	2		17		1	0		4				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
Initial Bse:	0	154		1		0	603		0		0	2		17		1	0		4				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Volume:	0	154		1		0	603		0		0	2		17		1	0		4				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0				
FinalVolume:	0	154		1		0	603		0		0	2		17		1	0		4				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	6.5		6.9		7.5	6.5		6.9								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3		3.5	4.0		3.3								
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		680	758		302		457	758		78								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		341	339		701		492	339		974								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		340	339		701		478	339		974								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.01		0.02		0.00	0.00		0.00								
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx		0.0										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.7													
LOS by Move:	*	*		*		*	*		*		A													
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		339	xxxx		630		478	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx		0.1		0.0	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		15.7	xxxx		10.9		12.6	xxxx	xxxxx									
Shared LOS:	*	*		*		*	*		C		*		B		B		*		*					
A345-AcreroachDel:	xxxxxx						xxxxxx						11.4						9.5					
A345-AcreroachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	61		29		1		5		164		194		580		0		98		7		5		30	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	61		29		1		5		164		194		580		0		98		7		5		30	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:	61		29		1		5		164		194		580		0		98		7		5		30	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	61		29		1		5		164		194		580		0		98		7		5		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		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
FinalVolume:	61		29		1		5		164		194		580		0		98		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
Lanes:	1.00	1.93		0.07		0.06	1.94		1.00		1.00	0.00		1.00		0.58		0.42	1.00		1.00		1.00	
Final Sat.:	435		897		31		30		984		564		561		0		676		283		202		561	
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.03		0.03		0.17	0.17		0.34		1.03	xxxx		0.15		0.02		0.02	0.05					
Crit Moves:	****								****		****												****	
Delay/Veh:	12.1	10.5		10.5		11.1	11.1		12.2		72.1	0.0		8.8		10.0		10.0	9.2					
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00					
AdjDel/Veh:	12.1	10.5		10.5		11.1	11.1		12.2		72.1	0.0		8.8		10.0		10.0	9.2					
LOS by Move:	B		B		B		B		B		F	*		A		A		A	A					
A345-AcreroachDel:				11.5					11.7					62.9					9.4					
Delay Adj:		1.00						1.00					1.00							1.00				
A345-AcrerAdjDel:				11.5					11.7					62.9					9.4					
LOS by A345-Acrer:				B					B					F					A					
AllWayAvgQ:	0.2	0.0		0.0		0.2	0.2		0.5		9.8	9.8		0.2		0.0		0.0	0.1					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ignore						Ovl						Include					
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		2	0	0	1	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	29		563		0		0		269		136		149		0		17		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	29		563		0		0		269		136		149		0		17		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
PHF Volume:	29		563		0		0		269		0		149		0		17		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	29		563		0		0		269		0		149		0		17		0		0		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
FinalVolume:	29		563		0		0		269		0		149		0		17		0		0		0	
OvlAdjVol:																	0							
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600	1600		1600		1600	1600		1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		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		2.00		2.00	0.00		1.00		0.00	0.00		0.00		0.00	
Final Sat.:	1600	3200		0		0	3200		3200		2880		0		1600		0		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.18		0.00		0.00	0.08		0.00		0.05	0.00		0.01		0.00		0.00	0.00					
OvlAdjV/S:														0.00										
Crit Moves:		****				****					****													

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	127	5	158	147	2	14	12	67	164	491	0	213
Growth Adj:	1.00	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	5	158	147	2	14	12	67	164	491	0	213
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	5	0	147	2	14	12	67	164	491	0	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	5	0	147	2	14	12	67	164	491	0	213
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	5	0	147	2	14	12	67	164	491	0	213
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1325	275	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00	0.09	0.00	0.05	0.01	0.04	0.10	0.17	0.00	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.071
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	2	0	1	0
Volume Module:																								
Base Vol:	0	0	0	0	0	0	32	50	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	32	50	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	32	50	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	32	50	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	32	50	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	754	885	706	784	0	0	1507	883
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.04	0.07	0.04	xxxx	xxxx	0.00	0.00
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	8.2	7.4	0.0	0.0	7.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	8.2	7.4	0.0	0.0	7.4	0.0
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	*
A345-AcreroachDel:	xxxxxx					6.8			7.9			7.4
Delay Adj:	xxxxx				1.00			1.00			1.00	
A345-AcrerAdjDel:	xxxxxx					6.8			7.9			7.4
LOS by A345-Acrer:	*					A			A			A
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	14	0	0	0	943	0	0	704	16
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	0	0	943	0	0	704	16
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	0	0	943	0	0	704	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	0	0	943	0	0	704	16
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	0	0	943	0	0	704	16
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	1425 1425	1425	1425	1425 1425	1425	1425	1425 1425	1425	1425	1425
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Lanes:	0.00 0.00	0.00	1.00 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	0.00	0.01	0.00	0.00	0.00	0.22	0.00	0.00	0.25	0.01
Crit Vol:	0			14			0			352		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
345-Acre

Scenario Report

Scenario:	2010 345-Acre PM
Command:	2010 345-Acre PM
Volume:	2010 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2010
345-Acre

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 Pico Ave / Pier G St & Harbor	D	30.0	0.984	D	30.0	0.984	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.1	0.511	B	12.1	0.511	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	12.3	0.000	B	12.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	20.7	0.848	C	20.7	0.848	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.7	0.067	A	7.7	0.067	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 0 Level Of Service: D

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	4	268	20		48	148	163		418	40	8		109	97	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:	4	268	20		48	148	163		418	40	8		109	97	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:	4	268	20		48	148	163		418	40	8		109	97	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	268	20		48	148	163		418	40	8		109	97	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:	4	268	20		48	148	163		418	40	8		109	97	135	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.86	0.14		1.00	0.95	1.05		1.00	1.67	0.33		1.00	1.00	1.00	
Final Sat.:	378	755	57		387	393	467		425	731	149		389	411	448	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.36	0.35	0.12	0.38	0.35	0.98	0.05	0.05	0.28	0.24	0.30				
Crit Moves:		****			****		****					****				
Delay/Veh:	11.9	15.7	15.6	12.9	15.9	14.5	68.2	11.0	10.8	14.9	13.6	13.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	11.9	15.7	15.6	12.9	15.9	14.5	68.2	11.0	10.8	14.9	13.6	13.6				
LOS by Move:	B	C	C	B	C	B	F	B	B	B	B	B				
A345-AcreroachDel:			15.6			14.9			62.3			14.0				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			15.6			14.9			62.3			14.0				
LOS by A345-Acrer:			C			B			F			B				
AllWayAvgQ:	0.0	0.5	0.5	0.1	0.5	0.5	6.7	0.1	0.1	0.4	0.3	0.4				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	0	248	3		105	52	56		99	31	0		263	9	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	248	3		105	52	56		99	31	0		263	9	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	248	3		105	52	56		99	31	0		263	9	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	248	3		105	52	56		99	31	0		263	9	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	248	3		105	52	56		99	31	0		263	9	130	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.97	0.03	1.00	
Final Sat.:	471	1004	12		466	497	550		488	521	0		515	18	639	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.25	0.23	0.10	0.10	0.20	0.06	xxxx	0.51	0.51	0.20				
Crit Moves:		****		****			****				****					
Delay/Veh:	0.0	11.5	11.4	12.0	10.3	9.4	11.3	9.6	0.0	15.6	15.6	9.4				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	11.5	11.4	12.0	10.3	9.4	11.3	9.6	0.0	15.6	15.6	9.4				
LOS by Move:	*	B	B	B	B	A	B	A	*	C	C	A				
A345-AcreroachDel:			11.5			10.9			10.9			13.6				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			11.5			10.9			10.9			13.6				
LOS by A345-Acrer:			B			B			B			B				
AllWayAvgQ:	0.0	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.1	0.9	0.9	0.2				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.3]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	47	197		0		0	388		88		0	0		0	8		0		0					
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Initial Bse:	47	197		0		0	388		88		0	0		0	8		0		0					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Volume:	47	197		0		0	388		88		0	0		0	8		0		0					
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0					
FinalVolume:	47	197		0		0	388		88		0	0		0	8		0		0					
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3										
Capacity Module:																								
Cnflict Vol:	476	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		485	xxxx		99										
Potent Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		516	xxxx		945										
Move Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		499	xxxx		945										
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.02	xxxx		0.00										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		12.3	xxxx	xxxxx											
LOS by Move:	A	*		*		*	*		*		B	*		*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*		*		*	*		*		*	*		*										
A345-AcreroachDel:	xxxxxx						xxxxxx						xxxxxx						12.3					
A345-AcreroachLOS:	*						*						*						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	96		0		5	470		0		0	0		7	0		0		1					
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Initial Bse:	0	96		0		5	470		0		0	0		7	0		0		1					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Volume:	0	96		0		5	470		0		0	0		7	0		0		1					
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0					
FinalVolume:	0	96		0		5	470		0		0	0		7	0		0		1					
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	6.5	6.9												
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	96	xxxx	xxxxx	528	xxxx	235	341	576	48												
Potent Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	438	xxxx	773	594	431	1017												
Move Cap.:	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx	436	xxxx	773	587	429	1017												
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	0.01	0.00	0.00	0.00												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	8.5												
LOS by Move:	*	*		*	A	*	*		*	*	A	*		*	A									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*		*		*	*		*		*	*		*										
A345-AcreroachDel:	xxxxxx						xxxxxx						9.7						8.5					
A345-AcreroachLOS:	*						*						A						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	0	1 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	92	1	3		4	198	164		465	0	107		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	1	3		4	198	164		465	0	107		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	1	3		4	198	164		465	0	107		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	1	3		4	198	164		465	0	107		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	1	3		4	198	164		465	0	107		37	2	54	
Saturation Flow Module:																
Adjustment:	1.00	1.00	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	1.00		0.04	1.96	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	424	449	492		20	970	550		548	0	658		445	24	555	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.00	0.01		0.20	0.20	0.30		0.85	xxxx	0.16		0.08	0.08	0.10	
Crit Moves:	****						****		****						****	
Delay/Veh:	12.7	10.2	9.5		11.3	11.3	11.3		34.7	0.0	9.0		10.5	10.5	9.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.7	10.2	9.5		11.3	11.3	11.3		34.7	0.0	9.0		10.5	10.5	9.3	
LOS by Move:	B	B	A		B	B	B		D	*	A		B	B	A	
A345-AcreroachDel:			12.5				11.3				29.9				9.8	
Delay Adj:		1.00				1.00				1.00				1.00		
A345-AcrerAdjDel:			12.5				11.3				29.9				9.8	
LOS by A345-Acrer:			B				B				D				A	
AllWayAvgQ:	0.2	0.0	0.0		0.2	0.2	0.4		3.9	3.9	0.2		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	23	442	0		0	269	93		132	0	25		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	442	0		0	269	93		132	0	25		0	0	0	
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:	23	442	0		0	269	0		132	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	442	0		0	269	0		132	0	25		0	0	0	
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:	23	442	0		0	269	0		132	0	25		0	0	0	
OvlAdjVol:											2					
Saturation Flow Module:																
Sat/Lane:	1600	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:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.00		0.00	0.08	0.00		0.05	0.00	0.02		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:		****				****			****							

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	111	2	239	148	1	15	47	3	193	509	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	2	239	148	1	15	47	3	193	509	0	164
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2	0	148	1	15	47	3	193	509	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2	0	148	1	15	47	3	193	509	0	164
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2	0	148	1	15	47	3	193	509	0	164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1307	293	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.09	0.00	0.05	0.03	0.00	0.12	0.18	0.00	0.10
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.067
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	0	1	0	1	0	0	1	0	0	0	2	0
Volume Module:																
Base Vol:	0	0	0		46	0	12		42	3	0		0	0	39	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		46	0	12		42	3	0		0	0	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		46	0	12		42	3	0		0	0	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		46	0	12		42	3	0		0	0	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		46	0	12		42	3	0		0	0	39	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.59	0.41		1.00	1.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		683	471	333		682	752	0		0	1474	862	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.07	0.00	0.04		0.06	0.00	xxxx		xxxx	0.00	0.05	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		8.3	7.3	7.3		8.2	7.4	0.0		0.0	0.0	7.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.3	7.3	7.3		8.2	7.4	0.0		0.0	0.0	7.0	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	*	A	
A345-AcreroachDel:	xxxxxx						7.9				8.2				7.0	
Delay Adj:	xxxxx					1.00				1.00				1.00		
A345-AcrerAdjDel:	xxxxxx						7.9				8.2				7.0	
LOS by A345-Acrer:		*					A				A				A	
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	29	0	43	0	1168	0	0	1031	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	43	0	1168	0	0	1031	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	43	0	1168	0	0	1031	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	43	0	1168	0	0	1031	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	43	0	1168	0	0	1031	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.00	0.27	0.00	0.00	0.36	0.01
Crit Vol:	0					43	0				516	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2010
315-Acre

Scenario Report

Scenario:	2010 315-Acre AM
Command:	2010 315-Acre AM
Volume:	2010 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2010
315-Acre

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 Pico Ave / Pier G St & Harbor	C	20.7	0.802	C	20.7	0.802	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	10.6	0.401	B	10.6	0.401	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	10.0	0.000	A	10.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.5	0.922	D	25.5	0.922	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.372	A	xxxxx	0.372	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.2	0.037	A	7.2	0.037	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	166	101	40	226	191	313	18	4	150	184	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	166	101	40	226	191	313	18	4	150	184	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	166	101	40	226	191	313	18	4	150	184	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	166	101	40	226	191	313	18	4	150	184	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	166	101	40	226	191	313	18	4	150	184	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.09	0.91
Final Sat.:	352	475	302	379	411	443	390	653	148	390	454	404
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.11	0.55	0.43	0.80	0.03	0.03	0.38	0.41	0.38
Crit Moves:		****			****		****				****	
Delay/Veh:	12.1	15.7	14.8	12.6	20.3	15.7	37.9	11.4	11.2	16.6	16.1	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	15.7	14.8	12.6	20.3	15.7	37.9	11.4	11.2	16.6	16.1	14.7
LOS by Move:	B	C	B	B	C	C	E	B	B	C	C	B
ApproachDel:		15.4			17.7			36.2			15.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			17.7			36.2			15.8	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	0.5	0.4	0.1	1.0	1.0	2.8	0.0	0.0	0.5	0.6	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	215	2	17	111	57	59	10	0	216	10	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	2	17	111	57	59	10	0	216	10	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	2	17	111	57	59	10	0	216	10	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	2	17	111	57	59	10	0	216	10	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	215	2	17	111	57	59	10	0	216	10	126
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.32	0.68	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	510	1093	10	502	729	395	516	554	0	538	25	686
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.15	0.14	0.11	0.02	xxxx	0.40	0.40	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.8	12.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.8	12.8	8.8
LOS by Move:	*	B	B	A	A	A	B	A	*	B	B	A
ApproachDel:		10.3			9.7			9.9			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.7			9.9			11.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.2	0.1	0.1	0.0	0.0	0.6	0.6	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[10.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	37	223		0		0	451		88		0	0		0	16		0	52						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	37	223		0		0	451		88		0	0		0	16		0	52						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	37	223		0		0	451		88		0	0		0	16		0	52						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	37	223		0		0	451		88		0	0		0	16		0	52						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8	xxxx		6.9						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx		3.3						
Capacity Module:																								
Cnflict Vol:	539	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						522	xxxx		112						
Potent Cap.:	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						489	xxxx		927						
Move Cap.:	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						476	xxxx		927						
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.03	xxxx		0.06						
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.1	xxxx		0.2						
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						12.8	xxxx		9.1						
LOS by Move:	A	*		*		*	*		*						B	*		A						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx		xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx		xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx		xxxxx						
Shared LOS:	*	*		*	*		*	*							*	*		*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx								10.0									
ApproachLOS:	*			*			*								A									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	198		8		6	508		0		0	2		29	0		0	3						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	13	198		8		6	508		0		0	2		29	0		0	3						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	13	198		8		6	508		0		0	2		29	0		0	3						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	13	198		8		6	508		0		0	2		29	0		0	3						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx					7.5	6.5	6.9		7.5	6.5	6.9					
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx					3.5	4.0	3.3		3.5	4.0	3.3					
Capacity Module:																								
Cnflict Vol:	508	xxxx	xxxxx			206	xxxx	xxxxx					645	752	254		495	748	103					
Potent Cap.:	1067	xxxx	xxxxx			1377	xxxx	xxxxx					361	342	752		462	343	938					
Move Cap.:	1067	xxxx	xxxxx			1377	xxxx	xxxxx					356	336	752		437	338	938					
Volume/Cap:	0.01	xxxx	xxxx			0.00	xxxx	xxxx					0.00	0.01	0.04		0.00	0.00	0.00					
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	0.0					
Control Del:	8.4	xxxx	xxxxx			7.6	xxxx	xxxxx					xxxxx	xxxx	xxxxx		xxxxx	xxxx	8.8					
LOS by Move:	A	*				A	*						*	*	*		*	*	A					
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					336	xxxx	696		0	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					0.0	xxxx	0.1		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					15.8	xxxx	10.4		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*				*	*						C	*	B		*	*	*					
ApproachDel:	xxxxxx					xxxxxx							10.7				8.8							
ApproachLOS:	*					*							B				A							

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	91	50	1	6	432	307	447	0	50	19	1	37				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	91	50	1	6	432	307	447	0	50	19	1	37				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	91	50	1	6	432	307	447	0	50	19	1	37				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	91	50	1	6	432	307	447	0	50	19	1	37				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	91	50	1	6	432	307	447	0	50	19	1	37				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.96	0.04	0.03	1.97	1.00	1.00	0.00	1.00	0.95	0.05	1.00				
Final Sat.:	395	817	16	14	981	553	485	0	564	391	21	477				
Capacity Analysis Module:																
Vol/Sat:	0.23	0.06	0.06	0.44	0.44	0.56	0.92	xxxx	0.09	0.05	0.05	0.08				
Crit Moves:	****					****	****					****				
Delay/Veh:	13.8	11.4	11.4	15.0	15.0	16.3	49.7	0.0	9.5	11.3	11.3	10.3				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.8	11.4	11.4	15.0	15.0	16.3	49.7	0.0	9.5	11.3	11.3	10.3				
LOS by Move:	B		B	B	C	B	C	E	*	A	B	B	B			
ApproachDel:	12.9				15.5			45.6			10.7					
Delay Adj:	1.00				1.00			1.00			1.00					
ApprAdjDel:	12.9				15.5			45.6			10.7					
LOS by Appr:	B				C			E			B					
AllWayAvgQ:	0.3	0.1	0.1	0.7	0.7	1.1	5.3	5.3	0.1	0.0	0.0	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	28	469	0	0	690	153	111	0	13	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	28	469	0	0	690	153	111	0	13	0	0	0				
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:	28	469	0	0	690	0	111	0	13	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	469	0	0	690	0	111	0	13	0	0	0				
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:	28	469	0	0	690	0	111	0	13	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.15	0.00	0.00	0.22	0.00	0.04	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****		****									

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	187	2	493	278	0	13	6	58	62	375	6	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	2	493	278	0	13	6	58	62	375	6	172
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	2	0	278	0	13	6	58	62	375	6	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	2	0	278	0	13	6	58	62	375	6	172
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	2	0	278	0	13	6	58	62	375	6	172
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1457	143	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.17	0.00	0.09	0.00	0.04	0.04	0.13	0.00	0.11
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.037
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	0	0	0	20	11	11	0	0	57	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	20	11	11	0	0	57	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	20	11	11	0	0	57	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	20	11	11	0	0	57	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	20	11	11	0	0	57	20
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	748	876	702	778	0	0	1560	920
Capacity Analysis Module:																				
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.02	0.02	0.01	xxxx	xxxx	0.04	0.02
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx				6.8			7.6			7.3	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				6.8			7.6			7.3	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
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:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	3	0	0	0	819	0	0	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	0	3	0	0	0	819	0	0	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	0	3	0	0	0	819	0	0	845	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	0	0	819	0	0	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
Final Vol.:	0	0	0	3	0	0	0	819	0	0	845	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	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.30	0.01
Crit Vol:	0			3			0			422		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
315-Acre

Scenario Report

Scenario:	2010 315-Acre MD
Command:	2010 315-Acre MD
Volume:	2010 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2010
315-Acre

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 Pico Ave / Pier G St & Harbor	F	61.9	1.308	F	61.9	1.308	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.7	0.480	B	11.7	0.480	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	13.1	0.000	B	13.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	38.5	1.013	E	38.5	1.013	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.6	0.071	A	7.6	0.071	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.308
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	366	93	65	240	139	458	34	4	159	162	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:	6	366	93	65	240	139	458	34	4	159	162	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	366	93	65	240	139	458	34	4	159	162	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	366	93	65	240	139	458	34	4	159	162	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	366	93	65	240	139	458	34	4	159	162	191
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	338	584	151	338	360	383	350	627	74	347	364	392
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.62	0.19	0.67	0.36	1.31	0.05	0.05	0.46	0.45	0.49
Crit Moves:		****			****		****					****
Delay/Veh:	13.1	26.7	25.7	15.4	29.4	16.7	186.4	12.9	12.8	20.9	19.6	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	26.7	25.7	15.4	29.4	16.7	186.4	12.9	12.8	20.9	19.6	19.5
LOS by Move:	B	D	D	C	D	C	F	B	B	C	C	C
ApproachDel:		26.3			23.4			173.1			20.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.3			23.4			173.1			20.0	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	1.5	1.4	0.2	1.7	1.7	16.9	0.1	0.1	0.8	0.7	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	292	6	67	123	19	32	12	0	256	3	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	6	67	123	19	32	12	0	256	3	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	292	6	67	123	19	32	12	0	256	3	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	292	6	67	123	19	32	12	0	256	3	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	292	6	67	123	19	32	12	0	256	3	132
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.73	0.27	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	499	1060	22	485	911	143	480	513	0	533	6	652
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.27	0.14	0.14	0.13	0.07	0.02	xxxx	0.48	0.48	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	11.3	11.3	10.8	10.1	10.0	10.2	9.3	0.0	14.7	14.7	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	10.8	10.1	10.0	10.2	9.3	0.0	14.7	14.7	9.3
LOS by Move:	*	B	B	B	B	A	B	A	*	B	B	A
ApproachDel:		11.3			10.3			9.9			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			10.3			9.9			12.9	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.0	0.3	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.8	0.8	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	16	293		0		0	501		95		0	0		0	1		0		0				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
Initial Bse:	16	293		0		0	501		95		0	0		0	1		0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
PHF Volume:	16	293		0		0	501		95		0	0		0	1		0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0				
FinalVolume:	16	293		0		0	501		95		0	0		0	1		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3										
Capacity Module:																								
Cnflict Vol:	596	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		576	xxxx		147										
Potent Cap.:	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		453	xxxx		880										
Move Cap.:	990	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		447	xxxx		880										
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx		0.00										
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		13.1	xxxx	xxxxx											
LOS by Move:	A	*		*		*	*		*		B	*		*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*		*		*	*		*		*	*		*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				13.1													
ApproachLOS:	*			*			*				B													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	152		1		0	577		0		0	2		17	1		0		4				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
Initial Bse:	0	152		1		0	577		0		0	2		17	1		0		4				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00				
PHF Volume:	0	152		1		0	577		0		0	2		17	1		0		4				
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0				
FinalVolume:	0	152		1		0	577		0		0	2		17	1		0		4				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	6.5		6.9		7.5	6.5		6.9								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3		3.5	4.0		3.3								
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		653	730		289		442	730		77								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		356	352		714		504	352		976								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		355	352		714		490	352		976								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.01		0.02		0.00	0.00		0.00								
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7												
LOS by Move:	*	*		*		*	*		*		*	*		A										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		352	xxxx		644	490	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx		0.1	0.0	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		15.3	xxxx		10.8	12.4	xxxx	xxxxx							
Shared LOS:	*	*		*		*	*		*		C	*		B	B	*	*							
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.2				9.4									
ApproachLOS:	*			*			*				B				A									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	60	27	1	5	144	195	573	0	93	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	27	1	5	144	195	573	0	93	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	27	1	5	144	195	573	0	93	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	27	1	5	144	195	573	0	93	7	5	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:	60	27	1	5	144	195	573	0	93	7	5	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	0.07	1.93	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	439	903	34	34	982	566	566	0	683	286	204	567
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.03	0.15	0.15	0.34	1.01	xxxx	0.14	0.02	0.02	0.05
Crit Moves:	****					****	****					****
Delay/Veh:	12.0	10.4	10.4	10.9	10.9	12.2	65.8	0.0	8.7	9.9	9.9	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	10.4	10.4	10.9	10.9	12.2	65.8	0.0	8.7	9.9	9.9	9.1
LOS by Move:	B	B	B	B	B	B	F	*	A	A	A	A
ApproachDel:	11.5			11.7			57.8			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			11.7			57.8			9.3		
LOS by Appr:	B			B			F			A		
AllWayAvgQ:	0.2	0.0	0.0	0.2	0.2	0.5	8.9	8.9	0.2	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	29	554	0	0	249	145	151	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	554	0	0	249	145	151	0	17	0	0	0
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:	29	554	0	0	249	0	151	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	554	0	0	249	0	151	0	17	0	0	0
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:	29	554	0	0	249	0	151	0	17	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.08	0.00	0.05	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	127	5	146	146	2	14	11	68	165	487	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	5	146	146	2	14	11	68	165	487	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	5	0	146	2	14	11	68	165	487	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	5	0	146	2	14	11	68	165	487	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	5	0	146	2	14	11	68	165	487	0	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	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1323	277	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00	0.09	0.00	0.05	0.01	0.04	0.10	0.17	0.00	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.071
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	32	50	31	0	0	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	32	50	31	0	0	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	32	50	31	0	0	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	32	50	31	0	0	0	8	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	32	50	31	0	0	0	8	0	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	752	880	706	783	0	0	0	1506	882
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.04	0.07	0.04	xxxx	xxxx	0.01	0.00
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.9	8.2	7.5	0.0	0.0	7.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.9	8.2	7.5	0.0	0.0	7.5	0.0
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	*
ApproachDel:	xxxxxx				6.9			7.9			7.5	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				6.9			7.9			7.5	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	14	0	0	0	934	0	0	717	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	0	0	934	0	0	717	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	0	0	934	0	0	717	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	0	0	934	0	0	717	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	0	0	934	0	0	717	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.22	0.00	0.00	0.25	0.01
Crit Vol:		0		14			0			359		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
315-Acre

Scenario Report

Scenario:	2010 315-Acre PM
Command:	2010 315-Acre PM
Volume:	2010 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2010
315-Acre

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 Pico Ave / Pier G St & Harbor	D	28.1	0.960	D	28.1	0.960	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.1	0.509	B	12.1	0.509	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	20.6	0.847	C	20.6	0.847	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.286	A	xxxxx	0.286	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.8	0.067	A	7.8	0.067	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	271	20	48	148	160	408	42	7	111	99	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:	3	271	20	48	148	160	408	42	7	111	99	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:	3	271	20	48	148	160	408	42	7	111	99	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	271	20	48	148	160	408	42	7	111	99	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:	3	271	20	48	148	160	408	42	7	111	99	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	0.96	1.04	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	379	755	56	386	396	462	425	749	127	389	411	448
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.12	0.37	0.35	0.96	0.06	0.06	0.29	0.24	0.30
Crit Moves:		****			****		****					****
Delay/Veh:	11.9	15.7	15.6	12.9	15.8	14.3	62.7	11.0	10.9	14.9	13.6	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	15.7	15.6	12.9	15.8	14.3	62.7	11.0	10.9	14.9	13.6	13.5
LOS by Move:	B	C	C	B	C	B	F	B	B	B	B	B
ApproachDel:		15.6			14.7			57.1			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.6			14.7			57.1			14.0	
LOS by Appr:		C			B			F			B	
AllWayAvgQ:	0.0	0.5	0.5	0.1	0.5	0.5	6.1	0.1	0.1	0.4	0.3	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	262	3	100	52	53	94	30	0	263	8	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	3	100	52	53	94	30	0	263	8	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	3	100	52	53	94	30	0	263	8	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	3	100	52	53	94	30	0	263	8	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	3	100	52	53	94	30	0	263	8	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	475	1014	12	466	497	550	487	521	0	517	16	639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.21	0.10	0.10	0.19	0.06	xxxx	0.51	0.51	0.20
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	11.5	11.5	11.9	10.2	9.4	11.2	9.5	0.0	15.6	15.6	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	11.9	10.2	9.4	11.2	9.5	0.0	15.6	15.6	9.3
LOS by Move:	*	B	B	B	B	A	B	A	*	C	C	A
ApproachDel:		11.5			10.8			10.8			13.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.8			10.8			13.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.2	0.1	0.1	0.2	0.1	0.1	0.9	0.9	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	54	201		0		0	377		86				0		0		0		8		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	54	201		0		0	377		86				0		0		0		8		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	54	201		0		0	377		86				0		0		0		8		0		0	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	54	201		0		0	377		86				0		0		0		8		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.8	xxxx					6.9					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx					3.3					
Capacity Module:																								
Cnflict Vol:	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				497	xxxx					101					
Potent Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				507	xxxx					942					
Move Cap.:	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				488	xxxx					942					
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.02	xxxx					0.00					
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx									
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				12.5	xxxx	xxxxx									
LOS by Move:	A	*	*	*	*	*	*	*	*				B	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*									
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						12.5											
ApproachLOS:	*			*			*						B											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	102		0		5	458		0				0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	102		0		5	458		0				0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00				1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	102		0		5	458		0				0		0		7		0		0		1	
Reduct Vol:	0	0		0		0	0		0				0		0		0		0		0		0	
FinalVolume:	0	102		0		5	458		0				0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx					7.5	xxxx		6.9		7.5	6.5		6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx					3.5	xxxx		3.3		3.5	4.0		3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx			102	xxxx	xxxxx					519	xxxx		229		341	570		51			
Potent Cap.:	xxxx	xxxx	xxxxx			1503	xxxx	xxxxx					444	xxxx		780		594	434		1013			
Move Cap.:	xxxx	xxxx	xxxxx			1503	xxxx	xxxxx					443	xxxx		780		587	433		1013			
Volume/Cap:	xxxx	xxxx	xxxx			0.00	xxxx	xxxx					0.00	xxxx		0.01		0.00	0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx					xxxx	xxxx		0.0		xxxx	xxxx		0.0			
Control Del:	xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx					xxxxx	xxxx		9.7		xxxxx	xxxx		8.6			
LOS by Move:	*	*	*			A	*	*					*	*		A		*	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*			*	*	*					*	*	*				*	*	*			
ApproachDel:	xxxxxx					xxxxxx							9.7						8.6					
ApproachLOS:	*					*							A						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	92	7	3	4	189	165	464	0	104	37	2	54				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	92	7	3	4	189	165	464	0	104	37	2	54				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	92	7	3	4	189	165	464	0	104	37	2	54				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	92	7	3	4	189	165	464	0	104	37	2	54				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	92	7	3	4	189	165	464	0	104	37	2	54				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.40	0.60	0.04	1.96	1.00	1.00	0.00	1.00	0.95	0.05	1.00				
Final Sat.:	425	640	285	20	968	549	548	0	657	446	24	556				
Capacity Analysis Module:																
Vol/Sat:	0.22	0.01	0.01	0.20	0.20	0.30	0.85	xxxx	0.16	0.08	0.08	0.10				
Crit Moves:	****					****	****					****				
Delay/Veh:	12.6	10.1	9.8	11.2	11.2	11.4	34.4	0.0	9.0	10.5	10.5	9.3				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	12.6	10.1	9.8	11.2	11.2	11.4	34.4	0.0	9.0	10.5	10.5	9.3				
LOS by Move:	B	B	A	B	B	B	D	*	A	B	B	A				
ApproachDel:	12.4			11.3			29.8			9.8						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	12.4			11.3			29.8			9.8						
LOS by Appr:	B			B			D			A						
AllWayAvgQ:	0.2	0.0	0.0	0.2	0.2	0.4	3.8	3.8	0.2	0.1	0.1	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	24	448	0	0	261	98	132	0	25	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	24	448	0	0	261	98	132	0	25	0	0	0				
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:	24	448	0	0	261	0	132	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	448	0	0	261	0	132	0	25	0	0	0				
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:	24	448	0	0	261	0	132	0	25	0	0	0				
OvlAdjVol:									1							
Saturation Flow Module:																
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14	0.00	0.00	0.08	0.00	0.05	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:		****			****			****								

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	109	2	238	145	1	13	47	5	193	505	0	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2	238	145	1	13	47	5	193	505	0	184
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2	0	145	1	13	47	5	193	505	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2	0	145	1	13	47	5	193	505	0	184
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2	0	145	1	13	47	5	193	505	0	184
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1338	262	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.09	0.00	0.05	0.03	0.00	0.12	0.18	0.00	0.12
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.067
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	0 0	0	1 0	1	0 1	0	1 0	1	0	0	2 0	1	0 1
Volume Module:																
Base Vol:	0	0	0		46	0	12		42	1	0		0	0	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		46	0	12		42	1	0		0	0	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		46	0	12		42	1	0		0	0	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		46	0	12		42	1	0		0	0	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		46	0	12		42	1	0		0	0	29	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.59	0.41		1.00	1.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		689	475	335		683	754	0		0	1475	862	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.07	0.00	0.04		0.06	0.00	xxxx		xxxx	0.00	0.03	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		8.2	7.2	7.2		8.2	7.4	0.0		0.0	0.0	6.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.2	7.2	7.2		8.2	7.4	0.0		0.0	0.0	6.9	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	*	A	
ApproachDel:	xxxxxx					7.8				8.2				6.9		
Delay Adj:	xxxxx					1.00				1.00				1.00		
ApprAdjDel:	xxxxxx					7.8				8.2				6.9		
LOS by Appr:	*					A				A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	29	0	34	0	1165	0	0	1029	18				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	29	0	34	0	1165	0	0	1029	18				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	29	0	34	0	1165	0	0	1029	18				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	29	0	34	0	1165	0	0	1029	18				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	29	0	34	0	1165	0	0	1029	18				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.27	0.00	0.00	0.36	0.01				
Crit Vol:			0	29			0				514					
Crit Moves:				****			****				****					

Middle Harbor EIR
Future Year 2010
NEPA

Scenario Report

Scenario:	2010 NEPA AM
Command:	2010 NEPA AM
Volume:	2010 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2010
NEPA

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 Pico Ave / Pier G St & Harbor	C	21.0	0.808	C	21.0	0.808	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	10.6	0.407	B	10.6	0.407	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.8	0.000	B	10.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.5	0.922	D	25.5	0.922	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.2	0.037	A	7.2	0.037	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.292	A	xxxxx	0.292	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	0	1 0	1	1 0
Volume Module:												
Base Vol:	1	166	101	40	231	200	314	18	4	145	184	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:	1	166	101	40	231	200	314	18	4	145	184	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:	1	166	101	40	231	200	314	18	4	145	184	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	166	101	40	231	200	314	18	4	145	184	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:	1	166	101	40	231	200	314	18	4	145	184	155
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.09	0.91
Final Sat.:	350	472	301	379	411	444	388	650	147	388	448	404
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.34	0.11	0.56	0.45	0.81	0.03	0.03	0.37	0.41	0.38
Crit Moves:		****			****		****				****	
Delay/Veh:	12.2	15.9	14.9	12.6	20.7	16.2	38.8	11.4	11.3	16.5	16.3	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	15.9	14.9	12.6	20.7	16.2	38.8	11.4	11.3	16.5	16.3	14.8
LOS by Move:	B	C	B	B	C	C	E	B	B	C	C	B
ApproachDel:		15.5			18.1			37.0			15.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			18.1			37.0			15.9	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	0.5	0.4	0.1	1.1	1.1	2.9	0.0	0.0	0.5	0.6	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	216	2	16	112	59	59	11	0	219	10	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	216	2	16	112	59	59	11	0	219	10	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	216	2	16	112	59	59	11	0	219	10	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	2	16	112	59	59	11	0	219	10	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	216	2	16	112	59	59	11	0	219	10	126
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.31	0.69	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	508	1088	10	501	720	401	514	552	0	538	25	685
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.16	0.15	0.11	0.02	xxxx	0.41	0.41	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.9	12.9	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	9.7	9.9	9.4	10.1	8.9	0.0	12.9	12.9	8.8
LOS by Move:	*	B	B	A	A	A	B	A	*	B	B	A
ApproachDel:		10.3			9.8			9.9			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			9.8			9.9			11.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.6	0.6	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	37	222		0		0	455		91		0	0		0		15		0		53				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
Initial Bse:	37	222		0		0	455		91		0	0		0		15		0		53				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Volume:	37	222		0		0	455		91		0	0		0		15		0		53				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
FinalVolume:	37	222		0		0	455		91		0	0		0		15		0		53				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx	6.9						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3						
Capacity Module:																								
Cnflict Vol:	546	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							524	xxxx	111						
Potent Cap.:	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							488	xxxx	927						
Move Cap.:	1033	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							475	xxxx	927						
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.03	xxxx	0.06						
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.1	xxxx	0.2						
Control Del:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							12.8	xxxx	9.1						
LOS by Move:	A	*	*	*	*	*	*	*	*							B	*	A						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*							*	*	*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx									9.9								
ApproachLOS:	*			*			*									A								

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	198		8		6	516		0		0	2		29		0		0		3				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
Initial Bse:	13	198		8		6	516		0		0	2		29		0		0		3				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Volume:	13	198		8		6	516		0		0	2		29		0		0		3				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
FinalVolume:	13	198		8		6	516		0		0	2		29		0		0		3				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx					7.5	6.5		6.9		7.5	6.5		6.9			
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx					3.5	4.0		3.3		3.5	4.0		3.3			
Capacity Module:																								
Cnflict Vol:	516	xxxx	xxxxx			206	xxxx	xxxxx					653	760		258		499	756		103			
Potent Cap.:	1060	xxxx	xxxxx			1377	xxxx	xxxxx					356	338		747		459	340		938			
Move Cap.:	1060	xxxx	xxxxx			1377	xxxx	xxxxx					351	332		747		434	334		938			
Volume/Cap:	0.01	xxxx	xxxx			0.00	xxxx	xxxx					0.00	0.01		0.04		0.00	0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx		0.0			
Control Del:	8.4	xxxx	xxxxx			7.6	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx		8.8			
LOS by Move:	A	*	*			A	*	*					*	*	*			*	*		A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					332	xxxx	691			0	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					0.0	xxxx	0.1			xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					15.9	xxxx	10.5			xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*			*	*	*					C	*	B			*	*	*				
ApproachDel:	xxxxxx					xxxxxx							10.8					8.8						
ApproachLOS:	*					*							B					A						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	91	50	1	6	439	303	447	0	50	19	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	50	1	6	439	303	447	0	50	19	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	50	1	6	439	303	447	0	50	19	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	50	1	6	439	303	447	0	50	19	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	50	1	6	439	303	447	0	50	19	1	37
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	0.03	1.97	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	394	816	16	13	981	553	485	0	564	391	21	476
Capacity Analysis Module:												
Vol/Sat:	0.23	0.06	0.06	0.45	0.45	0.55	0.92	xxxx	0.09	0.05	0.05	0.08
Crit Moves:	****					****	****					****
Delay/Veh:	13.8	11.4	11.4	15.2	15.1	16.1	49.8	0.0	9.5	11.4	11.4	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	11.4	11.4	15.2	15.1	16.1	49.8	0.0	9.5	11.4	11.4	10.3
LOS by Move:	B	B	B	C	C	C	E	*	A	B	B	B
ApproachDel:	13.0			15.5			45.8			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			15.5			45.8			10.7		
LOS by Appr:	B			C			E			B		
AllWayAvgQ:	0.3	0.1	0.1	0.7	0.7	1.1	5.3	5.3	0.1	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	26	469	0	0	691	151	110	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	469	0	0	691	151	110	0	14	0	0	0
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:	26	469	0	0	691	0	110	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	469	0	0	691	0	110	0	14	0	0	0
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:	26	469	0	0	691	0	110	0	14	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.00	0.22	0.00	0.04	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****					****		****				

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	187	2	498	276	0	13	6	57	62	378	4	173				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	187	2	498	276	0	13	6	57	62	378	4	173				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	187	2	0	276	0	13	6	57	62	378	4	173				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	187	2	0	276	0	13	6	57	62	378	4	173				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	187	2	0	276	0	13	6	57	62	378	4	173				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1456	144	1600	1600	1600	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.17	0.00	0.09	0.00	0.04	0.04	0.13	0.00	0.11				
Crit Moves:	****			****				****		****						

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.037
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	0	0	0	0	0	0	20	11	12	0	0	57	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	20	11	12	0	0	57	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	20	11	12	0	0	57	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	20	11	12	0	0	57	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	20	11	12	0	0	57	22			
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.96	1.04	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	0	748	874	674	809	0	0	1559	920				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.02	0.02	0.01	xxxx	xxxx	0.04	0.02				
Crit Moves:						****	****				****					
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7				
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A				
ApproachDel:	xxxxxx				6.8			7.6			7.2					
Delay Adj:	xxxxx				1.00			1.00			1.00					
ApprAdjDel:	xxxxxx				6.8			7.6			7.2					
LOS by Appr:	*				A			A			A					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	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	2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	0	0	809	0	0	827	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	3	0	0	0	809	0	0	827	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	3	0	0	0	809	0	0	827	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	0	0	809	0	0	827	10
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	0	0	0	3	0	0	0	809	0	0	827	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		0.00 0.00	0.00		0.00 0.19	0.00		0.00 0.29	0.01	
Crit Vol:	0			3			0			414		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
NEPA

Scenario Report

Scenario:	2010 NEPA MD
Command:	2010 NEPA MD
Volume:	2010 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2010
NEPA

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 Pico Ave / Pier G St & Harbor	F	63.5	1.323	F	63.5	1.323	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.7	0.481	B	11.7	0.481	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	13.1	0.000	B	13.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	38.8	1.015	E	38.8	1.015	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.6	0.071	A	7.6	0.071	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.323
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 63.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	366	93	65	240	141	461	35	4	159	170	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	366	93	65	240	141	461	35	4	159	170	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	366	93	65	240	141	461	35	4	159	170	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	366	93	65	240	141	461	35	4	159	170	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	366	93	65	240	141	461	35	4	159	170	192
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	336	581	150	336	359	382	349	626	72	346	363	392
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.62	0.19	0.67	0.37	1.32	0.06	0.06	0.46	0.47	0.49
Crit Moves:		****			****		****					****
Delay/Veh:	13.2	26.9	25.9	15.4	29.7	16.9	192.5	13.0	12.9	21.0	20.3	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	26.9	25.9	15.4	29.7	16.9	192.5	13.0	12.9	21.0	20.3	19.7
LOS by Move:	B	D	D	C	D	C	F	B	B	C	C	C
ApproachDel:		26.6			23.6			178.5			20.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.6			23.6			178.5			20.3	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	1.5	1.4	0.2	1.7	1.7	17.4	0.1	0.1	0.8	0.8	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	293	6	66	126	19	32	12	0	256	3	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	6	66	126	19	32	12	0	256	3	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	293	6	66	126	19	32	12	0	256	3	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	6	66	126	19	32	12	0	256	3	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	293	6	66	126	19	32	12	0	256	3	132
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.74	0.26	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	499	1059	22	484	913	140	480	513	0	532	6	651
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.14	0.14	0.14	0.07	0.02	xxxx	0.48	0.48	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	11.4	11.3	10.8	10.2	10.0	10.2	9.4	0.0	14.8	14.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.3	10.8	10.2	10.0	10.2	9.4	0.0	14.8	14.8	9.3
LOS by Move:	*	B	B	B	B	B	B	A	*	B	B	A
ApproachDel:		11.4			10.4			10.0			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			10.4			10.0			12.9	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.0	0.3	0.3	0.1	0.1	0.1	0.1	0.0	0.0	0.8	0.8	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	17	292	0	0	503	95	0	0	0	1	0	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	17	292	0	0	503	95	0	0	0	1	0	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	17	292	0	0	503	95	0	0	0	1	0	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	17	292	0	0	503	95	0	0	0	1	0	0												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3												
Capacity Module:																								
Cnflict Vol:	598	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	578	xxxx	146												
Potent Cap.:	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	452	xxxx	881												
Move Cap.:	989	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	881												
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00												
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx												
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.1	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.1														
ApproachLOS:	*			*			*			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	151	1	0	582	0	0	2	17	1	0	4												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	151	1	0	582	0	0	2	17	1	0	4												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	151	1	0	582	0	0	2	17	1	0	4												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	151	1	0	582	0	0	2	17	1	0	4												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	734	291	443	734	76												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	354	350	712	503	350	976												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	352	350	712	488	350	976												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.01	0.02	0.00	0.00	0.00												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	350	xxxx	642	488	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	10.8	12.4	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	B	*	*												
ApproachDel:	xxxxxx			xxxxxx			11.2			9.4														
ApproachLOS:	*			*			B			A														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	61	25	1	5	147	194	574	0	95	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	25	1	5	147	194	574	0	95	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	25	1	5	147	194	574	0	95	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	25	1	5	147	194	574	0	95	7	5	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:	61	25	1	5	147	194	574	0	95	7	5	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	0.07	1.93	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	438	899	36	33	983	566	566	0	683	286	204	568
Capacity Analysis Module:												
Vol/Sat:	0.14	0.03	0.03	0.15	0.15	0.34	1.01	xxxx	0.14	0.02	0.02	0.05
Crit Moves:	****					****	****					****
Delay/Veh:	12.0	10.4	10.4	11.0	10.9	12.2	66.4	0.0	8.7	9.9	9.9	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	10.4	10.4	11.0	10.9	12.2	66.4	0.0	8.7	9.9	9.9	9.1
LOS by Move:	B	B	B	B	B	B	F	*	A	A	A	A
ApproachDel:	11.5			11.6			58.2			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			11.6			58.2			9.3		
LOS by Appr:	B			B			F			A		
AllWayAvgQ:	0.2	0.0	0.0	0.2	0.2	0.5	9.0	9.0	0.2	0.0	0.0	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	28	553	0	0	249	147	151	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	553	0	0	249	147	151	0	17	0	0	0
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:	28	553	0	0	249	0	151	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	553	0	0	249	0	151	0	17	0	0	0
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:	28	553	0	0	249	0	151	0	17	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.08	0.00	0.05	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	127	5	148	146	2	14	11	67	165	489	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	5	148	146	2	14	11	67	165	489	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	5	0	146	2	14	11	67	165	489	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	5	0	146	2	14	11	67	165	489	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	5	0	146	2	14	11	67	165	489	0	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	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1323	277	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00	0.09	0.00	0.05	0.01	0.04	0.10	0.17	0.00	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.071
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	0	0	0	0	0		0	0	1	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		32	50	28	0	0		7	0										
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
Initial Bse:	0	0	0	0	0		32	50	28	0	0		7	0										
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
PHF Volume:	0	0	0	0	0		32	50	28	0	0		7	0										
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0										
Reduced Vol:	0	0	0	0	0		32	50	28	0	0		7	0										
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
FinalVolume:	0	0	0	0	0		32	50	28	0	0		7	0										
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
Lanes:	0.00	0.00	0.00	0.00	1.00		1.00	1.00	1.00	0.00	0.00		2.00	1.00										
Final Sat.:	0	0	0	0	754		882	706	783	0	0		1508	883										
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00		0.04	0.07	0.04	xxxx	xxxx		0.00	0.00										
Crit Moves:							****	****					****											
Delay/Veh:	0.0	0.0	0.0	0.0	0.0		6.9	8.2	7.4	0.0	0.0		7.4	0.0										
Delay Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00										
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0		6.9	8.2	7.4	0.0	0.0		7.4	0.0										
LOS by Move:	*	*	*	*	*		A	A	A	*	*		A	*										
ApproachDel:	xxxxxx				6.9				7.9				7.4											
Delay Adj:	xxxxx				1.00				1.00				1.00											
ApprAdjDel:	xxxxxx				6.9				7.9				7.4											
LOS by Appr:	*				A				A				A											
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.0		0.0	0.0										

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	14	0	0	0	935	0	0	717	16
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Initial Bse:	0	0	0	14	0	0	0	935	0	0	717	16
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	0	0	0	14	0	0	0	935	0	0	717	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	0	0	935	0	0	717	16
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Final Vol.:	0	0	0	14	0	0	0	935	0	0	717	16
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425	1425 1425	1425	1425	1425 1425	1425	1425	1425 1425	1425	1425	
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Lanes:	0.00 0.00	0.00	1.00 0.00	1.00	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	0.00	0.01	0.00	0.00	0.00 0.22	0.00	0.00	0.25	0.01	
Crit Vol:	0			14			0			359		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
NEPA

Scenario Report

Scenario:	2010 NEPA PM
Command:	2010 NEPA PM
Volume:	2010 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2010
NEPA

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 Pico Ave / Pier G St & Harbor	D	28.2	0.961	D	28.2	0.961	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.1	0.508	B	12.1	0.508	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	12.3	0.000	B	12.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	20.7	0.847	C	20.7	0.847	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.283	A	xxxxx	0.283	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.8	0.070	A	7.8	0.070	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 D/V

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	271	20	48	148	162	409	42	7	110	95	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:	3	271	20	48	148	162	409	42	7	110	95	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	271	20	48	148	162	409	42	7	110	95	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	271	20	48	148	162	409	42	7	110	95	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	271	20	48	148	162	409	42	7	110	95	134
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	0.95	1.05	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	379	756	56	387	394	465	426	751	127	389	411	447
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.12	0.38	0.35	0.96	0.06	0.06	0.28	0.23	0.30
Crit Moves:		****			****		****					****
Delay/Veh:	11.8	15.7	15.5	12.8	15.8	14.3	62.8	11.0	10.9	14.9	13.5	13.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	15.7	15.5	12.8	15.8	14.3	62.8	11.0	10.9	14.9	13.5	13.5
LOS by Move:	B	C	C	B	C	B	F	B	B	B	B	B
ApproachDel:	15.6			14.7			57.2			13.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.6			14.7			57.2			13.9		
LOS by Appr:	C			B			F			B		
AllWayAvgQ:	0.0	0.5	0.5	0.1	0.5	0.5	6.1	0.1	0.1	0.4	0.3	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	249	3	107	52	53	93	32	0	263	8	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	3	107	52	53	93	32	0	263	8	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	249	3	107	52	53	93	32	0	263	8	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	3	107	52	53	93	32	0	263	8	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	3	107	52	53	93	32	0	263	8	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	472	1007	12	468	499	553	488	522	0	517	16	641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.23	0.10	0.10	0.19	0.06	xxxx	0.51	0.51	0.20
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	11.4	11.4	12.0	10.2	9.4	11.2	9.6	0.0	15.5	15.5	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.4	12.0	10.2	9.4	11.2	9.6	0.0	15.5	15.5	9.4
LOS by Move:	*	B	B	B	B	A	B	A	*	C	C	A
ApproachDel:	11.4			10.9			10.8			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			10.9			10.8			13.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.0	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.1	0.9	0.9	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	50	192		0		0	387		85		0	0		0		8		0		0				
Growth Adj:	1.00	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	192		0		0	387		85		0	0		0		8		0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	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	192		0		0	387		85		0	0		0		8		0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
FinalVolume:	50	192		0		0	387		85		0	0		0		8		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3										
Capacity Module:																								
Cnflict Vol:	472	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		486	xxxx		96										
Potent Cap.:	1100	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		516	xxxx		948										
Move Cap.:	1100	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		498	xxxx		948										
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.02	xxxx		0.00										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		12.3	xxxx	xxxxx											
LOS by Move:	A	*	*	*	*	*	*	*	*		B	*	*											
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*											
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				12.3													
ApproachLOS:	*			*			*				B													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	93		0		5	467		0		0	0		7		0		0		1				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
Initial Bse:	0	93		0		5	467		0		0	0		7		0		0		1				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Volume:	0	93		0		5	467		0		0	0		7		0		0		1				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
FinalVolume:	0	93		0		5	467		0		0	0		7		0		0		1				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	6.5	6.9												
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	93	xxxx	xxxxx	524	xxxx	234	337	570	47												
Potent Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	441	xxxx	775	598	434	1019												
Move Cap.:	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx	439	xxxx	775	591	433	1019												
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.00	xxxx	0.01	0.00	0.00	0.00												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxx	xxxx	9.7	xxxxx	xxxx	8.5												
LOS by Move:	*	*	*	A	*	*	*	*	A	*	*	A												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*											
ApproachDel:	xxxxxx			xxxxxx			9.7				8.5													
ApproachLOS:	*			*			A				A													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1	1 0	1	0 0	1	0	1 0	0 1
Volume Module:												
Base Vol:	92	0	3	4	196	165	465	0	106	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	0	3	4	196	165	465	0	106	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	0	3	4	196	165	465	0	106	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	3	4	196	165	465	0	106	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	0	3	4	196	165	465	0	106	37	2	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	1.00	0.04	1.96	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	424	449	492	20	971	550	549	0	659	446	24	556
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.01	0.20	0.20	0.30	0.85	xxxx	0.16	0.08	0.08	0.10
Crit Moves:	****					****	****					****
Delay/Veh:	12.7	0.0	9.5	11.2	11.2	11.3	34.6	0.0	9.0	10.5	10.5	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	9.5	11.2	11.2	11.3	34.6	0.0	9.0	10.5	10.5	9.3
LOS by Move:	B	*	A	B	B	B	D	*	A	B	B	A
ApproachDel:	12.6			11.3			29.9			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			11.3			29.9			9.8		
LOS by Appr:	B			B			D			A		
AllWayAvgQ:	0.2	0.0	0.0	0.2	0.2	0.4	3.9	3.9	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.283
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	25	438	0	0	269	96	132	0	25	0	0	0
Growth Adj:	1.00	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	438	0	0	269	96	132	0	25	0	0	0
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:	25	438	0	0	269	0	132	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	438	0	0	269	0	132	0	25	0	0	0
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:	25	438	0	0	269	0	132	0	25	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.00	0.08	0.00	0.05	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:												
Base Vol:	109	2	241	148	1	13	47	5	195	505	0	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2	241	148	1	13	47	5	195	505	0	169
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2	0	148	1	13	47	5	195	505	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2	0	148	1	13	47	5	195	505	0	169
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2	0	148	1	13	47	5	195	505	0	169
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1343	257	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.09	0.00	0.05	0.03	0.00	0.12	0.18	0.00	0.11
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.070
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	48	0	12	42	2	0	0	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	12	42	2	0	0	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	12	42	2	0	0	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	12	42	2	0	0	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	48	0	12	42	2	0	0	0	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.60	0.40	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	687	485	323	682	752	0	0	1472	860
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.07	0.00	0.04	0.06	0.00	xxxx	xxxx	0.00	0.03
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	8.3	7.3	7.3	8.2	7.4	0.0	0.0	0.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.3	7.3	7.3	8.2	7.4	0.0	0.0	0.0	6.9
LOS by Move:	*	*	*	A	A	A	A	A	*	*	*	A
ApproachDel:	xxxxxx			7.9			8.2			6.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.9			8.2			6.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.385
Loss Time (sec): 10 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 | Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	34	0	1181	0	0	1039	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	34	0	1181	0	0	1039	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	34	0	1181	0	0	1039	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	34	0	1181	0	0	1039	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	34	0	1181	0	0	1039	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.28	0.00	0.00	0.36	0.01
Crit Vol:			0	29			0				520	
Crit Moves:				****			****				****	

Middle Harbor EIR
Future Year 2010
No Project

Scenario Report

Scenario:	2010 NP AM
Command:	2010 NP AM
Volume:	2010 NP AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NP

Middle Harbor EIR
Future Year 2010
No 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 Pico Ave / Pier G St & Harbor	D	29.4	0.921	D	29.4	0.921	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.8	0.490	B	11.8	0.490	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.8	0.000	B	10.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.3	0.919	D	25.3	0.919	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.1	0.031	A	7.1	0.031	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	176	124	41	263	260	323	21	6	155	229	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	176	124	41	263	260	323	21	6	155	229	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	176	124	41	263	260	323	21	6	155	229	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	176	124	41	263	260	323	21	6	155	229	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	176	124	41	263	260	323	21	6	155	229	222
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.02	0.98
Final Sat.:	320	402	297	350	377	406	351	546	159	356	386	402
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.42	0.12	0.70	0.64	0.92	0.04	0.04	0.43	0.59	0.55
Crit Moves:		****			****		****				****	
Delay/Veh:	13.3	19.5	18.2	13.7	29.7	24.5	61.1	12.6	12.4	19.2	23.7	20.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	19.5	18.2	13.7	29.7	24.5	61.1	12.6	12.4	19.2	23.7	20.6
LOS by Move:	B	C	C	B	D	C	F	B	B	C	C	C
ApproachDel:		18.9			26.1			57.3			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.9			26.1			57.3			21.4	
LOS by Appr:		C			D			F			C	
AllWayAvgQ:	0.0	0.7	0.6	0.1	1.8	1.8	4.7	0.0	0.0	0.7	1.2	1.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	306	2	17	133	49	45	9	0	256	8	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	2	17	133	49	45	9	0	256	8	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	306	2	17	133	49	45	9	0	256	8	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	2	17	133	49	45	9	0	256	8	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
Final Vol.:	0	306	2	17	133	49	45	9	0	256	8	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.46	0.54	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	498	1073	7	478	765	293	481	514	0	522	16	649
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.28	0.04	0.17	0.17	0.09	0.02	xxxx	0.49	0.49	0.19
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	11.5	11.5	10.1	10.5	10.1	10.4	9.3	0.0	14.9	14.9	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	10.1	10.5	10.1	10.4	9.3	0.0	14.9	14.9	9.2
LOS by Move:	*	B	B	B	B	B	B	A	*	B	B	A
ApproachDel:		11.5			10.4			10.2			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			10.4			10.2			13.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.0	0.2	0.2	0.1	0.0	0.0	0.9	0.9	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	39	203	0	0	459	100	0	0	0	14	0	51												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	39	203	0	0	459	100	0	0	0	14	0	51												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	39	203	0	0	459	100	0	0	0	14	0	51												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	39	203	0	0	459	100	0	0	0	14	0	51												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3												
Capacity Module:																								
Cnflict Vol:	559	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	511	xxxx	102												
Potent Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	xxxx	940												
Move Cap.:	1022	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	940												
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.05												
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.2												
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.7	xxxx	9.0												
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.8														
ApproachLOS:	*			*			*			A														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	173	8	6	530	0	0	2	29	0	0	3												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	13	173	8	6	530	0	0	2	29	0	0	3												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	13	173	8	6	530	0	0	2	29	0	0	3												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Final Vol.:	13	173	8	6	530	0	0	2	29	0	0	3												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.9	xxxxx	xxxx	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	3.3												
Capacity Module:																								
Cnflict Vol:	530	xxxx	xxxxx	181	xxxx	xxxxx	xxxx	749	265	xxxx	xxxx	91												
Potent Cap.:	1048	xxxx	xxxxx	1407	xxxx	xxxxx	xxxx	343	739	xxxx	xxxx	956												
Move Cap.:	1048	xxxx	xxxxx	1407	xxxx	xxxxx	xxxx	337	739	xxxx	xxxx	956												
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.01	0.04	xxxx	xxxx	0.00												
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8												
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	337	xxxx	687	0	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.7	xxxx	10.5	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			10.8			8.8														
ApproachLOS:	*			*			B			A														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	0	1 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	87	20	1		6	439	310		449	0	53		26	1	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:	87	20	1		6	439	310		449	0	53		26	1	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:	87	20	1		6	439	310		449	0	53		26	1	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	20	1		6	439	310		449	0	53		26	1	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	
Final Vol.:	87	20	1		6	439	310		449	0	53		26	1	40	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10		0.03	1.97	1.00		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	391	789	40		14	992	559		488	0	569		402	15	484	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.03	0.03		0.44	0.44	0.55		0.92	xxxx	0.09		0.06	0.06	0.08	
Crit Moves:	****						****		****						****	
Delay/Veh:	13.7	11.1	11.1		14.9	14.9	16.2		49.0	0.0	9.4		11.4	11.4	10.3	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.7	11.1	11.1		14.9	14.9	16.2		49.0	0.0	9.4		11.4	11.4	10.3	
LOS by Move:	B	B	B		B	B	C		E	*	A		B	B	B	
ApproachDel:	13.2				15.4				44.8				10.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	13.2				15.4				44.8				10.7			
LOS by Appr:	B				C				E				B			
AllWayAvgQ:	0.3	0.0	0.0		0.7	0.7	1.1		5.3	5.3	0.1		0.1	0.1	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	27	448	0		0	686	167		119	0	18		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	448	0		0	686	167		119	0	18		0	0	0	
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:	27	448	0		0	686	0		119	0	18		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	448	0		0	686	0		119	0	18		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	27	448	0		0	686	0		119	0	18		0	0	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.14	0.00		0.00	0.21	0.00		0.04	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S :											0.00					
Crit Moves:	****						****				****					

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	206	2	482	283	0	14	6	66	63	349	18	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	2	482	283	0	14	6	66	63	349	18	168
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	2	0	283	0	14	6	66	63	349	18	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2	0	283	0	14	6	66	63	349	18	168
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	2	0	283	0	14	6	66	63	349	18	168
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	0.91	0.09	1.00	1.02	0.98	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1449	151	1600	1637	1563	3200	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.00	0.18	0.00	0.09	0.00	0.04	0.04	0.11	0.01	0.11
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.031
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	0	0	20	11	0	0	0	29	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	20	11	0	0	0	29	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	20	11	0	0	0	29	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	20	11	0	0	0	29	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	20	11	0	0	0	29	29
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	764	896	705	781	0	0	1570	925
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.02	0.02	0.00	xxxx	xxxx	0.02	0.03
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	6.7	7.9	0.0	0.0	0.0	7.4	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	6.7	7.9	0.0	0.0	0.0	7.4	6.7
LOS by Move:	*	*	*	*	*	A	A	*	*	*	A	A
ApproachDel:	xxxxxx				6.7			7.9			7.0	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				6.7			7.9			7.0	
LOS by Appr:	*				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	3	0	0	0	900	0	0	886	11
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	3	0	0	0	900	0	0	886	11
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	3	0	0	0	900	0	0	886	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	0	0	900	0	0	886	11
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	0	0	0	3	0	0	0	900	0	0	886	11
Saturation Flow Module:												
Sat/Lane:	1425 1425	1425		1425 1425	1425		1425 1425	1425		1425 1425	1425	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	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		0.00 0.00	0.00		0.00 0.21	0.00		0.00 0.31	0.01	
Crit Vol:	0			3			0			443		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
No Project

Scenario Report

Scenario:	2010 NP MD
Command:	2010 NP MD
Volume:	2010 NP MD Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NP

Middle Harbor EIR
Future Year 2010
No 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 Pico Ave / Pier G St & Harbor	F	98.0	1.612	F	98.0	1.612	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	17.0	0.728	C	17.0	0.728	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	C	15.1	0.000	C	15.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	33.3	0.985	D	33.3	0.985	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.315	A	xxxxx	0.315	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.7	0.084	A	7.7	0.084	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.275	A	xxxxx	0.275	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	1.612
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	98.0
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	388	111	69	294	177	499	40	6	176	205	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	388	111	69	294	177	499	40	6	176	205	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	388	111	69	294	177	499	40	6	176	205	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	388	111	69	294	177	499	40	6	176	205	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	388	111	69	294	177	499	40	6	176	205	289
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	306	516	150	310	333	351	310	536	81	324	340	366
Capacity Analysis Module:												
Vol/Sat:	0.02	0.75	0.74	0.22	0.88	0.50	1.61	0.07	0.07	0.54	0.60	0.79
Crit Moves:		****			****		****					****
Delay/Veh:	14.3	38.9	36.9	17.0	56.6	22.1	317.5	14.6	14.5	25.5	27.3	39.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	38.9	36.9	17.0	56.6	22.1	317.5	14.6	14.5	25.5	27.3	39.7
LOS by Move:	B	E	E	C	F	C	F	B	B	D	D	E
ApproachDel:		38.1			40.2			291.9			32.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		38.1			40.2			291.9			32.2	
LOS by Appr:		E			E			F			D	
AllWayAvgQ:	0.0	2.4	2.2	0.3	4.0	4.0	26.1	0.1	0.1	1.1	1.3	2.8

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	455	6	63	204	18	26	8	0	357	3	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	455	6	63	204	18	26	8	0	357	3	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	455	6	63	204	18	26	8	0	357	3	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	6	63	204	18	26	8	0	357	3	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	455	6	63	204	18	26	8	0	357	3	145
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	455	974	13	432	854	76	413	437	0	490	4	583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.15	0.24	0.24	0.06	0.02	xxxx	0.73	0.73	0.25
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	15.5	15.5	11.9	12.3	12.2	11.2	10.4	0.0	26.0	26.0	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	15.5	11.9	12.3	12.2	11.2	10.4	0.0	26.0	26.0	10.6
LOS by Move:	*	C	C	B	B	B	B	B	*	D	D	B
ApproachDel:		15.5			12.2			11.0			21.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			12.2			11.0			21.6	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.8	0.8	0.2	0.3	0.3	0.1	0.0	0.0	2.2	2.2	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[15.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	56	317		0		0	545		101		0	0		0		2		0		0				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
Initial Bse:	56	317		0		0	545		101		0	0		0		2		0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Volume:	56	317		0		0	545		101		0	0		0		2		0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
Final Vol.:	56	317		0		0	545		101		0	0		0		2		0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx	xxxxx											
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx											
Capacity Module:																								
Cnflict Vol:	646	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		702	xxxx	xxxxx											
Potent Cap.:	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		377	xxxx	xxxxx											
Move Cap.:	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		360	xxxx	xxxxx											
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx											
Level Of Service Module:																								
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		15.1	xxxx	xxxxx											
LOS by Move:	A	*		*		*	*		*		C	*	*											
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*		*		*	*		*		*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				15.1													
ApproachLOS:	*			*			*				C													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	177		2		0	627		0		0	2		18		1		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	177		2		0	627		0		0	2		18		1		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	177		2		0	627		0		0	2		18		1		0		5				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
Final Vol.:	0	177		2		0	627		0		0	2		18		1		0		5				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		6.5		6.9		7.5	xxxx		6.9								
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		4.0		3.3		3.5	xxxx		3.3								
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx		806		314		493	xxxx		89								
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx		318		688		464	xxxx		957								
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx		318		688		450	xxxx		957								
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01		0.03		0.00	xxxx		0.01								
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx		0.0										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx		8.8										
LOS by Move:	*	*		*		*	*		*		*	*		A										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		318	xxxx		616		450	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx		0.1		0.0	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		16.4	xxxx		11.0		13.0	xxxx	xxxxx						
Shared LOS:	*	*		*		*	*		*		C	*		B		B	*	*						
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.5					9.5								
ApproachLOS:	*			*			*				B					A								

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	0	1 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	61	47	1		5	183	208		540	0	100		9	5	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	47	1		5	183	208		540	0	100		9	5	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	47	1		5	183	208		540	0	100		9	5	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	47	1		5	183	208		540	0	100		9	5	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	47	1		5	183	208		540	0	100		9	5	34	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.05	1.95	1.00		1.00	0.00	1.00		0.64	0.36	1.00	
Final Sat.:	430	895	19		27	977	558		548	0	655		303	168	544	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.05	0.05		0.19	0.19	0.37		0.98	xxxx	0.15		0.03	0.03	0.06	
Crit Moves:	****						****		****						****	
Delay/Veh:	12.1	10.7	10.7		11.4	11.4	12.7		59.9	0.0	9.0		10.2	10.2	9.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.1	10.7	10.7		11.4	11.4	12.7		59.9	0.0	9.0		10.2	10.2	9.4	
LOS by Move:	B	B	B		B	B	B		F	*	A		B	B	A	
ApproachDel:	11.5				12.1				52.0				9.6			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	11.5				12.1				52.0				9.6			
LOS by Appr:	B				B				F				A			
AllWayAvgQ:	0.2	0.1	0.1		0.2	0.2	0.6		7.7	7.7	0.2		0.0	0.0	0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	34	518	0		0	291	160		170	0	20		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	518	0		0	291	160		170	0	20		0	0	0	
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:	34	518	0		0	291	0		170	0	20		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	518	0		0	291	0		170	0	20		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	34	518	0		0	291	0		170	0	20		0	0	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.00		0.00	0.09	0.00		0.05	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S :											0.00					
Crit Moves:		****				****				****						

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	9th Street								Pico Ave								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected				
Rights:	Ignore				Include				Include				Include				
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0	1
Volume Module:																	
Base Vol:	130	6	129		184	2	16		12	97	176		425	0	222		
Growth Adj:	1.00	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	6	129		184	2	16		12	97	176		425	0	222		
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	130	6	0		184	2	16		12	97	176		425	0	222		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	130	6	0		184	2	16		12	97	176		425	0	222		
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	130	6	0		184	2	16		12	97	176		425	0	222		
Saturation Flow Module:																	
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	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	1.00		1.00	0.84	0.16		1.00	1.00	1.00		2.00	1.00	1.00		
Final Sat.:	1600	1600	1600		1600	1347	253		1600	1600	1600		3200	1600	1600		
Capacity Analysis Module:																	
Vol/Sat:	0.08	0.00	0.00		0.12	0.00	0.06		0.01	0.06	0.11		0.13	0.00	0.14		
Crit Moves:	****				****						****		****				

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.084
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0 0	0	0 0	1	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		0	0	34		59	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	34		59	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	34		59	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	34		59	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	34		59	0	0		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		0	765	900		706	783	0		0	1517	890	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		xxxx	0.00	0.04		0.08	0.00	xxxx		xxxx	0.00	0.00	
Crit Moves:							****		****					****		
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	6.8		8.2	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	6.8		8.2	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	*	*	*		*	*	A		A	*	*		*	*	*	
ApproachDel:	xxxxxx				6.8				8.2				xxxxxx			
Delay Adj:	xxxxx				1.00				1.00				xxxxx			
ApprAdjDel:	xxxxxx				6.8				8.2				xxxxxx			
LOS by Appr:	*				A				A				*			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.275
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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	4	0	1006	0	0	757	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	4	0	1006	0	0	757	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	4	0	1006	0	0	757	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	4	0	1006	0	0	757	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	4	0	1006	0	0	757	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.24	0.00	0.00	0.27	0.01
Crit Vol:		0		14			0			379		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
No Project

Scenario Report

Scenario:	2010 NP PM
Command:	2010 NP PM
Volume:	2010 NP PM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NP

Middle Harbor EIR
Future Year 2010
No 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 Pico Ave / Pier G St & Harbor	F	52.3	1.208	F	52.3	1.208	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	17.0	0.725	C	17.0	0.725	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	C	15.1	0.000	C	15.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	18.9	0.818	C	18.9	0.818	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.8	0.077	A	7.8	0.077	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.208
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	0 1	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	6	320	25	50	192	212	468	50	9	83	83	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:	6	320	25	50	192	212	468	50	9	83	83	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:	6	320	25	50	192	212	468	50	9	83	83	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	320	25	50	192	212	468	50	9	83	83	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
Final Vol.:	6	320	25	50	192	212	468	50	9	83	83	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	0.95	1.05	1.00	1.69	0.31	1.00	1.00	1.00
Final Sat.:	355	707	56	367	373	442	388	668	122	362	380	415
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.14	0.52	0.48	1.21	0.07	0.07	0.23	0.22	0.54
Crit Moves:		****			****		****					****
Delay/Veh:	12.6	19.0	18.8	13.7	20.5	18.2	143.7	12.1	11.9	15.1	14.3	20.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	19.0	18.8	13.7	20.5	18.2	143.7	12.1	11.9	15.1	14.3	20.2
LOS by Move:	B	C	C	B	C	C	F	B	B	C	B	C
ApproachDel:	18.8			18.7			129.0			17.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.8			18.7			129.0			17.9		
LOS by Appr:	C			C			F			C		
AllWayAvgQ:	0.0	0.8	0.7	0.1	1.0	1.0	14.2	0.1	0.1	0.3	0.3	1.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	0 1
Volume Module:												
Base Vol:	0	433	3	128	62	65	74	24	0	349	6	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	433	3	128	62	65	74	24	0	349	6	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	433	3	128	62	65	74	24	0	349	6	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	433	3	128	62	65	74	24	0	349	6	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	433	3	128	62	65	74	24	0	349	6	139
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	445	956	7	422	446	488	423	448	0	481	8	575
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.30	0.14	0.13	0.17	0.05	xxxx	0.72	0.72	0.24
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	15.5	15.4	14.1	11.5	10.6	12.2	10.5	0.0	26.0	26.0	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	15.4	14.1	11.5	10.6	12.2	10.5	0.0	26.0	26.0	10.6
LOS by Move:	*	C	C	B	B	B	B	B	*	D	D	B
ApproachDel:	15.5			12.6			11.8			21.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.5			12.6			11.8			21.6		
LOS by Appr:	C			B			B			C		
AllWayAvgQ:	0.0	0.7	0.7	0.4	0.1	0.1	0.2	0.0	0.0	2.2	2.2	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[15.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	103	260		0		0	408		88		0	0		0	11		0	0						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	103	260		0		0	408		88		0	0		0	11		0	0						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	103	260		0		0	408		88		0	0		0	11		0	0						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
Final Vol.:	103	260		0		0	408		88		0	0		0	11		0	0						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	
Capacity Module:																								
Cnflict Vol:	496	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		670	xxxx	xxxxx	
Potent Cap.:	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		395	xxxx	xxxxx	
Move Cap.:	1078	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		366	xxxx	xxxxx	
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		15.1	xxxx	xxxxx	
LOS by Move:	A	*		*		*	*		*		C	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*	*			*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				15.1			
ApproachLOS:	*			*			*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	148		0		7	489		0		0	0		7	0		0	1						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	0	148		0		7	489		0		0	0		7	0		0	1						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	0	148		0		7	489		0		0	0		7	0		0	1						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
Final Vol.:	0	148		0		7	489		0		0	0		7	0		0	1						
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx		6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx		3.3	xxxxx	xxxx	3.3
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		148	xxxx	xxxxx	xxxx	xxxx		245	xxxx	xxxx	74
Potent Cap.:	xxxx	xxxx	xxxxx		1446	xxxx	xxxxx	xxxx	xxxx		762	xxxx	xxxx	979
Move Cap.:	xxxx	xxxx	xxxxx		1446	xxxx	xxxxx	xxxx	xxxx		762	xxxx	xxxx	979
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx	0.00
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx		0.0	xxxx	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	xxxx	xxxx		9.8	xxxxx	xxxx	8.7
LOS by Move:	*	*		*		A	*		*		*	A	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*		*	*			*	*		
ApproachDel:	xxxxxx			xxxxxx			9.8				8.7			
ApproachLOS:	*			*			A				A			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1	1 0	1	0 0	1	0	1 0	0 1
Volume Module:												
Base Vol:	89	44	3	4	213	160	436	0	109	44	2	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	44	3	4	213	160	436	0	109	44	2	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	44	3	4	213	160	436	0	109	44	2	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	44	3	4	213	160	436	0	109	44	2	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	44	3	4	213	160	436	0	109	44	2	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	0.04	1.96	1.00	1.00	0.00	1.00	0.96	0.04	1.00
Final Sat.:	422	839	58	18	960	543	533	0	636	439	20	541
Capacity Analysis Module:												
Vol/Sat:	0.21	0.05	0.05	0.22	0.22	0.29	0.82	xxxx	0.17	0.10	0.10	0.11
Crit Moves:	****					****	****					****
Delay/Veh:	12.6	10.5	10.5	11.6	11.6	11.4	31.9	0.0	9.3	10.8	10.8	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	10.5	10.5	11.6	11.6	11.4	31.9	0.0	9.3	10.8	10.8	9.6
LOS by Move:	B	B	B	B	B	B	D	*	A	B	B	A
ApproachDel:	11.9			11.5			27.4			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.5			27.4			10.1		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.0	0.0	0.3	0.3	0.4	3.3	3.3	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	2	0 0	1 0
Volume Module:												
Base Vol:	31	437	0	0	283	93	143	0	29	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	437	0	0	283	93	143	0	29	0	0	0
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:	31	437	0	0	283	0	143	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	437	0	0	283	0	143	0	29	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	437	0	0	283	0	143	0	29	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.00	0.09	0.00	0.04	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:		****			****			****				

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	113	3	226	159	1	11	48	10	209	469	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	3	226	159	1	11	48	10	209	469	0	206
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	3	0	159	1	11	48	10	209	469	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	3	0	159	1	11	48	10	209	469	0	206
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	3	0	159	1	11	48	10	209	469	0	206
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	0.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1394	206	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00	0.10	0.00	0.05	0.03	0.01	0.13	0.15	0.00	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.077
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	2	0	1
Volume Module:																						
Base Vol:	0	0	0		53	0	12		40	0	0		0	0	0		37					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
Initial Bse:	0	0	0		53	0	12		40	0	0		0	0	0		37					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
PHF Volume:	0	0	0		53	0	12		40	0	0		0	0	0		37					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		0					
Reduced Vol:	0	0	0		53	0	12		40	0	0		0	0	0		37					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
Final Vol.:	0	0	0		53	0	12		40	0	0		0	0	0		37					
Saturation Flow Module:																						
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00					
Lanes:	0.00	0.00	0.00		1.00	0.63	0.37		1.00	1.00	0.00		0.00	2.00	1.00							
Final Sat.:	0	0	0		687	506	296		678	747	0		0	1465	856							
Capacity Analysis Module:																						
Vol/Sat:	xxxx	xxxx	xxxx		0.08	0.00	0.04		0.06	0.00	xxxx		xxxx	0.00	0.04							
Crit Moves:					****				****						****							
Delay/Veh:	0.0	0.0	0.0		8.3	7.3	7.3		8.3	0.0	0.0		0.0	0.0	7.0							
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
AdjDel/Veh:	0.0	0.0	0.0		8.3	7.3	7.3		8.3	0.0	0.0		0.0	0.0	7.0							
LOS by Move:	*	*	*		A	A	A		A	*	*		*	*	A							
ApproachDel:	xxxxxx				7.9				8.3				7.0									
Delay Adj:	xxxxx				1.00				1.00				1.00									
ApprAdjDel:	xxxxxx				7.9				8.3				7.0									
LOS by Appr:	*				A				A				A									
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.0	0.0		0.1	0.0	0.0		0.0	0.0	0.0							

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	30	0	38	0	1224	0	0	1162	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	38	0	1224	0	0	1162	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	38	0	1224	0	0	1162	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	38	0	1224	0	0	1162	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	30	0	38	0	1224	0	0	1162	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.00	0.29	0.00	0.00	0.41	0.01
Crit Vol:	0					38	0				581	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Scenario Report

Scenario:	2010 Future Year Baseline AM
Command:	2010 Future Year Baseline AM
Volume:	2010 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	D	32.8	1.013	D	32.8	1.013	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	10.3	0.372	B	10.3	0.372	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.2	0.000	B	10.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	23.4	0.890	C	23.4	0.890	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.2	0.036	A	7.2	0.036	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	166	100	40	230	209	394	17	5	141	178	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	166	100	40	230	209	394	17	5	141	178	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	166	100	40	230	209	394	17	5	141	178	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	166	100	40	230	209	394	17	5	141	178	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	166	100	40	230	209	394	17	5	141	178	153
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.08	0.92
Final Sat.:	347	465	293	374	399	432	389	611	184	377	430	396
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.34	0.11	0.58	0.48	1.01	0.03	0.03	0.37	0.41	0.39
Crit Moves:		****			****		****				****	
Delay/Veh:	12.7	16.8	15.9	13.1	22.5	18.0	80.0	11.6	11.4	17.3	17.3	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	16.8	15.9	13.1	22.5	18.0	80.0	11.6	11.4	17.3	17.3	15.7
LOS by Move:	B	C	C	B	C	C	F	B	B	C	C	C
ApproachDel:		16.5			19.8			76.4			16.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.5			19.8			76.4			16.8	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.0	0.5	0.5	0.1	1.2	1.2	7.3	0.0	0.0	0.6	0.7	0.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	229	2	17	118	36	26	4	0	205	7	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	229	2	17	118	36	26	4	0	205	7	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	229	2	17	118	36	26	4	0	205	7	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	229	2	17	118	36	26	4	0	205	7	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	229	2	17	118	36	26	4	0	205	7	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.53	0.47	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	530	1141	10	517	872	275	519	558	0	551	19	699
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.14	0.13	0.05	0.01	xxxx	0.37	0.37	0.17
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	10.1	10.1	9.5	9.6	9.3	9.5	8.8	0.0	12.2	12.2	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	10.1	9.5	9.6	9.3	9.5	8.8	0.0	12.2	12.2	8.6
LOS by Move:	*	B	B	A	A	A	A	A	*	B	B	A
ApproachDel:		10.1			9.5			9.4			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.5			9.4			10.9	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	28	206	0	0	339	93	0	0	0	7	0	50												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	28	206	0	0	339	93	0	0	0	7	0	50												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	28	206	0	0	339	93	0	0	0	7	0	50												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	28	206	0	0	339	93	0	0	0	7	0	50												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3												
Capacity Module:																								
Cnflict Vol:	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	432	xxxx	103												
Potent Cap.:	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	xxxx	938												
Move Cap.:	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	547	xxxx	938												
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.05												
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.2												
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	9.1												
LOS by Move:	A	*	*	*	*	*	*	*	*	B	*	A												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4														
ApproachLOS:	*			*			*			A														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[10.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	179	8	6	403	0	0	2	29	0	0	3												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	13	179	8	6	403	0	0	2	29	0	0	3												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	13	179	8	6	403	0	0	2	29	0	0	3												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	13	179	8	6	403	0	0	2	29	0	0	3												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9												
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	403	xxxx	xxxxx	187	xxxx	xxxxx	531	628	202	424	624	94												
Potent Cap.:	1167	xxxx	xxxxx	1399	xxxx	xxxxx	436	402	812	519	404	952												
Move Cap.:	1167	xxxx	xxxxx	1399	xxxx	xxxxx	429	396	812	493	398	952												
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.01	0.04	0.00	0.00	0.00												
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	8.1	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8												
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	396	xxxx	760	0	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	9.9	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	B	*	A	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			10.2			8.8														
ApproachLOS:	*			*			B			A														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	86	36	1	6	325	305	447	0	51	19	1	37				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	86	36	1	6	325	305	447	0	51	19	1	37				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	86	36	1	6	325	305	447	0	51	19	1	37				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	86	36	1	6	325	305	447	0	51	19	1	37				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	86	36	1	6	325	305	447	0	51	19	1	37				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.95	0.05	0.04	1.96	1.00	1.00	0.00	1.00	0.95	0.05	1.00				
Final Sat.:	405	835	23	18	990	563	502	0	589	406	21	496				
Capacity Analysis Module:																
Vol/Sat:	0.21	0.04	0.04	0.33	0.33	0.54	0.89	xxxx	0.09	0.05	0.05	0.07				
Crit Moves:	****					****	****					****				
Delay/Veh:	13.2	10.9	10.9	12.8	12.8	15.6	42.8	0.0	9.2	11.0	11.0	9.9				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.2	10.9	10.9	12.8	12.8	15.6	42.8	0.0	9.2	11.0	11.0	9.9				
LOS by Move:	B	B	B	B	B	C	E	*	A	B	B	A				
ApproachDel:	12.5			14.2			39.4			10.3						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	12.5			14.2			39.4			10.3						
LOS by Appr:	B			B			E			B						
AllWayAvgQ:	0.2	0.0	0.0	0.4	0.4	1.0	4.6	4.6	0.1	0.0	0.0	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	23	455	0	0	578	154	110	0	14	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	23	455	0	0	578	154	110	0	14	0	0	0				
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:	23	455	0	0	578	0	110	0	14	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	455	0	0	578	0	110	0	14	0	0	0				
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:	23	455	0	0	578	0	110	0	14	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.14	0.00	0.00	0.18	0.00	0.04	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****		****									

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	190	2	409	252	0	14	6	56	62	360	9	174				
Growth Adj:	1.00	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	2	409	252	0	14	6	56	62	360	9	174				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	190	2	0	252	0	14	6	56	62	360	9	174				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	190	2	0	252	0	14	6	56	62	360	9	174				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	190	2	0	252	0	14	6	56	62	360	9	174				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1432	168	1600	1600	1600	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.16	0.00	0.08	0.00	0.04	0.04	0.13	0.01	0.11				
Crit Moves:	****			****				****		****						

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.036
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0
Volume Module:																
Base Vol:	0	0	0		0	0	0	20	11	11	0	0	56	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	1.00		
Initial Bse:	0	0	0		0	0	0	20	11	11	0	0	56	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	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0		0	0	0	20	11	11	0	0	56	20		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0		0	0	0	20	11	11	0	0	56	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	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0		0	0	0	20	11	11	0	0	56	20		
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00		0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	2.00	1.00		
Final Sat.:	0	0	0		0	749	876	702	778	0	0	1560	920			
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		xxxx	0.00	0.02	0.02	0.01	xxxx	xxxx	0.04	0.02			
Crit Moves:							****	****				****				
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7			
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	6.8	7.9	7.4	0.0	0.0	7.5	6.7			
LOS by Move:	*	*	*		*	*	A	A	A	*	*	A	A			
ApproachDel:	xxxxxx					6.8			7.6			7.3				
Delay Adj:	xxxxx					1.00			1.00			1.00				
ApprAdjDel:	xxxxxx					6.8			7.6			7.3				
LOS by Appr:	*					A			A			A				
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
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:	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	2 0 1
Volume Module:												
Base Vol:	0	0	0	3	0	0	0	802	0	0	839	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	3	0	0	0	802	0	0	839	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	3	0	0	0	802	0	0	839	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	0	0	802	0	0	839	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	3	0	0	0	802	0	0	839	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	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.29	0.01
Crit Volume:	0			3			0			420		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Scenario Report

Scenario:	2010 Future Year Baseline MD
Command:	2010 Future Year Baseline MD
Volume:	2010 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	84.6	1.496	F	84.6	1.496	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.3	0.518	B	12.3	0.518	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	A	8.3	0.000	A	8.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.5	0.000	B	10.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	B	14.3	0.665	B	14.3	0.665	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.6	0.071	A	7.6	0.071	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.496
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 84.6
Optimal Cycle: 0 | Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	363	92	65	240	171	513	36	6	158	187	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	363	92	65	240	171	513	36	6	158	187	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	363	92	65	240	171	513	36	6	158	187	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	363	92	65	240	171	513	36	6	158	187	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	363	92	65	240	171	513	36	6	158	187	188
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.40	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	331	572	148	334	356	380	343	589	99	342	360	387
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.62	0.19	0.67	0.45	1.50	0.06	0.06	0.46	0.52	0.49
Crit Moves:		****			****		****				****	
Delay/Veh:	13.4	27.6	26.5	15.6	30.2	19.0	264.4	13.2	13.1	21.2	22.2	19.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	27.6	26.5	15.6	30.2	19.0	264.4	13.2	13.1	21.2	22.2	19.8
LOS by Move:	B	D	D	C	D	C	F	B	B	C	C	C
ApproachDel:		27.1			24.2			245.4			21.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.1			24.2			245.4			21.1	
LOS by Appr:		D			C			F			C	
AllWayAvgQ:	0.0	1.5	1.4	0.2	1.7	1.7	23.9	0.1	0.1	0.8	1.0	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.3
Optimal Cycle: 0 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	348	6	66	129	11	21	7	0	273	2	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	348	6	66	129	11	21	7	0	273	2	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	348	6	66	129	11	21	7	0	273	2	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	348	6	66	129	11	21	7	0	273	2	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	348	6	66	129	11	21	7	0	273	2	121
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.84	0.16	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	501	1069	18	477	948	82	466	498	0	527	4	639
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.32	0.14	0.14	0.13	0.05	0.01	xxxx	0.52	0.52	0.19
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	12.0	11.9	11.0	10.3	10.2	10.2	9.5	0.0	15.8	15.8	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	11.9	11.0	10.3	10.2	10.2	9.5	0.0	15.8	15.8	9.3
LOS by Move:	*	B	B	B	B	B	B	A	*	C	C	A
ApproachDel:		12.0			10.5			10.0			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			10.5			10.0			13.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0	1.0	1.0	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[8.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	35	321	0	0	365	90	0	0	0	0	0	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	35	321	0	0	365	90	0	0	0	0	0	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	35	321	0	0	365	90	0	0	0	0	0	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	35	321	0	0	365	90	0	0	0	0	0	0												
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.8	xxxx		6.9								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx		3.3								
Capacity Module:																								
Cnflict Vol:	455	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				574	xxxx		161								
Potent Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				454	xxxx		862								
Move Cap.:	1116	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				443	xxxx		862								
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.00	xxxx		0.00								
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	194	1	0	436	0	0	2	17	1	0	4												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	194	1	0	436	0	0	2	17	1	0	4												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Volume:	0	194	1	0	436	0	0	2	17	1	0	4												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
FinalVolume:	0	194	1	0	436	0	0	2	17	1	0	4												
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9												
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3												
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	533	631	218	414	631	98												
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	401	792	528	401	946												
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	432	401	792	515	401	946												
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	0.00	0.00	0.00												
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	719	515	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.0	xxxx	10.1	12.0	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	B	*	B	B	*	*									
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.5			9.5											
ApproachLOS:	*			*			*			B			A											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	60	69	1	5	14	198	389	0	81	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	69	1	5	14	198	389	0	81	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	69	1	5	14	198	389	0	81	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	69	1	5	14	198	389	0	81	7	5	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:	60	69	1	5	14	198	389	0	81	7	5	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	0.53	1.47	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	479	1012	15	268	771	595	585	0	717	307	219	614
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.02	0.02	0.33	0.67	xxxx	0.11	0.02	0.02	0.05
Crit Moves:	****					****	****					****
Delay/Veh:	10.7	9.7	9.7	9.5	9.3	11.0	19.4	0.0	8.1	9.2	9.2	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	9.7	9.7	9.5	9.3	11.0	19.4	0.0	8.1	9.2	9.2	8.4
LOS by Move:	B	A	A	A	A	B	C	*	A	A	A	A
ApproachDel:	10.1			10.8			17.5			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			10.8			17.5			8.6		
LOS by Appr:	B			B			C			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.4	1.7	1.7	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	29	410	0	0	120	142	149	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	410	0	0	120	142	149	0	17	0	0	0
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:	29	410	0	0	120	0	149	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	410	0	0	120	0	149	0	17	0	0	0
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:	29	410	0	0	120	0	149	0	17	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.00	0.04	0.00	0.05	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****		****			****					

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0	1	0	1	0	1	0	2	0	1	0	1	0
Volume Module:																
Base Vol:	128	5	46	116	2	13	12	69	175	330	0	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:	128	5	46	116	2	13	12	69	175	330	0	221
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	5	0	116	2	13	12	69	175	330	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	5	0	116	2	13	12	69	175	330	0	221
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	5	0	116	2	13	12	69	175	330	0	221
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1282	318	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00	0.07	0.00	0.04	0.01	0.04	0.11	0.11	0.00	0.14
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.071
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	0	0	0	0	0		0	0	1	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		32	50	33	0	0		0	0	0									
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
Initial Bse:	0	0	0	0	0		32	50	33	0	0		0	0	0									
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
PHF Volume:	0	0	0	0	0		32	50	33	0	0		0	0	0									
Reduct Vol:	0	0	0	0	0		0	0	0	0	0		0	0	0									
Reduced Vol:	0	0	0	0	0		32	50	33	0	0		0	0	0									
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
FinalVolume:	0	0	0	0	0		32	50	33	0	0		0	0	0									
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00									
Lanes:	0.00	0.00	0.00	0.00	1.00		1.00	1.00	1.00	0.00	0.00		2.00	1.00										
Final Sat.:	0	0	0	0	754		885	707	784	0	0		1505	881										
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00		0.04	0.07	0.04	xxxx	xxxx	0.00	0.00											
Crit Moves:							****	****				****												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0		6.8	8.1	7.5	0.0	0.0	0.0	0.0											
Delay Adj:	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00											
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0		6.8	8.1	7.5	0.0	0.0	0.0	0.0											
LOS by Move:	*	*	*	*	*		A	A	A	*	*	*	*											
ApproachDel:	xxxxxx				6.8				7.9			xxxxxx												
Delay Adj:	xxxxx				1.00				1.00			xxxxx												
ApprAdjDel:	xxxxxx				6.8				7.9			xxxxxx												
LOS by Appr:	*				A				A			*												
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.0	0.0	0.0											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	14	0	0	0	934	0	0	720	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	0	0	934	0	0	720	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	0	0	934	0	0	720	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	0	0	934	0	0	720	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	0	0	934	0	0	720	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.22	0.00	0.00	0.25	0.01
Crit Volume:	0			14			0			360		
Crit Moves:				****			****			****		

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Scenario Report

Scenario:	2010 Future Year Baseline PM
Command:	2010 Future Year Baseline PM
Volume:	2010 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	E	36.9	1.059	E	36.9	1.059	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.3	0.517	B	12.3	0.517	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Ramps	B	11.8	0.000	B	11.8	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	B	12.0	0.554	B	12.0	0.554	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.9	0.065	A	7.9	0.065	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	268	20	48	146	170	446	47	9	111	112	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	268	20	48	146	170	446	47	9	111	112	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	268	20	48	146	170	446	47	9	111	112	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	268	20	48	146	170	446	47	9	111	112	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	268	20	48	146	170	446	47	9	111	112	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	0.92	1.08	1.00	1.68	0.32	1.00	1.00	1.00
Final Sat.:	375	747	56	383	380	474	421	727	141	387	409	445
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.13	0.38	0.36	1.06	0.06	0.06	0.29	0.27	0.30
Crit Moves:		****			****		****					****
Delay/Veh:	12.1	16.0	15.9	13.0	16.3	14.8	89.6	11.2	11.0	15.2	14.3	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	16.0	15.9	13.0	16.3	14.8	89.6	11.2	11.0	15.2	14.3	13.7
LOS by Move:	B	C	C	B	C	B	F	B	B	C	B	B
ApproachDel:		15.9			15.2			80.9			14.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.9			15.2			80.9			14.3	
LOS by Appr:		C			C			F			B	
AllWayAvgQ:	0.0	0.5	0.5	0.1	0.6	0.6	9.2	0.1	0.1	0.4	0.3	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	295	3	115	53	16	61	19	0	273	4	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	295	3	115	53	16	61	19	0	273	4	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	295	3	115	53	16	61	19	0	273	4	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	295	3	115	53	16	61	19	0	273	4	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	295	3	115	53	16	61	19	0	273	4	114
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.54	0.46	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	491	1049	11	473	787	245	484	517	0	528	8	646
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.24	0.07	0.07	0.13	0.04	xxxx	0.52	0.52	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	11.5	11.5	12.1	9.8	9.5	10.6	9.4	0.0	15.6	15.6	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	12.1	9.8	9.5	10.6	9.4	0.0	15.6	15.6	9.1
LOS by Move:	*	B	B	B	A	A	B	A	*	C	C	A
ApproachDel:		11.5			11.2			10.3			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			11.2			10.3			13.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	1.0	1.0	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	56	198		0		0	270		77		0	0		0		1	0		0				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
Initial Bse:	56	198		0		0	270		77		0	0		0		1	0		0				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Volume:	56	198		0		0	270		77		0	0		0		1	0		0				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0				
FinalVolume:	56	198		0		0	270		77		0	0		0		1	0		0				
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3										
Capacity Module:																								
Cnflict Vol:	347	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		445	xxxx		99										
Potent Cap.:	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		547	xxxx		944										
Move Cap.:	1223	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		528	xxxx		944										
Volume/Cap:	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx		0.00										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx											
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		11.8	xxxx	xxxxx											
LOS by Move:	A	*		*		*	*		*		B	*		*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx											
Shared LOS:	*	*		*		*	*		*		*	*		*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.8													
ApproachLOS:	*			*			*				B													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	105		0		5	341		0		0	0		7		0	0		1				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
Initial Bse:	0	105		0		5	341		0		0	0		7		0	0		1				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Volume:	0	105		0		5	341		0		0	0		7		0	0		1				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0				
FinalVolume:	0	105		0		5	341		0		0	0		7		0	0		1				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	xxxx		6.9		7.5	6.5		6.9							
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx		3.3		3.5	4.0		3.3							
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		105	xxxx	xxxxx		404	xxxx		171		286	456		53							
Potent Cap.:	xxxx	xxxx	xxxxx		1499	xxxx	xxxxx		536	xxxx		850		650	504		1010							
Move Cap.:	xxxx	xxxx	xxxxx		1499	xxxx	xxxxx		535	xxxx		850		643	502		1010							
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		0.00	xxxx		0.01		0.00	0.00		0.00							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx		0.0		xxxx	xxxx		0.0							
Control Del:	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx		9.3		xxxxx	xxxx		8.6							
LOS by Move:	*	*		*		A	*		*		*	*		A	*		A							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			0	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		*		*	*		*		*	*		*	*		*							
ApproachDel:	xxxxxx			xxxxxx			9.3				8.6													
ApproachLOS:	*			*			A				A													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	0	1 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	91	10	3	4	81	166	318	0	93	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	10	3	4	81	166	318	0	93	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	10	3	4	81	166	318	0	93	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	10	3	4	81	166	318	0	93	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	10	3	4	81	166	318	0	93	37	2	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	0.09	1.91	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	478	796	246	50	1024	606	574	0	702	494	27	629
Capacity Analysis Module:												
Vol/Sat:	0.19	0.01	0.01	0.08	0.08	0.27	0.55	xxxx	0.13	0.07	0.07	0.09
Crit Moves:	****					****	****					****
Delay/Veh:	11.3	9.2	9.0	9.6	9.5	10.2	15.8	0.0	8.3	9.7	9.7	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	9.2	9.0	9.6	9.5	10.2	15.8	0.0	8.3	9.7	9.7	8.5
LOS by Move:	B	A	A	A	A	B	C	*	A	A	A	A
ApproachDel:	11.0			10.0			14.1			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			10.0			14.1			9.0		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.2	0.0	0.0	0.1	0.1	0.3	1.1	1.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.241
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	23	304	0	0	156	91	132	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	304	0	0	156	91	132	0	25	0	0	0
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:	23	304	0	0	156	0	132	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	304	0	0	156	0	132	0	25	0	0	0
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:	23	304	0	0	156	0	132	0	25	0	0	0
OvlAdjVol:									2			
Saturation Flow Module:												
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.05	0.00	0.05	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****				

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	9th Street									Pico Ave								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected					
Rights:	Ignore				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	1	1	0	1	0	1	0	1	0	1	0	1	1	0	2	0	1	0	1
Volume Module:																				
Base Vol:	118	2	146		128	1	16		47	1	195		385	0	185			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	118	2	146		128	1	16		47	1	195		385	0	185			
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	118	2	0		128	1	16		47	1	195		385	0	185			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	118	2	0		128	1	16		47	1	195		385	0	185			
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	118	2	0		128	1	16		47	1	195		385	0	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		0.90	1.00	1.00			
Lanes:	1.00	1.00	1.00		1.00	0.78	0.22		1.00	1.00	1.00		2.00	1.00	1.00			
Final Sat.:	1600	1600	1600		1600	1247	353		1600	1600	1600		2880	1600	1600			
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.00	0.00		0.08	0.00	0.05		0.03	0.00	0.12		0.13	0.00	0.12			
Crit Moves:	****				****						****		****					

Middle Harbor EIR
Future Year 2010
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.065
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	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:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0			45	0	12			42	0	0			0	0	10		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			45	0	12			42	0	0			0	0	10		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			45	0	12			42	0	0			0	0	10		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			45	0	12			42	0	0			0	0	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			45	0	12			42	0	0			0	0	10		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00			1.00	0.58	0.42			1.00	1.00	0.00			0.00	2.00	1.00		
Final Sat.:	0	0	0			696	476	347			685	758	0			0	1480	864		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	xxxx	xxxx			0.06	0.00	0.03			0.06	0.00	xxxx			xxxx	0.00	0.01		
Crit Moves:						****					****							****		
Delay/Veh:	0.0	0.0	0.0			8.2	7.2	7.2			8.2	0.0	0.0			0.0	0.0	6.8		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			8.2	7.2	7.2			8.2	0.0	0.0			0.0	0.0	6.8		
LOS by Move:	*	*	*			A	A	A			A	*	*			*	*	A		
ApproachDel:	xxxxxx					7.8					8.2					6.8				
Delay Adj:	xxxxx					1.00					1.00					1.00				
ApprAdjDel:	xxxxxx					7.8					8.2					6.8				
LOS by Appr:	*					A					A					A				
AllWayAvgQ:	0.0	0.0	0.0			0.1	0.0	0.0			0.1	0.0	0.0			0.0	0.0	0.0		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2010
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2 0 1		
Volume Module:												
Base Vol:	0	0	0	29	0	15	0	1159	0	0	1056	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	15	0	1159	0	0	1056	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	15	0	1159	0	0	1056	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	15	0	1159	0	0	1056	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	15	0	1159	0	0	1056	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.27	0.00	0.00	0.37	0.01
Crit Volume:	0			29			0			528		
Crit Moves:				****			****			****		

Appendix E: Year 2015 Peak-Hour Intersection Capacity Analysis Worksheets

Middle Harbor EIR
Future Year 2015
345-Acre

Scenario Report

Scenario:	2015 345-Acre AM
Command:	2015 345-Acre AM
Volume:	2015 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2015
345-Acre

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 Pico Ave / Pier G St & Harbor	C	20.9	0.781	C	20.9	0.781	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.6	0.528	B	12.6	0.528	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	12.6	0.000	B	12.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.2	0.919	D	25.2	0.919	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.0	0.152	A	8.0	0.152	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	1	238	102	49	251	145	299	16	4	173	119	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:	1	238	102	49	251	145	299	16	4	173	119	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	238	102	49	251	145	299	16	4	173	119	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	238	102	49	251	145	299	16	4	173	119	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	238	102	49	251	145	299	16	4	173	119	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	360	552	244	377	408	436	383	628	160	382	400	435
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.42	0.13	0.62	0.33	0.78	0.03	0.03	0.45	0.30	0.34
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	17.2	16.4	13.0	22.9	14.1	35.9	11.5	11.3	18.5	14.5	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	17.2	16.4	13.0	22.9	14.1	35.9	11.5	11.3	18.5	14.5	14.2
LOS by Move:	B	C	C	B	C	B	E	B	B	C	B	B
A345-AcreroachDel:			17.0			19.0			34.4			16.0
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			17.0			19.0			34.4			16.0
LOS by A345-Acrer:			C			C			D			C
AllWayAvgQ:	0.0	0.7	0.6	0.1	1.3	1.3	2.6	0.0	0.0	0.7	0.4	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	236	2	19	128	143	130	32	0	247	25	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	2	19	128	143	130	32	0	247	25	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	2	19	128	143	130	32	0	247	25	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	2	19	128	143	130	32	0	247	25	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	236	2	19	128	143	130	32	0	247	25	139
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.91	0.09	1.00
Final Sat.:	448	954	8	455	489	540	473	503	0	468	47	610
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.26	0.26	0.27	0.06	xxxx	0.53	0.53	0.23
Crit Moves:		****				****	****				****	
Delay/Veh:	0.0	11.9	11.9	10.5	12.0	11.1	12.4	9.8	0.0	16.4	16.4	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	11.9	10.5	12.0	11.1	12.4	9.8	0.0	16.4	16.4	9.9
LOS by Move:	*	B	B	B	B	B	B	A	*	C	C	A
A345-AcreroachDel:			11.9			11.4			11.9			14.2
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			11.9			11.4			11.9			14.2
LOS by A345-Acrer:			B			B			B			B
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	1.0	1.0	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.6]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	451		0		0	476		0		0	0		0	49		0	57						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	0	451		0		0	476		0		0	0		0	49		0	57						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	0	451		0		0	476		0		0	0		0	49		0	57						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	0	451		0		0	476		0		0	0		0	49		0	57						
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8	xxxx	6.9							
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx	3.3							
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						689	xxxx	226							
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						384	xxxx	784							
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						384	xxxx	784							
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.13	xxxx	0.07							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.4	xxxx	0.2							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						15.7	xxxx	10.0							
LOS by Move:	*	*	*	*	*	*	*	*	*						C	*	A							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT								LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*						*	*	*							
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx								12.6									
A345-AcreroachLOS:	*			*			*								B									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.9]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	176	333		0		0	476		111		0	0		0	0		0	0						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	176	333		0		0	476		111		0	0		0	0		0	0						
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:	176	333		0		0	476		0		0	0		0	0		0	0						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	176	333		0		0	476		0		0	0		0	0		0	0						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	476	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1097	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.0]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	433		8			6	460		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	433		8			6	460		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	433		8			6	460		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	433		8			6	460		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	460	xxxx	xxxxx				441	xxxx	xxxxx				715	939		230			706	935		221		
Potent Cap.:	1112	xxxx	xxxxx				1130	xxxx	xxxxx				322	266		779			327	267		790		
Move Cap.:	1112	xxxx	xxxxx				1130	xxxx	xxxxx				317	262		779			309	263		790		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.3	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		9.6		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		A		
Movement:	LT -	LTR -		RT			LT -	LTR -		RT			LT -	LTR -		RT			LT -	LTR -		RT		
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				262	xxxx		691			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.1			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				18.9	xxxx		10.5			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
A345-AcreroachDel:		xxxxxx						xxxxxx						11.0						9.6				
A345-AcreroachLOS:		*						*						B						A				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 0 Level Of Service: D

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0				0	0		0				0	0		0				0	0		0			
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	92	159		1				6	488		286				425		0		46			19		1		37		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	92	159		1				6	488		286				425		0		46			19		1		37		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	92	159		1				6	488		286				425		0		46			19		1		37		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	92	159		1				6	488		286				425		0		46			19		1		37		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	92	159		1				6	488		286				425		0		46			19		1		37		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	389	819		5				12	945		528				462		0		530			371		20		447		
Capacity Analysis Module:																												
Vol/Sat:	0.24	0.19		0.19				0.52	0.52		0.54				0.92	xxxx		0.09			0.05		0.05		0.08		
Crit Moves:	****										****				****											****		
Delay/Veh:	14.1	12.9		12.9				17.4	17.4		16.6				50.8		0.0		9.8			11.8		11.8		10.8		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	14.1	12.9		12.9				17.4	17.4		16.6				50.8		0.0		9.8			11.8		11.8		10.8		
LOS by Move:	B	B		B				C	C		C				F		*		A			B		B		B		
A345-AcreroachDel:				13.3							17.1								46.8							11.2		
Delay Adj:		1.00							1.00							1.00							1.00					
A345-AcrerAdjDel:				13.3							17.1								46.8							11.2		
LOS by A345-Acrer:				B							C								E							B		
AllWayAvgQ:	0.3	0.2		0.2				1.0	1.0		1.1				5.2	5.2		0.1			0.0		0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	30	551	0	0	721	182	132	0	14	0	0	0
Growth Adj:	1.00	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	551	0	0	721	182	132	0	14	0	0	0
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:	30	551	0	0	721	0	132	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	551	0	0	721	0	132	0	14	0	0	0
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:	30	551	0	0	721	0	132	0	14	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.23	0.00	0.05	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 1	0	2 0	1 0 1
Volume Module:												
Base Vol:	192	2	494	306	0	11	6	94	61	383	121	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	2	494	306	0	11	6	94	61	383	121	159
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	2	0	306	0	11	6	94	61	383	121	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2	0	306	0	11	6	94	61	383	121	159
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	2	0	306	0	11	6	94	61	383	121	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.21	0.79	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1489	111	1600	1941	1259	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.19	0.00	0.10	0.00	0.05	0.05	0.13	0.08	0.10
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.152
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	20	0	26	11	111	0	0	163	129
Growth Adj:	1.00	1.00	1.00	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	26	11	111	0	0	163	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	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	26	11	111	0	0	163	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	26	11	111	0	0	163	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	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	26	11	111	0	0	163	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.13	1.00	0.18	1.82	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	513	77	722	129	1311	0	0	1454	848
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	0.00	0.04	0.09	0.08	xxxx	xxxx	0.11	0.15
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	8.7	8.7	7.5	8.1	8.0	0.0	0.0	8.2	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.7	8.7	7.5	8.1	8.0	0.0	0.0	8.2	7.6
LOS by Move:	*	*	*	A	A	A	A	A	*	*	A	A
A345-AcreroachDel:	xxxxxx			8.1			8.0					7.9
Delay Adj:	xxxxx			1.00			1.00			1.00		
A345-AcrerAdjDel:	xxxxxx			8.1			8.0					7.9
LOS by A345-Acrer:	*			A			A					A
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	95	5	884	0	0	842	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	3	0	95	5	884	0	0	842	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	3	0	95	5	884	0	0	842	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	95	5	884	0	0	842	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	95	5	884	0	0	842	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	0.00	0.00	0.07	0.00	0.21	0.00	0.00	0.30	0.01
Crit Vol:	0					95	0				421	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
345-Acre

Scenario Report

Scenario:	2015 345-Acre MD
Command:	2015 345-Acre MD
Volume:	2015 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2015
345-Acre

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 Pico Ave / Pier G St & Harbor	F	72.6	1.361	F	72.6	1.361	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	14.9	0.633	B	14.9	0.633	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	17.6	0.000	C	17.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.5	0.000	A	9.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.1	0.000	B	12.1	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	23.3	0.899	C	23.3	0.899	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.1	0.152	A	8.1	0.152	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.361
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 72.6
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	5	426	112		75	314	110		448	57	4		188	85	225	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	426	112		75	314	110		448	57	4		188	85	225	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	426	112		75	314	110		448	57	4		188	85	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	426	112		75	314	110		448	57	4		188	85	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:	5	426	112		75	314	110		448	57	4		188	85	225	
Saturation Flow Module:																
Adjustment:	1.00	1.00	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	0.42		1.00	1.00	1.00		1.00	1.87	0.13		1.00	1.00	1.00	
Final Sat.:	325	560	150		325	349	366		329	613	43		326	337	367	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.76	0.75	0.23	0.90	0.30	1.36	0.09	0.09	0.58	0.25	0.61				
Crit Moves:	****			****			****					****				
Delay/Veh:	13.5	37.9	36.0	16.5	57.9	16.2	210.4	14.1	14.0	26.7	16.3	25.9				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.5	37.9	36.0	16.5	57.9	16.2	210.4	14.1	14.0	26.7	16.3	25.9				
LOS by Move:	B	E	E	C	F	C	F	B	B	D	C	D				
A345-AcreroachDel:			37.3			42.5			186.8			24.6				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			37.3			42.5			186.8			24.6				
LOS by A345-Acrer:			E			E			F			C				
AllWayAvgQ:	0.0	2.5	2.3	0.3	4.4	4.4	18.0	0.1	0.1	1.2	0.3	1.4				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	0	378	6		86	207	54		73	30	0		297	8	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	378	6		86	207	54		73	30	0		297	8	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	378	6		86	207	54		73	30	0		297	8	145	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	378	6		86	207	54		73	30	0		297	8	145	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	378	6		86	207	54		73	30	0		297	8	145	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		1.00	1.59	0.41		1.00	1.00	0.00		0.97	0.03	1.00	
Final Sat.:	439	934	15		435	748	200		423	448	0		469	13	566	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40	0.20	0.28	0.27	0.17	0.07	xxxx	0.63	0.63	0.26				
Crit Moves:	****			****			****			****						
Delay/Veh:	0.0	14.6	14.6	12.4	12.6	12.3	12.2	10.6	0.0	21.2	21.2	10.8				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	14.6	14.6	12.4	12.6	12.3	12.2	10.6	0.0	21.2	21.2	10.8				
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	B				
A345-AcreroachDel:			14.6			12.5			11.7			17.8				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			14.6			12.5			11.7			17.8				
LOS by A345-Acrer:			B			B			B			C				
AllWayAvgQ:	0.0	0.6	0.6	0.2	0.3	0.3	0.2	0.1	0.1	1.5	1.5	0.3				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.6]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	572		0			0	564		0			0		0		0		16		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	572		0			0	564		0			0		0		0		16		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	572		0			0	564		0			0		0		0		16		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	572		0			0	564		0			0		0		0		16		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										854	xxxx	286			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										302	xxxx	717			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										302	xxxx	717			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.05	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										17.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx												17.6					
A345-AcreroachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.5]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	221	282		0			0	564		197			0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	221	282		0			0	564		197			0		0		0		0		0		0	
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:	221	282		0			0	564		0			0		0		0		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	221	282		0			0	564		0			0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1018	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.1]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	446		1			0	570		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	446		1			0	570		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	446		1			0	570		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	446		1			0	570		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							793	1017		285			733	1016		224		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							283	239		718			313	240		786		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							281	239		718			303	240		786		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.02			0.00	0.00		0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.6											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		A											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	239	xxxx	593	303	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.2	xxxx	11.3	16.9	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			12.1			11.1														
A345-AcreroachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	63	160		1				5	314		201				451		0		89			7		5		30		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	63	160		1				5	314		201				451		0		89			7		5		30		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	63	160		1				5	314		201				451		0		89			7		5		30		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	63	160		1				5	314		201				451		0		89			7		5		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:	63	160		1				5	314		201				451		0		89			7		5		30		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.99		0.01				0.03	1.97		1.00				1.00		0.00		1.00			0.58		0.42		1.00		
Final Sat.:	415	877		5				15	950		534				502		0		589			249		178		484		
Capacity Analysis Module:																												
Vol/Sat:	0.15	0.18		0.18				0.33	0.33		0.38				0.90	xxxx			0.15			0.03		0.03		0.06		
Crit Moves:		****									****				****												****	
Delay/Veh:	12.3	12.1		12.1				13.3	13.2		12.8				44.5		0.0		9.6			10.8		10.8		10.0		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	12.3	12.1		12.1				13.3	13.2		12.8				44.5		0.0		9.6			10.8		10.8		10.0		
LOS by Move:	B		B		B			B		B		B			E		*		A			B		B		A		
A345-AcreroachDel:				12.1							13.1								38.7								10.2	
Delay Adj:		1.00						1.00							1.00							1.00						
A345-AcrerAdjDel:				12.1							13.1								38.7								10.2	
LOS by A345-Acrer:				B							B								E								B	
AllWayAvgQ:	0.2	0.2		0.2				0.4	0.4		0.5				4.8	4.8			0.2			0.0		0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	27	568	0	0	421	158	176	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	568	0	0	421	158	176	0	20	0	0	0
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:	27	568	0	0	421	0	176	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	568	0	0	421	0	176	0	20	0	0	0
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:	27	568	0	0	421	0	176	0	20	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.00	0.00	0.13	0.00	0.06	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 1	0	2 0	1 0 1
Volume Module:												
Base Vol:	132	5	136	291	2	18	16	122	170	394	89	233
Growth Adj:	1.00	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	5	136	291	2	18	16	122	170	394	89	233
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	5	0	291	2	18	16	122	170	394	89	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	5	0	291	2	18	16	122	170	394	89	233
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	5	0	291	2	18	16	122	170	394	89	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1415	185	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.18	0.00	0.10	0.01	0.08	0.11	0.14	0.06	0.15
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.152
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	0	1	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	0	0		39		57	160			0		0	111			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:	0	0	0	0	0		39		57	160			0		0	111			63					
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
PHF Volume:	0	0	0	0	0		39		57	160			0		0	111			63					
Reduct Vol:	0	0	0	0	0		0		0	0			0		0	0			0					
Reduced Vol:	0	0	0	0	0		39		57	160			0		0	111			63					
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
FinalVolume:	0	0	0	0	0		39		57	160			0		0	111			63					
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
Lanes:	0.00	0.00	0.00	0.00	1.00		1.00		0.53	1.47			0.00		0.00	2.00			1.00					
Final Sat.:	0	0	0	0	636		727		374	1090			0		0	1411			818					
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00		0.05		0.15	0.15			xxxx		xxxx	0.08			0.08					
Crit Moves:							****		****							****								
Delay/Veh:	0.0	0.0	0.0	0.0	0.0		7.6		8.6	8.3			0.0		0.0	8.1			7.4					
Delay Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0		7.6		8.6	8.3			0.0		0.0	8.1			7.4					
LOS by Move:	*	*	*	*	*		A		A	A			*		*	A			A					
A345-AcreroachDel:	xxxxxx						7.6						8.4						7.9					
Delay Adj:	xxxxx						1.00						1.00						1.00					
A345-AcrerAdjDel:	xxxxxx						7.6						8.4						7.9					
LOS by A345-Acrer:	*						A						A						A					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0		0.0		0.2	0.2			0.0		0.0	0.1			0.1					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
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:	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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	14	0		94		0	1056			0		0	799			16					
Growth Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
Initial Bse:	0	0	0	14	0		94		0	1056			0		0	799			16					
User Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
PHF Volume:	0	0	0	14	0		94		0	1056			0		0	799			16					
Reduct Vol:	0	0	0	0	0		0		0	0			0		0	0			0					
Reduced Vol:	0	0	0	14	0		94		0	1056			0		0	799			16					
PCE Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00					
Final Vol.:	0	0	0	14	0		94		0	1056			0		0	799			16					
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425	1425	1425		1425		1425	1425			1425		1425	1425			1425					
Adjustment:	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00			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		0.07		0.00	0.25			0.00		0.00	0.28			0.01					
Crit Vol:	0						94		0							400								
Crit Moves:							****		****							****								

Middle Harbor EIR
Future Year 2015
345-Acre

Scenario Report

Scenario:	2015 345-Acre PM
Command:	2015 345-Acre PM
Volume:	2015 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2015
345-Acre

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 Pico Ave / Pier G St & Harbor	C	22.3	0.842	C	22.3	0.842	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.2	0.766	C	19.2	0.766	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	18.7	0.000	C	18.7	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	17.1	0.773	C	17.1	0.773	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.7	0.176	A	8.7	0.176	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	4	315	35		51	204	168		338	60	7		78	22	231	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	315	35		51	204	168		338	60	7		78	22	231	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	315	35		51	204	168		338	60	7		78	22	231	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	315	35		51	204	168		338	60	7		78	22	231	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	315	35		51	204	168		338	60	7		78	22	231	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.80	0.20		1.00	1.00	1.00		1.00	1.79	0.21		1.00	1.00	1.00	
Final Sat.:	368	720	81		378	407	439		401	737	87		369	385	429	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.43	0.14	0.50	0.38	0.84	0.08	0.08	0.21	0.06	0.54				
Crit Moves:		****			****		****					****				
Delay/Veh:	11.9	17.2	17.0	13.0	18.7	14.8	42.1	11.7	11.6	14.1	11.9	18.7				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	11.9	17.2	17.0	13.0	18.7	14.8	42.1	11.7	11.6	14.1	11.9	18.7				
LOS by Move:	B	C	C	B	C	B	E	B	B	B	B	C				
A345-AcreroachDel:			17.1			16.5			37.1			17.2				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			17.1			16.5			37.1			17.2				
LOS by A345-Acrer:			C			C			E			C				
AllWayAvgQ:	0.0	0.7	0.6	0.1	0.9	0.9	3.4	0.1	0.1	0.2	0.1	1.0				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	0	363	3		156	58	116		218	75	0		323	22	139	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	363	3		156	58	116		218	75	0		323	22	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	363	3		156	58	116		218	75	0		323	22	139	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	363	3		156	58	116		218	75	0		323	22	139	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	363	3		156	58	116		218	75	0		323	22	139	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.94	0.06	1.00	
Final Sat.:	388	830	7		388	406	443		421	442	0		422	29	517	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44	0.44	0.40	0.14	0.26	0.52	0.17	xxxx	0.77	0.77	0.27				
Crit Moves:		****		****			****			****						
Delay/Veh:	0.0	16.8	16.8	17.0	12.4	12.9	18.8	11.9	0.0	30.9	30.9	11.7				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	16.8	16.8	17.0	12.4	12.9	18.8	11.9	0.0	30.9	30.9	11.7				
LOS by Move:	*	C	C	C	B	B	C	B	*	D	D	B				
A345-AcreroachDel:			16.8			14.7			17.1			25.4				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			16.8			14.7			17.1			25.4				
LOS by A345-Acrer:			C			B			C			D				
AllWayAvgQ:	0.0	0.7	0.7	0.6	0.1	0.3	0.9	0.2	0.2	2.5	2.5	0.3				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.7]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	688		0		0	0	429		0		0	0		0		0		19		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	688		0		0	0	429		0		0	0		0		0		19		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	688		0		0	0	429		0		0	0		0		0		19		0		0	
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0		0		0		0	
FinalVolume:	0	688		0		0	0	429		0		0	0		0		0		19		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		6.8	xxxx			6.9	
FollowUpTim:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		903	xxxx			344	
Potent Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		281	xxxx			658	
Move Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		281	xxxx			658	
Volume/Cap:	xxxx	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		0.07	xxxx			0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		0.2	xxxx			xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		18.7	xxxx			xxxxx	
LOS by Move:	*	*		*		*	*	*		*		*	*		*		*		C	*			*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxxx	xxxx			xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxxx	xxxx			xxxxx	
Shared LOS:	*	*		*		*	*	*		*		*	*		*		*		*	*			*	
A345-AcreroachDel:	xxxxxx						xxxxxx						xxxxxx										18.7	
A345-AcreroachLOS:	*						*						*										C	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.9]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	401	246		0		0	429		130		0		0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	401	246		0		0	429		130		0		0		0		0		0		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	401	246		0		0	429		0		0		0		0		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
FinalVolume:	401	246		0		0	429		0		0		0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxx	xxxxx			xxxxx	
FollowUpTim:	2.2	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxx	xxxxx			xxxxx	
Capacity Module:																								
Cnflict Vol:	429	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
Potent Cap.:	1141	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
Move Cap.:	1141	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
Volume/Cap:	0.35	xxxx		xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx		xxxx	xxxx			xxxx	
Level Of Service Module:																								
2Way95thQ:	1.6	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
Control Del:	9.9	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxxx	xxxx			xxxxx	
LOS by Move:	A	*		*		*	*	*		*		*	*		*		*		*	*			*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxxx		xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxxx	xxxx			xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx		xxxxx		xxxxx	xxxx			xxxxx	
Shared LOS:	*	*		*		*	*	*		*		*	*		*		*		*	*			*	
A345-AcreroachDel:	xxxxxx						xxxxxx						xxxxxx										xxxxxx	
A345-AcreroachLOS:	*						*						*										*	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.3]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	653		0			5	431		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	653		0			5	431		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	653		0			5	431		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	653		0			5	431		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5		6.5		6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				653	xxxx	xxxxx				768	xxxx		215			879		1094		327	
Potent Cap.:	xxxx	xxxx	xxxxx				943	xxxx	xxxxx				295	xxxx		795			245		216		675	
Move Cap.:	xxxx	xxxx	xxxxx				943	xxxx	xxxxx				293	xxxx		795			242		215		675	
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00		0.00		0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx		xxxx		0.0	
Control Del:	xxxxx	xxxx	xxxxx				8.8	xxxx	xxxxx				xxxxx	xxxx		9.6			xxxxx		xxxx		10.3	
LOS by Move:	*		*		*		A		*		*		*		*		A		*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
A345-AcreroachDel:	xxxxxx						xxxxxx						9.6						10.3					
A345-AcreroachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound								South Bound								East Bound								West Bound							
Movement:	L	-	T	-	R				L	-	T	-	R				L	-	T	-	R				L	-	T	-	R			
Control:	Stop Sign								Stop Sign								Stop Sign								Stop Sign							
Rights:	Include								Include								Include								Include							
Min. Green:	0		0		0				0		0		0				0		0		0				0		0		0			
Lanes:	1	0	1	1	0				0	1	1	0	1				0	1	0	0	1				0	1	0	0	1			
Volume Module:																																
Base Vol:	96	193		3					4	283		172					376		0		104				37		2		54			
Growth Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
Initial Bse:	96	193		3					4	283		172					376		0		104				37		2		54			
User Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
PHF Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
PHF Volume:	96	193		3					4	283		172					376		0		104				37		2		54			
Reduct Vol:	0	0		0					0	0		0					0		0		0				0		0		0			
Reduced Vol:	96	193		3					4	283		172					376		0		104				37		2		54			
PCE Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
MLF Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
FinalVolume:	96	193		3					4	283		172					376		0		104				37		2		54			
Saturation Flow Module:																																
Adjustment:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
Lanes:	1.00	1.97		0.03					0.03	1.97		1.00					1.00		0.00		1.00				0.95		0.05		1.00			
Final Sat.:	422	884		14					13	932		521					487		0		571				397		21		484			
Capacity Analysis Module:																																
Vol/Sat:	0.23	0.22		0.22					0.30	0.30		0.33					0.77	xxxx		0.18					0.09		0.09		0.11			
Crit Moves:	****											****					****												****			
Delay/Veh:	13.0	12.3		12.3					13.0	13.0		12.3					29.6		0.0		10.1				11.5		11.5		10.3			
Delay Adj:	1.00	1.00		1.00					1.00	1.00		1.00					1.00		1.00		1.00				1.00		1.00		1.00			
AdjDel/Veh:	13.0	12.3		12.3					13.0	13.0		12.3					29.6		0.0		10.1				11.5		11.5		10.3			
LOS by Move:	B		B				B		B			B					D		*		B				B		B		B			
A345-AcreroachDel:							12.5					12.8									25.4								10.8			
Delay Adj:			1.00								1.00								1.00								1.00					
A345-AcrerAdjDel:							12.5					12.8									25.4								10.8			
LOS by A345-Acrer:							B					B									D								B			
AllWayAvgQ:	0.3		0.2		0.2				0.4		0.4		0.4				2.7		2.7		0.2				0.1		0.1		0.1			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	29	540	0	0	361	94	156	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	540	0	0	361	94	156	0	27	0	0	0
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:	29	540	0	0	361	0	156	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	540	0	0	361	0	156	0	27	0	0	0
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:	29	540	0	0	361	0	156	0	27	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.11	0.00	0.05	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 1	0	2 0	1 0 1
Volume Module:												
Base Vol:	113	2	237	200	1	13	51	42	198	477	28	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:	113	2	237	200	1	13	51	42	198	477	28	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2	0	200	1	13	51	42	198	477	28	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2	0	200	1	13	51	42	198	477	28	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	2	0	200	1	13	51	42	198	477	28	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	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1406	194	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.13	0.00	0.07	0.03	0.03	0.12	0.17	0.02	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.176
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 0 Level Of Service: A

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0		102	0		12		53	139		0	0		0	131							
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
Initial Bse:	0	0	0		102	0		12		53	139		0	0		0	131							
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
PHF Volume:	0	0	0		102	0		12		53	139		0	0		0	131							
Reduct Vol:	0	0	0		0	0		0		0	0		0	0		0	0							
Reduced Vol:	0	0	0		102	0		12		53	139		0	0		0	131							
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
FinalVolume:	0	0	0		102	0		12		53	139		0	0		0	131							
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
Lanes:	0.00	0.00	0.00		1.00	0.79		0.21		0.55	1.45		0.00	0.00		2.00	1.00							
Final Sat.:	0	0	0		604	534		142		364	991		0	0		1299	746							
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx		0.17	0.00		0.08		0.15	0.14		xxxx	xxxx		0.00	0.18							
Crit Moves:					****					****							****							
Delay/Veh:	0.0	0.0	0.0		9.6	8.2		8.2		8.9	8.6		0.0	0.0		0.0	8.3							
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
AdjDel/Veh:	0.0	0.0	0.0		9.6	8.2		8.2		8.9	8.6		0.0	0.0		0.0	8.3							
LOS by Move:	*	*	*		A	A		A		A	A		*	*		*	A							
A345-AcreroachDel:	xxxxxx							9.1					8.7				8.3							
Delay Adj:	xxxxx							1.00					1.00				1.00							
A345-AcrerAdjDel:	xxxxxx							9.1					8.7				8.3							
LOS by A345-Acrer:	*							A					A				A							
AllWayAvgQ:	0.0	0.0	0.0		0.2	0.1		0.1		0.2	0.2		0.0	0.0		0.0	0.2							

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0		29	0		145		20	1268		0	0		1060	18							
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
Initial Bse:	0	0	0		29	0		145		20	1268		0	0		1060	18							
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
PHF Volume:	0	0	0		29	0		145		20	1268		0	0		1060	18							
Reduct Vol:	0	0	0		0	0		0		0	0		0	0		0	0							
Reduced Vol:	0	0	0		29	0		145		20	1268		0	0		1060	18							
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
Final Vol.:	0	0	0		29	0		145		20	1268		0	0		1060	18							
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425		1425	1425		1425		1425	1425		1425	1425		1425	1425							
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00							
Lanes:	0.00	0.00	0.00		1.00	0.00		1.00		1.00	3.00		0.00	0.00		2.00	1.00							
Final Sat.:	0	0	0		1425	0		1425		1425	4275		0	0		2850	1425							
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00		0.02	0.00		0.10		0.01	0.30		0.00	0.00		0.37	0.01							
Crit Vol:	0							145		0						530								
Crit Moves:								****		****						****								

Middle Harbor EIR
Future Year 2015
315-Acre

Scenario Report

Scenario:	2015 315-Acre AM
Command:	2015 315-Acre AM
Volume:	2015 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2015
315-Acre

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 Pico Ave / Pier G St & Harbor	C	20.7	0.776	C	20.7	0.776	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.6	0.526	B	12.6	0.526	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.4	0.922	D	25.4	0.922	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.0	0.146	A	8.0	0.146	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.358	A	xxxxx	0.358	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	239	101	50	244	136	296	16	5	183	131	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:	1	239	101	50	244	136	296	16	5	183	131	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	239	101	50	244	136	296	16	5	183	131	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	239	101	50	244	136	296	16	5	183	131	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	239	101	50	244	136	296	16	5	183	131	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	359	553	241	374	405	432	382	597	191	384	403	438
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.42	0.13	0.60	0.31	0.78	0.03	0.03	0.48	0.33	0.34
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	17.3	16.5	13.1	22.5	13.9	35.5	11.5	11.3	19.0	14.9	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	17.3	16.5	13.1	22.5	13.9	35.5	11.5	11.3	19.0	14.9	14.1
LOS by Move:	B	C	C	B	C	B	E	B	B	C	B	B
ApproachDel:		17.0			18.7			33.9			16.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.0			18.7			33.9			16.3	
LOS by Appr:		C			C			D			C	
AllWayAvgQ:	0.0	0.7	0.6	0.1	1.3	1.3	2.5	0.0	0.0	0.8	0.4	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	234	2	19	128	144	129	30	1	248	23	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	234	2	19	128	144	129	30	1	248	23	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	234	2	19	128	144	129	30	1	248	23	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	234	2	19	128	144	129	30	1	248	23	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	234	2	19	128	144	129	30	1	248	23	141
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	0.97	0.03	0.92	0.08	1.00
Final Sat.:	448	955	8	456	489	541	474	489	16	472	44	611
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.24	0.04	0.26	0.27	0.27	0.06	0.06	0.53	0.53	0.23
Crit Moves:		****				****	****				****	
Delay/Veh:	0.0	11.9	11.8	10.5	11.9	11.0	12.4	9.8	9.8	16.4	16.4	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	11.8	10.5	11.9	11.0	12.4	9.8	9.8	16.4	16.4	9.9
LOS by Move:	*	B	B	B	B	B	B	A	A	C	C	A
ApproachDel:		11.9			11.4			11.9			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			11.4			11.9			14.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	1.0	1.0	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[12.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	447	0		0	472	0		0	0	0		48	0	58	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	447	0		0	472	0		0	0	0		48	0	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	447	0		0	472	0		0	0	0		48	0	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	447	0		0	472	0		0	0	0		48	0	58	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		683	xxxx	224	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		387	xxxx	786	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		387	xxxx	786	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.12	xxxx	0.07	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.4	xxxx	0.2	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		15.6	xxxx	9.9	
LOS by Move:	*		*	*	*		*	*	*		*	*	C	*	A	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				12.5			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	173	329	0		0	472	112		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	173	329	0		0	472	112		0	0	0		0	0	0	
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:	173	329	0		0	472	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	173	329	0		0	472	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	472	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1100	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1100	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.16	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*		*	*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	430		8			6	456		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	430		8			6	456		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	430		8			6	456		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	430		8			6	456		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	456	xxxx	xxxxx				438	xxxx	xxxxx				709	932		228			701	928		219		
Potent Cap.:	1115	xxxx	xxxxx				1133	xxxx	xxxxx				325	269		781			329	270		791		
Move Cap.:	1115	xxxx	xxxxx				1133	xxxx	xxxxx				320	264		781			311	265		791		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.3	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		9.6		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				264	xxxx		693			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.1			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				18.7	xxxx		10.4			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						10.9						9.6					
ApproachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0				0	0		0				0	0		0				0	0		0			
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	94	156		1				6	482		285				427		0		44			19		1		37		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	94	156		1				6	482		285				427		0		44			19		1		37		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	94	156		1				6	482		285				427		0		44			19		1		37		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	94	156		1				6	482		285				427		0		44			19		1		37		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	94	156		1				6	482		285				427		0		44			19		1		37		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	391	820		5				12	944		528				463		0		532			371		20		448		
Capacity Analysis Module:																												
Vol/Sat:	0.24	0.19		0.19				0.51	0.51		0.54				0.92	xxxx		0.08			0.05		0.05		0.08		
Crit Moves:	****										****				****											****		
Delay/Veh:	14.1	12.8		12.8				17.2	17.2		16.6				51.3		0.0		9.8			11.8		11.8		10.8		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	14.1	12.8		12.8				17.2	17.2		16.6				51.3		0.0		9.8			11.8		11.8		10.8		
LOS by Move:	B	B		B				C	C		C				F		*		A			B		B		B		
ApproachDel:	13.3							17.0							47.4							11.2						
Delay Adj:	1.00							1.00							1.00							1.00						
ApprAdjDel:	13.3							17.0							47.4							11.2						
LOS by Appr:	B							C							E							B						
AllWayAvgQ:	0.3	0.2		0.2				0.9	0.9		1.1				5.3	5.3		0.1			0.0	0.0		0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	29	549	0	0	716	184	134	0	14	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	29	549	0	0	716	184	134	0	14	0	0	0				
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:	29	549	0	0	716	0	134	0	14	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	29	549	0	0	716	0	134	0	14	0	0	0				
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:	29	549	0	0	716	0	134	0	14	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.17	0.00	0.00	0.22	0.00	0.05	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****			****								

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	191	2	491	305	0	11	6	93	61	386	113	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:	191	2	491	305	0	11	6	93	61	386	113	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	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	191	2	0	305	0	11	6	93	61	386	113	162				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	191	2	0	305	0	11	6	93	61	386	113	162				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	191	2	0	305	0	11	6	93	61	386	113	162				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	1.00	1.21	0.79	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1489	111	1600	1932	1268	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.19	0.00	0.10	0.00	0.05	0.05	0.13	0.07	0.10				
Crit Moves:	****			****				****		****						

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		20	0	26		11	124	0		0	165	123	
Growth Adj:	1.00	1.00	1.00		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	26		11	124	0		0	165	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		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	26		11	124	0		0	165	123	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		20	0	26		11	124	0		0	165	123	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	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	26		11	124	0		0	165	123	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.87	0.13	1.00		0.16	1.84	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		510	76	719		116	1325	0		0	1447	843	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.04	0.00	0.04		0.09	0.09	xxxx		xxxx	0.11	0.15	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		8.7	8.7	7.6		8.1	8.1	0.0		0.0	8.2	7.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		8.7	8.7	7.6		8.1	8.1	0.0		0.0	8.2	7.6	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				8.1				8.1				8.0			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				8.1				8.1				8.0			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.1	0.0		0.0	0.1	0.2	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		3	0	89		3	898	0		0	842	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		3	0	89		3	898	0		0	842	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		3	0	89		3	898	0		0	842	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	89		3	898	0		0	842	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		3	0	89		3	898	0		0	842	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		0.00	0.00	0.06		0.00	0.21	0.00		0.00	0.30	0.01	
Crit Vol:	0						89		0					421		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2015
315-Acre

Scenario Report

Scenario:	2015 315-Acre MD
Command:	2015 315-Acre MD
Volume:	2015 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2015
315-Acre

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 Pico Ave / Pier G St & Harbor	F	72.1	1.355	F	72.1	1.355	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	15.2	0.643	C	15.2	0.643	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	17.7	0.000	C	17.7	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.2	0.000	B	12.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	23.3	0.900	C	23.3	0.900	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.1	0.158	A	8.1	0.158	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.355
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 72.1
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	430	112	76	315	114	445	57	4	186	80	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	430	112	76	315	114	445	57	4	186	80	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	430	112	76	315	114	445	57	4	186	80	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	430	112	76	315	114	445	57	4	186	80	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	430	112	76	315	114	445	57	4	186	80	227
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	325	561	149	325	349	366	328	612	43	325	336	366
Capacity Analysis Module:												
Vol/Sat:	0.02	0.77	0.75	0.23	0.90	0.31	1.36	0.09	0.09	0.57	0.24	0.62
Crit Moves:		****			****		****					****
Delay/Veh:	13.6	38.6	36.6	16.6	58.5	16.4	207.9	14.1	14.1	26.6	16.1	26.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	38.6	36.6	16.6	58.5	16.4	207.9	14.1	14.1	26.6	16.1	26.3
LOS by Move:	B	E	E	C	F	C	F	B	B	D	C	D
ApproachDel:		37.9			42.7			184.6			24.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.9			42.7			184.6			24.8	
LOS by Appr:		E			E			F			C	
AllWayAvgQ:	0.0	2.6	2.4	0.3	4.4	4.4	17.7	0.1	0.1	1.2	0.3	1.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	381	6	86	224	54	70	31	0	300	8	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	381	6	86	224	54	70	31	0	300	8	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	381	6	86	224	54	70	31	0	300	8	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	381	6	86	224	54	70	31	0	300	8	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	381	6	86	224	54	70	31	0	300	8	145
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.61	0.39	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	436	929	15	434	758	187	419	443	0	466	12	561
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.20	0.30	0.29	0.17	0.07	xxxx	0.64	0.64	0.26
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	14.8	14.8	12.5	12.9	12.6	12.2	10.7	0.0	21.7	21.7	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	14.8	12.5	12.9	12.6	12.2	10.7	0.0	21.7	21.7	10.9
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	B
ApproachDel:		14.8			12.8			11.8			18.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.8			12.8			11.8			18.3	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.6	0.6	0.2	0.4	0.4	0.2	0.1	0.1	1.6	1.6	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	571	0		0	578	0		0	0	0		16	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	571	0		0	578	0		0	0	0		16	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	571	0		0	578	0		0	0	0		16	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	571	0		0	578	0		0	0	0		16	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		860	xxxx	286	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		299	xxxx	717	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		299	xxxx	717	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.05	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		17.7	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				17.7			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	221	282	0		0	578	197		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	221	282	0		0	578	197		0	0	0		0	0	0	
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:	221	282	0		0	578	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	221	282	0		0	578	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	578	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1006	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1006	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.22	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	445		1			0	585		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	445		1			0	585		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	445		1			0	585		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	445		1			0	585		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							807	1031		293			739	1031		223		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							276	235		710			309	235		787		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							275	235		710			300	235		787		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.02			0.00	0.00		0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.6											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		A											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	235	xxxx	585	300	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.5	xxxx	11.4	17.0	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			12.2			11.1														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	63	160		1			5	330		201			449		0		87		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	63	160		1			5	330		201			449		0		87		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	63	160		1			5	330		201			449		0		87		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	63	160		1			5	330		201			449		0		87		7		5		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:	63	160		1			5	330		201			449		0		87		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.03	1.97		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	413	873		5			14	951		534			499		0		585		248		177		482	
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.18		0.18			0.35	0.35		0.38			0.90	xxxx		0.15			0.03		0.03		0.06	
Crit Moves:		****								****			****										****	
Delay/Veh:	12.4	12.1		12.1			13.5	13.5		12.8			44.7		0.0		9.7		10.8		10.8		10.0	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.4	12.1		12.1			13.5	13.5		12.8			44.7		0.0		9.7		10.8		10.8		10.0	
LOS by Move:	B	B		B			B	B		B			E		*		A		B		B		B	
ApproachDel:		12.2					13.2						39.0						10.3					
Delay Adj:		1.00					1.00						1.00						1.00					
ApprAdjDel:		12.2					13.2						39.0						10.3					
LOS by Appr:		B					B						E						B					
AllWayAvgQ:	0.2	0.2		0.2			0.5	0.5		0.5			4.8	4.8		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	28	565	0	0	437	154	177	0	20	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	28	565	0	0	437	154	177	0	20	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	28	565	0	0	437	0	177	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	565	0	0	437	0	177	0	20	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	28	565	0	0	437	0	177	0	20	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	0.90	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 2.00	0.00	0.00	0.00 2.00	2.00	2.00	0.00 1.00	0.00	0.00	0.00 0.00	0.00	0.00
Final Sat.:	1600 3200	0	0	3200	3200	2880	0	1600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.18	0.00	0.00	0.14	0.00	0.06	0.00	0.01	0.00	0.00	0.00	0.00
OvlAdjV/S:								0.00				
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	132	5	130	309	2	17	17	123	170	392	91	231
Growth Adj:	1.00 1.00	1.00	1.00	1.00 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	5	130	309	2	17	17	123	170	392	91	231
User Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	132	5	0	309	2	17	17	123	170	392	91	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	5	0	309	2	17	17	123	170	392	91	231
PCE Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	132	5	0	309	2	17	17	123	170	392	91	231
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.90	1.00
Lanes:	1.00 1.00	1.00	1.00	1.00 0.90	0.10	1.00	1.00 1.00	1.00	1.00	2.00 1.00	1.00	1.00
Final Sat.:	1600 1600	1600	1600	1600 1434	166	1600	1600 1600	1600	1600	2880 1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08 0.00	0.00	0.19	0.00	0.10	0.01	0.08	0.11	0.14	0.06	0.14	
Crit Moves:	****			****				****	****			

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	36	57	170	0	0	111	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:	0	0	0	0	0	36	57	170	0	0	111	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	36	57	170	0	0	111	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	36	57	170	0	0	111	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	36	57	170	0	0	111	63
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.50	1.50	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	634	723	360	1110	0	0	1411	816
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.05	0.16	0.15	xxxx	xxxx	0.08	0.08
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.4	0.0	0.0	8.2	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.4	0.0	0.0	8.2	7.4
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.4			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.4			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	94	0	1062	0	0	806	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	94	0	1062	0	0	806	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	94	0	1062	0	0	806	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	94	0	1062	0	0	806	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	94	0	1062	0	0	806	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.07	0.00	0.25	0.00	0.00	0.28	0.01
Crit Vol:	0					94	0				403	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
315-Acre

Scenario Report

Scenario:	315-Acre PM
Command:	315-Acre PM
Volume:	315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2015
315-Acre

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 Pico Ave / Pier G St & Harbor	C	22.1	0.837	C	22.1	0.837	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.0	0.759	C	19.0	0.759	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	18.9	0.000	C	18.9	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	10.0	0.000	A	10.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	17.0	0.767	C	17.0	0.767	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.4	0.172	A	8.4	0.172	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	316	37	53	200	164	335	57	8	81	25	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	316	37	53	200	164	335	57	8	81	25	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	316	37	53	200	164	335	57	8	81	25	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	316	37	53	200	164	335	57	8	81	25	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	316	37	53	200	164	335	57	8	81	25	234
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00
Final Sat.:	368	717	85	377	406	438	400	722	102	370	387	431
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.14	0.49	0.37	0.84	0.08	0.08	0.22	0.06	0.54
Crit Moves:		****			****		****					****
Delay/Veh:	11.9	17.2	17.0	13.0	18.5	14.7	41.4	11.6	11.5	14.2	11.9	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	17.2	17.0	13.0	18.5	14.7	41.4	11.6	11.5	14.2	11.9	18.8
LOS by Move:	B	C	C	B	C	B	E	B	B	B	B	C
ApproachDel:		17.2			16.3			36.6			17.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.2			16.3			36.6			17.2	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	0.7	0.7	0.1	0.8	0.8	3.3	0.1	0.1	0.2	0.1	1.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	367	3	155	59	114	217	72	0	320	22	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	367	3	155	59	114	217	72	0	320	22	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	367	3	155	59	114	217	72	0	320	22	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	3	155	59	114	217	72	0	320	22	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	367	3	155	59	114	217	72	0	320	22	140
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	390	833	7	388	407	444	421	442	0	422	29	518
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.40	0.15	0.26	0.52	0.16	xxxx	0.76	0.76	0.27
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	16.8	16.8	16.9	12.4	12.8	18.7	11.8	0.0	30.3	30.3	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	16.8	16.9	12.4	12.8	18.7	11.8	0.0	30.3	30.3	11.7
LOS by Move:	*	C	C	C	B	B	C	B	*	D	D	B
ApproachDel:		16.8			14.6			17.0			24.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.8			14.6			17.0			24.9	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	0.0	0.7	0.7	0.6	0.1	0.3	0.9	0.2	0.2	2.5	2.5	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[18.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	694		0			0	429		0			0		0		0		19		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	694		0			0	429		0			0		0		0		19		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	694		0			0	429		0			0		0		0		19		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	694		0			0	429		0			0		0		0		19		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										909	xxxx	347			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										278	xxxx	655			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										278	xxxx	655			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.07	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										18.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												18.9					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: A[10.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	417	249		0			0	429		136			0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	417	249		0			0	429		136			0		0		0		0		0		0	
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:	417	249		0			0	429		0			0		0		0		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	417	249		0			0	429		0			0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	429	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	672		0			5	431		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	672		0			5	431		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	672		0			5	431		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	672		0			5	431		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5		6.5		6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				672	xxxx	xxxxx				777	xxxx		215			898		1113		336	
Potent Cap.:	xxxx	xxxx	xxxxx				928	xxxx	xxxxx				290	xxxx		795			238		210		666	
Move Cap.:	xxxx	xxxx	xxxxx				928	xxxx	xxxxx				289	xxxx		795			235		209		666	
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00		0.00		0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx		xxxx		0.0	
Control Del:	xxxxx	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx		9.6			xxxxx		xxxx		10.4	
LOS by Move:	*	*	*				A	*	*				*	*		A			*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						9.6						10.4					
ApproachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	95	198		3				4	286		174				372		0		103			37		2		54		
Growth Adj:	1.00	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	198		3				4	286		174				372		0		103			37		2		54		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	95	198		3				4	286		174				372		0		103			37		2		54		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	95	198		3				4	286		174				372		0		103			37		2		54		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	95	198		3				4	286		174				372		0		103			37		2		54		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.97		0.03				0.03	1.97		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	422	885		13				13	932		522				485		0		568			396		21		483		
Capacity Analysis Module:																												
Vol/Sat:	0.22	0.22		0.22				0.31	0.31		0.33				0.77	xxxx			0.18			0.09		0.09		0.11		
Crit Moves:	****										****				****											****		
Delay/Veh:	13.0	12.3		12.3				13.1	13.1		12.4				29.2		0.0		10.1			11.5		11.5		10.3		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	13.0	12.3		12.3				13.1	13.1		12.4				29.2		0.0		10.1			11.5		11.5		10.3		
LOS by Move:	B		B		B			B		B		B			D		*		B			B		B		B		
ApproachDel:		12.6							12.8							25.0							10.8					
Delay Adj:		1.00							1.00							1.00							1.00					
ApprAdjDel:		12.6							12.8							25.0							10.8					
LOS by Appr:		B							B							D							B					
AllWayAvgQ:	0.3	0.3		0.3				0.4	0.4		0.4				2.6	2.6			0.2			0.1		0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	29	540	0	0	365	94	156	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	540	0	0	365	94	156	0	27	0	0	0
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:	29	540	0	0	365	0	156	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	540	0	0	365	0	156	0	27	0	0	0
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:	29	540	0	0	365	0	156	0	27	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.11	0.00	0.05	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	112	2	241	227	1	12	52	19	195	475	31	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	241	227	1	12	52	19	195	475	31	207
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	0	227	1	12	52	19	195	475	31	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	0	227	1	12	52	19	195	475	31	207
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	0	227	1	12	52	19	195	475	31	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1440	160	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.14	0.00	0.08	0.03	0.01	0.12	0.16	0.02	0.13
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.172
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	1
Volume Module:																
Base Vol:	0	0	0		79	0	12		53	110	0		0	0	1	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	1.00
Initial Bse:	0	0	0		79	0	12		53	110	0		0	0	1	134
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	0	0	0		79	0	12		53	110	0		0	0	1	134
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	0	0	0		79	0	12		53	110	0		0	0	1	134
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	0	0	0		79	0	12		53	110	0		0	0	1	134
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		1.00	0.74	0.26		0.65	1.35	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		611	508	182		435	945	0		0	1346	778	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.13	0.00	0.07		0.12	0.12	xxxx		xxxx	0.00	0.17	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		9.2	8.0	8.0		8.7	8.4	0.0		0.0	7.9	8.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		9.2	8.0	8.0		8.7	8.4	0.0		0.0	7.9	8.1	
LOS by Move:	*	*	*		A	A	A		A	A	*		*	A	A	
ApproachDel:	xxxxxx				8.8				8.5				8.1			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				8.8				8.5				8.1			
LOS by Appr:	*				A				A				A			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		0.1	0.1	0.0		0.0	0.0	0.2	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		29	0	149		0	1284	0		0	1054	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		29	0	149		0	1284	0		0	1054	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		29	0	149		0	1284	0		0	1054	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		29	0	149		0	1284	0		0	1054	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		29	0	149		0	1284	0		0	1054	18	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.10		0.00	0.30	0.00		0.00	0.37	0.01	
Crit Vol:	0						149		0					527		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2015
NEPA

Scenario Report

Scenario:	2015 NEPA AM
Command:	2015 NEPA AM
Volume:	2015 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2015
NEPA

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 Pico Ave / Pier G St & Harbor	C	22.8	0.834	C	22.8	0.834	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	12.5	0.520	B	12.5	0.520	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	12.9	0.000	B	12.9	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.0	0.000	A	9.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	27.6	0.952	D	27.6	0.952	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.0	0.157	A	8.0	0.157	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	239	101	50	250	158	315	17	4	173	139	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:	1	239	101	50	250	158	315	17	4	173	139	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	239	101	50	250	158	315	17	4	173	139	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	239	101	50	250	158	315	17	4	173	139	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	239	101	50	250	158	315	17	4	173	139	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	351	539	235	369	399	426	378	624	149	375	393	426
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.43	0.14	0.63	0.37	0.83	0.03	0.03	0.46	0.35	0.35
Crit Moves:		****			****		****			****		
Delay/Veh:	12.2	17.9	17.1	13.3	23.9	15.0	42.7	11.7	11.5	19.0	15.7	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	17.9	17.1	13.3	23.9	15.0	42.7	11.7	11.5	19.0	15.7	14.5
LOS by Move:	B	C	C	B	C	C	E	B	B	C	C	B
ApproachDel:		17.6			19.7			40.7			16.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.6			19.7			40.7			16.6	
LOS by Appr:		C			C			E			C	
AllWayAvgQ:	0.0	0.7	0.6	0.1	1.4	1.4	3.2	0.0	0.0	0.7	0.5	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	233	2	19	118	140	129	30	0	246	24	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	233	2	19	118	140	129	30	0	246	24	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	233	2	19	118	140	129	30	0	246	24	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	233	2	19	118	140	129	30	0	246	24	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	233	2	19	118	140	129	30	0	246	24	144
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.91	0.09	1.00
Final Sat.:	451	961	8	456	490	542	477	507	0	473	46	617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.04	0.24	0.26	0.27	0.06	xxxx	0.52	0.52	0.23
Crit Moves:		****				****	****			****		
Delay/Veh:	0.0	11.8	11.8	10.5	11.7	10.9	12.3	9.7	0.0	16.1	16.1	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	11.8	10.5	11.7	10.9	12.3	9.7	0.0	16.1	16.1	9.9
LOS by Move:	*	B	B	B	B	B	B	A	*	C	C	A
ApproachDel:		11.8			11.2			11.8			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			11.2			11.8			13.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.3	0.3	0.3	0.1	0.1	1.0	1.0	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[12.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	449	0		0	498	0		0	0	0		55	0	58	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	449	0		0	498	0		0	0	0		55	0	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	449	0		0	498	0		0	0	0		55	0	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	449	0		0	498	0		0	0	0		55	0	58	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		698	xxxx	225	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		379	xxxx	785	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		379	xxxx	785	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.15	xxxx	0.07	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx	0.2	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		16.1	xxxx	10.0	
LOS by Move:	*		*	*	*		*	*	*		*	*	C	*	A	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				12.9			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	173	334	0		0	498	112		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	173	334	0		0	498	112		0	0	0		0	0	0	
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:	173	334	0		0	498	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	173	334	0		0	498	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	498	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1076	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.16	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*		*	*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	431		8			6	482		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	431		8			6	482		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	431		8			6	482		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	431		8			6	482		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5	6.9				7.5	6.5	6.9			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	482	xxxx	xxxxx				439	xxxx	xxxxx				736	959	241				715	955	220			
Potent Cap.:	1091	xxxx	xxxxx				1132	xxxx	xxxxx				311	259	766				322	260	791			
Move Cap.:	1091	xxxx	xxxxx				1132	xxxx	xxxxx				306	255	766				304	256	791			
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01	0.04				0.00	0.00	0.00			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	0.0			
Control Del:	8.3	xxxx	xxxxx				8.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	9.6			
LOS by Move:	A	*		*			A	*		*			*	*	*				*	*	A			
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				255	xxxx	678				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				19.3	xxxx	10.6				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*			B		*	*		*		
ApproachDel:	xxxxxx						xxxxxx						11.1						9.6					
ApproachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0				0	0		0				0	0		0				0	0		0			
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	94	159		1				6	505		286				438		0		49			19		1		37		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	94	159		1				6	505		286				438		0		49			19		1		37		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	94	159		1				6	505		286				438		0		49			19		1		37		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	94	159		1				6	505		286				438		0		49			19		1		37		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	94	159		1				6	505		286				438		0		49			19		1		37		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	387	814		5				11	935		522				460		0		527			368		19		444		
Capacity Analysis Module:																												
Vol/Sat:	0.24	0.20		0.20				0.54	0.54		0.55				0.95	xxxx		0.09				0.05		0.05		0.08		
Crit Moves:	****										****				****											****		
Delay/Veh:	14.3	13.1		13.1				18.2	18.2		17.0				57.9		0.0		10.0			11.9		11.9		10.9		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	14.3	13.1		13.1				18.2	18.2		17.0				57.9		0.0		10.0			11.9		11.9		10.9		
LOS by Move:	B	B		B				C	C		C				F		*		A			B		B		B		
ApproachDel:		13.5							17.8							53.0							11.3					
Delay Adj:		1.00							1.00							1.00							1.00					
ApprAdjDel:		13.5							17.8							53.0							11.3					
LOS by Appr:		B							C							F							B					
AllWayAvgQ:	0.3	0.2		0.2				1.1	1.1		1.1				6.1	6.1		0.1				0.0		0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	31	564	0	0	742	178	135	0	13	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	31	564	0	0	742	178	135	0	13	0	0	0
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:	31	564	0	0	742	0	135	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	564	0	0	742	0	135	0	13	0	0	0
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:	31	564	0	0	742	0	135	0	13	0	0	0
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		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 2.00	0.00		0.00 2.00	2.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1600 3200	0		0 3200	3200		2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.18	0.00		0.00 0.23	0.00		0.05 0.00	0.00		0.01 0.00	0.00	
OvlAdjV/S:									0.00			
Crit Moves:	****				****			****				

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	192	2	514	305	0	11	6	92	60	391	124	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:	192	2	514	305	0	11	6	92	60	391	124	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	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	192	2	0	305	0	11	6	92	60	391	124	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	2	0	305	0	11	6	92	60	391	124	160
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	192	2	0	305	0	11	6	92	60	391	124	160
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	0.90	1.00
Lanes:	1.00 1.00	1.00		1.00 0.93	0.07		1.00 1.21	0.79		2.00 1.00	1.00	
Final Sat.:	1600 1600	1600		1600 1489	111		1600 1937	1263		2880 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.12 0.00	0.00		0.19 0.00	0.10		0.00 0.05	0.05		0.14 0.08	0.10	
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.157
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	17	0	26	11	122	0	0	166	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	26	11	122	0	0	166	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	26	11	122	0	0	166	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	26	11	122	0	0	166	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	17	0	26	11	122	0	0	166	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.79	0.21	1.00	0.17	1.83	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	465	123	715	118	1322	0	0	1449	844
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	0.00	0.04	0.09	0.09	xxxx	xxxx	0.11	0.16
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	8.7	8.7	7.6	8.1	8.1	0.0	0.0	8.2	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.7	8.7	7.6	8.1	8.1	0.0	0.0	8.2	7.7
LOS by Move:	*	*	*	A	A	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.1			8.1			8.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.1			8.1			8.0		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	99	4	900	0	0	834	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	3	0	99	4	900	0	0	834	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	3	0	99	4	900	0	0	834	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	99	4	900	0	0	834	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	99	4	900	0	0	834	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	0.00	0.00	0.07	0.00	0.21	0.00	0.00	0.29	0.01
Crit Vol:	0					99	0				417	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
NEPA

Scenario Report

Scenario:	2015 NEPA MD
Command:	2015 NEPA MD
Volume:	2015 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2015
NEPA

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 Pico Ave / Pier G St & Harbor	F	69.5	1.344	F	69.5	1.344	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	15.1	0.640	C	15.1	0.640	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	18.2	0.000	C	18.2	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	30.3	0.983	D	30.3	0.983	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.2	0.163	A	8.2	0.163	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.344
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 69.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	385	157	75	305	122	433	115	5	186	109	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	385	157	75	305	122	433	115	5	186	109	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	385	157	75	305	122	433	115	5	186	109	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	385	157	75	305	122	433	115	5	186	109	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	385	157	75	305	122	433	115	5	186	109	228
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.58	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	315	487	204	314	337	353	322	617	27	318	330	357
Capacity Analysis Module:												
Vol/Sat:	0.02	0.79	0.77	0.24	0.90	0.35	1.34	0.19	0.19	0.58	0.33	0.64
Crit Moves:		****			****		****					****
Delay/Veh:	13.9	42.0	38.7	17.1	59.8	17.5	204.1	15.6	15.6	27.7	18.2	27.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	42.0	38.7	17.1	59.8	17.5	204.1	15.6	15.6	27.7	18.2	27.8
LOS by Move:	B	E	E	C	F	C	F	C	C	D	C	D
ApproachDel:		40.8			43.1			163.2			25.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		40.8			43.1			163.2			25.8	
LOS by Appr:		E			E			F			D	
AllWayAvgQ:	0.0	2.8	2.5	0.3	4.4	4.4	17.0	0.2	0.2	1.2	0.5	1.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	386	6	85	208	52	70	29	0	301	7	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	386	6	85	208	52	70	29	0	301	7	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	6	85	208	52	70	29	0	301	7	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	6	85	208	52	70	29	0	301	7	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	386	6	85	208	52	70	29	0	301	7	148
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.60	0.40	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	439	936	15	434	751	192	421	446	0	470	11	565
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.20	0.28	0.27	0.17	0.07	xxxx	0.64	0.64	0.26
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	14.8	14.7	12.4	12.6	12.3	12.1	10.7	0.0	21.5	21.5	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	14.7	12.4	12.6	12.3	12.1	10.7	0.0	21.5	21.5	10.9
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	B
ApproachDel:		14.8			12.5			11.7			18.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.8			12.5			11.7			18.0	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.6	0.6	0.2	0.3	0.3	0.2	0.1	0.1	1.5	1.5	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	577	0	0	615	0	0	0	0	15	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	577	0	0	615	0	0	0	0	15	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	577	0	0	615	0	0	0	0	15	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	577	0	0	615	0	0	0	0	15	0	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	885	xxxx	289				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	xxxx	714				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	xxxx	714				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.00				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.2						
ApproachLOS:	*			*			*			C						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	226	270	0	0	615	203	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	226	270	0	0	615	203	0	0	0	0	0	0				
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:	226	270	0	0	615	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	226	270	0	0	615	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	615	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	974	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	974	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	437		1		0	0	621		0		0	0	2		17		1	0			4		
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
Initial Bse:	0	437		1		0	0	621		0		0	0	2		17		1	0			4		
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Volume:	0	437		1		0	0	621		0		0	0	2		17		1	0			4		
Reduct Vol:	0	0		0		0	0	0		0		0	0	0		0		0	0			0		
FinalVolume:	0	437		1		0	0	621		0		0	0	2		17		1	0			4		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5		6.9		7.5	6.5			6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0		3.3		3.5	4.0			3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							840	1059		311		749	1059			219		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							262	226		691		304	226			791		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							260	226		691		295	226			791		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.02		0.00	0.00			0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx													
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx													
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	A												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	226	xxxx	568	295	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.1	xxxx	11.6	17.3	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			12.5			11.1														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0		0	0	0		0		0	0	0		0		0	0	0		0		0
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	63	147		1		5	366		201	488		0	89		7	5		30						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Initial Bse:	63	147		1		5	366		201	488		0	89		7	5		30						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
PHF Volume:	63	147		1		5	366		201	488		0	89		7	5		30						
Reduct Vol:	0	0		0		0	0		0	0		0	0		0	0		0						
Reduced Vol:	63	147		1		5	366		201	488		0	89		7	5		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:	63	147		1		5	366		201	488		0	89		7	5		30						
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Lanes:	1.00	1.99		0.01		0.03	1.97		1.00	1.00		0.00	1.00		0.58	0.42		1.00						
Final Sat.:	409	864		6		13	952		534	496		0	580		247	176		480						
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.17		0.17		0.38	0.38		0.38	0.98	xxxx		0.15		0.03	0.03		0.06						
Crit Moves:		****				****				****								****						
Delay/Veh:	12.7	12.3		12.3		14.5	14.5		13.2	62.6		0.0	9.8		11.0	11.0		10.2						
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
AdjDel/Veh:	12.7	12.3		12.3		14.5	14.5		13.2	62.6		0.0	9.8		11.0	11.0		10.2						
LOS by Move:	B	B		B		B	B		B	F		*	A		B	B		B						
ApproachDel:		12.4				14.0				54.5					10.5									
Delay Adj:		1.00				1.00				1.00					1.00									
ApprAdjDel:		12.4				14.0				54.5					10.5									
LOS by Appr:		B				B				F					B									
AllWayAvgQ:	0.2	0.2		0.2		0.6	0.6		0.6	7.3	7.3		0.2		0.0	0.0		0.1						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	28	589	0	0	476	153	177	0	20	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	28	589	0	0	476	153	177	0	20	0	0	0				
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:	28	589	0	0	476	0	177	0	20	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	589	0	0	476	0	177	0	20	0	0	0				
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:	28	589	0	0	476	0	177	0	20	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.18	0.00	0.00	0.15	0.00	0.06	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****			****									

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	132	5	161	309	2	18	14	123	171	414	84	239
Growth Adj:	1.00	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	5	161	309	2	18	14	123	171	414	84	239
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	5	0	309	2	18	14	123	171	414	84	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	5	0	309	2	18	14	123	171	414	84	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	5	0	309	2	18	14	123	171	414	84	239
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1425	175	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.19	0.00	0.10	0.01	0.08	0.11	0.14	0.05	0.15
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.163
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	36	58	176	0	0	121	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	36	58	176	0	0	121	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	36	58	176	0	0	121	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	36	58	176	0	0	121	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	36	58	176	0	0	121	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.50	1.50	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	632	719	355	1114	0	0	1405	814
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.05	0.16	0.16	xxxx	xxxx	0.09	0.07
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.4	0.0	0.0	8.2	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.4	0.0	0.0	8.2	7.3
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.4			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.4			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	85	0	1028	0	0	805	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	85	0	1028	0	0	805	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	85	0	1028	0	0	805	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	85	0	1028	0	0	805	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	85	0	1028	0	0	805	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.06	0.00	0.24	0.00	0.00	0.28	0.01
Crit Vol:	0					85	0				403	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
NEPA

Scenario Report

Scenario:	2015 NEPA PM
Command:	2015 NEPA PM
Volume:	2015 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2015
NEPA

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 Pico Ave / Pier G St & Harbor	D	26.6	0.927	D	26.6	0.927	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.0	0.756	C	19.0	0.756	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.1	0.000	C	19.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	19.1	0.824	C	19.1	0.824	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.4	0.164	A	8.4	0.164	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 D/V

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	313	39	52	196	177	370	58	8	82	37	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:	3	313	39	52	196	177	370	58	8	82	37	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:	3	313	39	52	196	177	370	58	8	82	37	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	313	39	52	196	177	370	58	8	82	37	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:	3	313	39	52	196	177	370	58	8	82	37	225
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00
Final Sat.:	364	697	88	373	397	429	399	716	100	365	384	421
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.44	0.14	0.49	0.41	0.93	0.08	0.08	0.22	0.10	0.53
Crit Moves:		****			****		****					****
Delay/Veh:	12.1	17.9	17.7	13.3	19.0	15.8	57.2	11.8	11.7	14.6	12.5	19.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	17.9	17.7	13.3	19.0	15.8	57.2	11.8	11.7	14.6	12.5	19.1
LOS by Move:	B	C	C	B	C	C	F	B	B	B	B	C
ApproachDel:		17.8			17.0			50.3			17.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.8			17.0			50.3			17.3	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.0	0.7	0.7	0.1	0.8	0.8	5.0	0.1	0.1	0.3	0.1	1.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	371	3	161	57	113	212	75	0	318	22	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	371	3	161	57	113	212	75	0	318	22	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	371	3	161	57	113	212	75	0	318	22	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	371	3	161	57	113	212	75	0	318	22	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	371	3	161	57	113	212	75	0	318	22	144
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	390	832	7	388	407	444	420	440	0	420	29	516
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.41	0.14	0.25	0.51	0.17	xxxx	0.76	0.76	0.28
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	16.9	16.9	17.2	12.3	12.8	18.5	11.9	0.0	30.2	30.2	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	16.9	17.2	12.3	12.8	18.5	11.9	0.0	30.2	30.2	11.9
LOS by Move:	*	C	C	C	B	B	C	B	*	D	D	B
ApproachDel:		16.9			14.9			16.8			24.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.9			14.9			16.8			24.7	
LOS by Appr:		C			B			C			C	
AllWayAvgQ:	0.0	0.7	0.7	0.6	0.1	0.3	0.9	0.2	0.2	2.4	2.4	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[19.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	692	0		0	455	0		0	0	0		19	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	692	0		0	455	0		0	0	0		19	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	692	0		0	455	0		0	0	0		19	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	692	0		0	455	0		0	0	0		19	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx			6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx			3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		920	xxxx	346	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		274	xxxx	656	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		274	xxxx	656	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.07	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				19.1			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[10.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	412	246	0		0	455	132		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	412	246	0		0	455	132		0	0	0		0	0	0	
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:	412	246	0		0	455	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	412	246	0		0	455	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	455	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1116	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1116	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.37	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	667	0				5	457	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	667	0				5	457	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	667	0				5	457	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	667	0				5	457	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				667	xxxx	xxxxx				801	xxxx		229			906	1134		334		
Potent Cap.:	xxxx	xxxx	xxxxx				932	xxxx	xxxxx				279	xxxx		780			235	204		668		
Move Cap.:	xxxx	xxxx	xxxxx				932	xxxx	xxxxx				278	xxxx		780			231	203		668		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx		9.7			xxxxx	xxxx		10.4		
LOS by Move:	*	*	*				A	*	*				*	*		A			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		xxxxx			0	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*				*	*	*				*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						9.7						10.4					
ApproachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0	0					0	0	0					0	0	0					0	0	0				
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	95	197	3					4	309	175					397	0	106					37	2	54				
Growth Adj:	1.00	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	197	3					4	309	175					397	0	106					37	2	54				
User Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Volume:	95	197	3					4	309	175					397	0	106					37	2	54				
Reduct Vol:	0	0	0					0	0	0					0	0	0					0	0	0				
Reduced Vol:	95	197	3					4	309	175					397	0	106					37	2	54				
PCE Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
FinalVolume:	95	197	3					4	309	175					397	0	106					37	2	54				
Saturation Flow Module:																												
Adjustment:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
Lanes:	1.00	1.97	0.03					0.03	1.97	1.00					1.00	0.00	1.00					0.95	0.05	1.00				
Final Sat.:	412	863	13					12	919	513					482	0	562					388	21	473				
Capacity Analysis Module:																												
Vol/Sat:	0.23	0.23	0.23					0.34	0.34	0.34					0.82	xxxx	0.19					0.10	0.10	0.11				
Crit Moves:	****									****					****									****				
Delay/Veh:	13.3	12.6	12.6					13.7	13.7	12.7					35.1	0.0	10.3					11.7	11.7	10.5				
Delay Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
AdjDel/Veh:	13.3	12.6	12.6					13.7	13.7	12.7					35.1	0.0	10.3					11.7	11.7	10.5				
LOS by Move:	B		B		B			B		B					E	*	B					B		B				
ApproachDel:	12.9							13.3							29.8							11.0						
Delay Adj:	1.00							1.00							1.00							1.00						
ApprAdjDel:	12.9							13.3							29.8							11.0						
LOS by Appr:	B							B							D							B						
AllWayAvgQ:	0.3	0.3	0.3					0.5	0.5	0.5					3.3	3.3	0.2					0.1	0.1	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	31	559	0	0	386	92	156	0	27	0	0	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	31	559	0	0	386	92	156	0	27	0	0	0
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:	31	559	0	0	386	0	156	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	559	0	0	386	0	156	0	27	0	0	0
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:	31	559	0	0	386	0	156	0	27	0	0	0
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		0.90 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 2.00	0.00		0.00 2.00	2.00		2.00 0.00	1.00		0.00 0.00	0.00	
Final Sat.:	1600 3200	0		0 3200	3200		2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.17	0.00		0.00 0.12	0.00		0.05 0.00	0.00		0.02	0.00 0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	113	2	255	219	1	12	49	33	195	491	33	213
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	113	2	255	219	1	12	49	33	195	491	33	213
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	113	2	0	219	1	12	49	33	195	491	33	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2	0	219	1	12	49	33	195	491	33	213
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	113	2	0	219	1	12	49	33	195	491	33	213
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 0.90	1.00	
Lanes:	1.00 1.00	1.00		1.00 0.90	0.10		1.00 1.00	1.00		2.00 1.00	1.00	
Final Sat.:	1600 1600	1600		1600 1434	166		1600 1600	1600		2880 1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.00	0.00		0.14 0.00	0.07		0.03 0.02	0.12		0.17 0.02	0.13	
Crit Moves:	****			****				****	****			

Middle Harbor EIR
Future Year 2015
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.164
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	0	0	0	78	0	12	53	107	0	0	0	128				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	78	0	12	53	107	0	0	0	128				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	78	0	12	53	107	0	0	0	128				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	78	0	12	53	107	0	0	0	128				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	78	0	12	53	107	0	0	0	128				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.73	0.27	0.66	1.34	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	614	509	185	443	940	0	0	1350	780				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.13	0.00	0.06	0.12	0.11	xxxx	xxxx	0.00	0.16				
Crit Moves:				****			****					****				
Delay/Veh:	0.0	0.0	0.0	9.1	8.0	8.0	8.7	8.3	0.0	0.0	0.0	8.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	9.1	8.0	8.0	8.7	8.3	0.0	0.0	0.0	8.0				
LOS by Move:	*	*	*	A	A	A	A	A	*	*	*	A				
ApproachDel:	xxxxxx			8.7			8.4			8.0						
Delay Adj:	xxxxx			1.00			1.00			1.00						
ApprAdjDel:	xxxxxx			8.7			8.4			8.0						
LOS by Appr:	*			A			A			A						
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0	29	0	142	0	1287	0	0	1052	18				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	29	0	142	0	1287	0	0	1052	18				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	29	0	142	0	1287	0	0	1052	18				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	29	0	142	0	1287	0	0	1052	18				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	29	0	142	0	1287	0	0	1052	18				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.10	0.00	0.30	0.00	0.00	0.37	0.01				
Crit Vol:	0					142	0				526					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2015
No Project

Scenario Report

Scenario:	2015 NP AM
Command:	2015 NP AM
Volume:	2015 NP 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:	NP

Middle Harbor EIR
Future Year 2015
No 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 Pico Ave / Pier G St & Harbor	D	34.4	0.933	D	34.4	0.933	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	13.9	0.621	B	13.9	0.621	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	11.7	0.000	B	11.7	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	33.3	1.014	D	33.3	1.014	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.6	0.133	A	7.6	0.133	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	257	125	51	309	199	307	25	8	228	206	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:	1	257	125	51	309	199	307	25	8	228	206	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	257	125	51	309	199	307	25	8	228	206	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	257	125	51	309	199	307	25	8	228	206	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	257	125	51	309	199	307	25	8	228	206	209
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.35	0.65	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	311	453	227	331	359	378	329	497	162	344	359	385
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.55	0.15	0.86	0.53	0.93	0.05	0.05	0.66	0.57	0.54
Crit Moves:		****			****		****			****		
Delay/Veh:	13.6	24.7	23.2	14.9	49.0	21.0	66.4	13.5	13.2	29.8	23.9	21.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	24.7	23.2	14.9	49.0	21.0	66.4	13.5	13.2	29.8	23.9	21.2
LOS by Move:	B	C	C	B	E	C	F	B	B	D	C	C
ApproachDel:		24.2			35.9			61.2			25.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.2			35.9			61.2			25.1	
LOS by Appr:		C			E			F			D	
AllWayAvgQ:	0.0	1.1	1.0	0.2	3.6	3.6	4.8	0.0	0.0	1.6	1.1	1.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	336	2	19	142	76	58	13	0	312	11	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	2	19	142	76	58	13	0	312	11	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	336	2	19	142	76	58	13	0	312	11	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	2	19	142	76	58	13	0	312	11	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	336	2	19	142	76	58	13	0	312	11	137
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.30	0.70	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	468	1005	6	450	640	361	453	481	0	503	18	620
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.04	0.22	0.21	0.13	0.03	xxxx	0.62	0.62	0.22
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	12.7	12.7	10.6	11.5	10.9	11.1	9.8	0.0	19.4	19.4	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	10.6	11.5	10.9	11.1	9.8	0.0	19.4	19.4	9.8
LOS by Move:	*	B	B	B	B	B	B	A	*	C	C	A
ApproachDel:		12.7			11.2			10.9			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			11.2			10.9			16.5	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.4	0.4	0.0	0.3	0.2	0.1	0.0	0.0	1.4	1.4	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	447	0				0	530	0				0	0	0				25	0	53			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	447	0				0	530	0				0	0	0				25	0	53			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	447	0				0	530	0				0	0	0				25	0	53			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	447	0				0	530	0				0	0	0				25	0	53			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				712	xxxx	224			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				371	xxxx	786			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				371	xxxx	786			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.07	xxxx	0.07			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.2	xxxx	0.2			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				15.4	xxxx	9.9			
LOS by Move:	*	*	*				*	*	*				*	*	*				C	*	A			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						11.7					
ApproachLOS:	*						*						*						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[9.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	236	262	0				0	530	127				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	236	262	0				0	530	127				0	0	0				0	0	0			
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:	236	262	0				0	530	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	236	262	0				0	530	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	530	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	1048	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	1048	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.23	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.9	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	9.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				*	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	385		8			6	516		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	385		8			6	516		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	385		8			6	516		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	385		8			6	516		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	516	xxxx	xxxxx				393	xxxx	xxxxx				747	947		258			686	943		197		
Potent Cap.:	1060	xxxx	xxxxx				1177	xxxx	xxxxx				305	263		747			338	265		818		
Move Cap.:	1060	xxxx	xxxxx				1177	xxxx	xxxxx				300	259		747			318	260		818		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.4	xxxx	xxxxx				8.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		9.4		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				259	xxxx		666			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.1			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				19.0	xxxx		10.7			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						11.2						9.4					
ApproachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	88	87		1			6	538		286			474		0		50		26		1		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:	88	87		1			6	538		286			474		0		50		26		1		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:	88	87		1			6	538		286			474		0		50		26		1		40	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	88	87		1			6	538		286			474		0		50		26		1		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:	88	87		1			6	538		286			474		0		50		26		1		40	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.98		0.02			0.02	1.98		1.00			1.00		0.00		1.00		0.96		0.04		1.00	
Final Sat.:	384	801		9			11	960		537			468		0		538		383		15		457	
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.11		0.11			0.56	0.56		0.53			1.01	xxxx		0.09			0.07	0.07		0.09		
Crit Moves:	****						****						****									****		
Delay/Veh:	14.4	12.3		12.3			19.0	19.0		16.6			72.9		0.0		9.8		12.0		12.0		10.9	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.4	12.3		12.3			19.0	19.0		16.6			72.9		0.0		9.8		12.0		12.0		10.9	
LOS by Move:	B	B		B			C	C		C			F		*		A		B		B		B	
ApproachDel:	13.4						18.2						66.8						11.3					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	13.4						18.2						66.8						11.3					
LOS by Appr:	B						C						F						B					
AllWayAvgQ:	0.3	0.1		0.1			1.2	1.2		1.1			8.1	8.1		0.1			0.1	0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	34	529	0	0	764	195	148	0	16	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	34	529	0	0	764	195	148	0	16	0	0	0				
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:	34	529	0	0	764	0	148	0	16	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	34	529	0	0	764	0	148	0	16	0	0	0				
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:	34	529	0	0	764	0	148	0	16	0	0	0				
OvlAdjVol:									0							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.17	0.00	0.00	0.24	0.00	0.05	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****				****							

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	191	2	530	323	0	11	6	80	59	377	108	164				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	191	2	530	323	0	11	6	80	59	377	108	164				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	191	2	0	323	0	11	6	80	59	377	108	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	191	2	0	323	0	11	6	80	59	377	108	164				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	191	2	0	323	0	11	6	80	59	377	108	164				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	1.00	1.00	0.93	0.07	1.00	1.15	0.85	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1495	105	1600	1842	1358	3200	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00	0.20	0.00	0.10	0.00	0.04	0.04	0.12	0.07	0.10				
Crit Moves:	****			****				****		****						

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.133
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	0	0	0	0	0	26	11	82	0	0	123	117				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	26	11	82	0	0	123	117				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	26	11	82	0	0	123	117				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	26	11	82	0	0	123	117				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	0	26	11	82	0	0	123	117				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.24	1.76	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	0	659	755	173	1307	0	0	1503	881				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.03	0.06	0.06	xxxx	xxxx	0.08	0.13				
Crit Moves:						****	****					****				
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.3	7.9	7.8	0.0	0.0	7.9	7.4				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.3	7.9	7.8	0.0	0.0	7.9	7.4				
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A				
ApproachDel:	xxxxxx				7.3			7.8			7.6					
Delay Adj:	xxxxx				1.00			1.00			1.00					
ApprAdjDel:	xxxxxx				7.3			7.8			7.6					
LOS by Appr:	*				A			A			A					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	2
Volume Module:																
Base Vol:	0	0	0	3	0	81	0	960	0	0	864	11				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	3	0	81	0	960	0	0	864	11				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	3	0	81	0	960	0	0	864	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	3	0	81	0	960	0	0	864	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	3	0	81	0	960	0	0	864	11				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.06	0.00	0.22	0.00	0.00	0.30	0.01				
Crit Volume:	0					81	0				432					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2015
No Project

Scenario Report

Scenario:	2015 NP MD
Command:	2015 NP MD
Volume:	2015 NP 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:	NP

Middle Harbor EIR
Future Year 2015
No 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 Pico Ave / Pier G St & Harbor	F	91.3	1.385	F	91.3	1.385	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	23.4	0.869	C	23.4	0.869	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.5	0.000	C	19.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.8	0.000	B	10.8	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.7	0.000	B	12.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	66.9	1.241	F	66.9	1.241	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.8	0.110	A	7.8	0.110	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.385
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 91.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	469	132	80	365	165	406	64	6	195	152	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	469	132	80	365	165	406	64	6	195	152	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	469	132	80	365	165	406	64	6	195	152	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	469	132	80	365	165	406	64	6	195	152	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	469	132	80	365	165	406	64	6	195	152	320
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.83	0.17	1.00	1.00	1.00
Final Sat.:	301	505	145	296	318	332	293	544	51	309	321	347
Capacity Analysis Module:												
Vol/Sat:	0.02	0.93	0.91	0.27	1.15	0.50	1.39	0.12	0.12	0.63	0.47	0.92
Crit Moves:		****			****		****					****
Delay/Veh:	14.6	67.4	63.2	18.7	131	23.0	224.9	15.9	15.9	31.8	23.1	63.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	67.4	63.2	18.7	131	23.0	224.9	15.9	15.9	31.8	23.1	63.2
LOS by Move:	B	F	F	C	F	C	F	C	C	D	C	F
ApproachDel:		66.1			86.8			194.2			44.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		66.1			86.8			194.2			44.9	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	0.0	5.0	4.5	0.3	10.3	10.3	17.1	0.1	0.1	1.5	0.8	4.8

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	529	6	82	255	24	31	14	0	403	4	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	529	6	82	255	24	31	14	0	403	4	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	529	6	82	255	24	31	14	0	403	4	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	529	6	82	255	24	31	14	0	403	4	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	529	6	82	255	24	31	14	0	403	4	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.83	0.17	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	423	911	10	406	796	75	384	405	0	464	5	544
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.20	0.32	0.32	0.08	0.03	xxxx	0.87	0.87	0.29
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	20.0	19.9	13.2	14.2	14.0	12.1	11.2	0.0	42.0	42.0	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	19.9	13.2	14.2	14.0	12.1	11.2	0.0	42.0	42.0	11.6
LOS by Move:	*	C	C	B	B	B	B	B	*	E	E	B
ApproachDel:		20.0			14.0			11.8			33.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.0			14.0			11.8			33.6	
LOS by Appr:		C			B			B			D	
AllWayAvgQ:	0.0	1.2	1.2	0.2	0.4	0.4	0.1	0.0	0.0	4.1	4.1	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[19.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	646	0		0	643	0		0	0	0		7	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	646	0		0	643	0		0	0	0		7	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	646	0		0	643	0		0	0	0		7	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	646	0		0	643	0		0	0	0		7	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		968	xxxx	323	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		255	xxxx	679	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		255	xxxx	679	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.03	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.5	xxxx	xxxxx	
LOS by Move:	*		*	*	*		*	*	*		*	*	C		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				19.5			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[10.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	330	222	0		0	643	244		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330	222	0		0	643	244		0	0	0		0	0	0	
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:	330	222	0		0	643	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	330	222	0		0	643	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	643	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	951	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	951	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.35	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B		*	*	*		*	*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	458		2			0	651		0			0		2		18		1		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	458		2			0	651		0			0		2		18		1		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	458		2			0	651		0			0		2		18		1		0		5	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	458		2			0	651		0			0		2		18		1		0		5	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9		7.5	6.5	6.9					
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3		3.5	4.0	3.3					
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							880	1111		326		786	1110			230		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							245	211		676		286	211			779		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							243	211		676		277	211			779		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.03		0.00	0.00			0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.7											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		A											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	xxxx	554	277	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	11.7	18.1	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			12.7			11.1														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 66.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	64	95		1			5	411		193			619		0		113		9		5		34	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	64	95		1			5	411		193			619		0		113		9		5		34	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	64	95		1			5	411		193			619		0		113		9		5		34	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	64	95		1			5	411		193			619		0		113		9		5		34	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	64	95		1			5	411		193			619		0		113		9		5		34	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.98		0.02			0.02	1.98		1.00			1.00		0.00		1.00		0.64		0.36		1.00	
Final Sat.:	402	844		9			12	966		541			499		0		585		274		152		484	
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.11		0.11			0.43	0.43		0.36			1.24	xxxx		0.19			0.03		0.03		0.07	
Crit Moves:	****						****						****											****
Delay/Veh:	13.0	11.9		11.9			15.2	15.2		12.9			147.3		0.0		10.1		11.0		11.0		10.3	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.0	11.9		11.9			15.2	15.2		12.9			147.3		0.0		10.1		11.0		11.0		10.3	
LOS by Move:	B	B		B			C	C		B			F		*		B		B		B		B	
ApproachDel:		12.3						14.5						126.1						10.5				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		12.3						14.5						126.1						10.5				
LOS by Appr:		B						B						F						B				
AllWayAvgQ:	0.2	0.1		0.1			0.7	0.7		0.5			19.0	19.0		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	33	647	0	0	500	181	201	0	24	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	33	647	0	0	500	181	201	0	24	0	0	0				
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:	33	647	0	0	500	0	201	0	24	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	33	647	0	0	500	0	201	0	24	0	0	0				
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:	33	647	0	0	500	0	201	0	24	0	0	0				
OvlAdjVol:									0							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.00	0.00	0.16	0.00	0.06	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****			****									

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	122	6	179	362	2	19	14	103	182	476	76	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:	122	6	179	362	2	19	14	103	182	476	76	250
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	6	0	362	2	19	14	103	182	476	76	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	6	0	362	2	19	14	103	182	476	76	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	6	0	362	2	19	14	103	182	476	76	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	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1441	159	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.23	0.00	0.12	0.01	0.06	0.11	0.15	0.05	0.16
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.110
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	38	67	88	0	0	53	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	67	88	0	0	53	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	38	67	88	0	0	53	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	38	67	88	0	0	53	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	38	67	88	0	0	53	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.86	1.14	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	686	792	608	862	0	0	1452	845
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.05	0.11	0.10	xxxx	xxxx	0.04	0.04
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.2	8.4	7.9	0.0	0.0	7.8	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.2	8.4	7.9	0.0	0.0	7.8	7.1
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.2			8.1			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.2			8.1			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	71	3	1042	0	0	828	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	71	3	1042	0	0	828	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	71	3	1042	0	0	828	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	71	3	1042	0	0	828	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	71	3	1042	0	0	828	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.24	0.00	0.00	0.29	0.01
Crit Volume:	0					71	0				414	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
No Project

Scenario Report

Scenario:	2015 NP PM
Command:	2015 NP PM
Volume:	2015 NP 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:	NP

Middle Harbor EIR
Future Year 2015
No 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 Pico Ave / Pier G St & Harbor	E	41.2	1.102	E	41.2	1.102	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	23.9	0.876	C	23.9	0.876	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.1	0.000	C	19.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.5	0.000	B	10.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	32.8	1.012	D	32.8	1.012	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.2	0.161	A	8.2	0.161	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	368	43	55	201	182	400	76	9	108	85	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	368	43	55	201	182	400	76	9	108	85	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	368	43	55	201	182	400	76	9	108	85	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	368	43	55	201	182	400	76	9	108	85	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	368	43	55	201	182	400	76	9	108	85	283
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	340	656	77	342	365	391	363	654	78	349	366	401
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.16	0.55	0.47	1.10	0.12	0.12	0.31	0.23	0.71
Crit Moves:		****			****		****					****
Delay/Veh:	13.0	23.4	23.1	14.7	23.1	18.9	109.4	13.2	13.1	17.0	15.0	29.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	23.4	23.1	14.7	23.1	18.9	109.4	13.2	13.1	17.0	15.0	29.3
LOS by Move:	B	C	C	B	C	C	F	B	B	C	B	D
ApproachDel:		23.3			20.3			92.5			24.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.3			20.3			92.5			24.0	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.0	1.1	1.1	0.2	1.1	1.1	9.8	0.1	0.1	0.4	0.3	2.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	518	3	156	68	54	96	32	0	397	9	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	3	156	68	54	96	32	0	397	9	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	3	156	68	54	96	32	0	397	9	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	3	156	68	54	96	32	0	397	9	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	518	3	156	68	54	96	32	0	397	9	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.11	0.89	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	416	897	5	391	460	390	396	418	0	453	10	538
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.40	0.15	0.14	0.24	0.08	xxxx	0.88	0.88	0.29
Crit Moves:		****		****			****			****		
Delay/Veh:	0.0	20.1	20.1	16.9	12.3	11.6	13.8	11.4	0.0	43.1	43.1	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.1	20.1	16.9	12.3	11.6	13.8	11.4	0.0	43.1	43.1	11.7
LOS by Move:	*	C	C	C	B	B	B	B	*	E	E	B
ApproachDel:		20.1			14.7			13.2			34.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.1			14.7			13.2			34.5	
LOS by Appr:		C			B			B			D	
AllWayAvgQ:	0.0	1.2	1.2	0.6	0.2	0.1	0.3	0.1	0.1	4.2	4.2	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[19.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	734	0	0	427	0	0	0	0	8	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	734	0	0	427	0	0	0	0	8	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	734	0	0	427	0	0	0	0	8	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	734	0	0	427	0	0	0	0	8	0	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	948	xxxx	367				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	xxxx	636				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	263	xxxx	636				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.00				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.1	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.1						
ApproachLOS:	*			*			*			C						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[10.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	492	188	0	0	427	165	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	492	188	0	0	427	165	0	0	0	0	0	0				
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:	492	188	0	0	427	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	492	188	0	0	427	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	427	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1143	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1143	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	655	0				7	430	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	655	0				7	430	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	655	0				7	430	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	655	0				7	430	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				655	xxxx	xxxxx				772	xxxx		215			884	1099		328		
Potent Cap.:	xxxx	xxxx	xxxxx				942	xxxx	xxxxx				293	xxxx		796			243	214		674		
Move Cap.:	xxxx	xxxx	xxxxx				942	xxxx	xxxxx				291	xxxx		796			240	213		674		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx		9.6			xxxxx	xxxx		10.3		
LOS by Move:	*	*	*				A	*	*				*	*		A			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		xxxxx			0	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*				*	*	*				*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						9.6						10.3					
ApproachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.012
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	92	126	3				4	290	177				501	0	130				44	2	61			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	92	126	3				4	290	177				501	0	130				44	2	61			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	92	126	3				4	290	177				501	0	130				44	2	61			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	92	126	3				4	290	177				501	0	130				44	2	61			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	92	126	3				4	290	177				501	0	130				44	2	61			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.95	0.05				0.03	1.97	1.00				1.00	0.00	1.00				0.96	0.04	1.00			
Final Sat.:	404	836	20				13	912	509				495	0	579				402	18	488			
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.15	0.15				0.32	0.32	0.35				1.01	xxxx	0.22				0.11	0.11	0.13			
Crit Moves:	****								****				****								****			
Delay/Veh:	13.8	12.3	12.2				13.8	13.8	13.2				70.1	0.0	10.5				11.9	11.9	10.7			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	13.8	12.3	12.2				13.8	13.8	13.2				70.1	0.0	10.5				11.9	11.9	10.7			
LOS by Move:	B		B		B		B		B				F	*	B				B		B			
ApproachDel:	12.9						13.6						57.8						11.2					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	12.9						13.6						57.8						11.2					
LOS by Appr:	B						B						F						B					
AllWayAvgQ:	0.3	0.2	0.2				0.4	0.4	0.5				8.3	8.3	0.3				0.1	0.1	0.1			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	36	583	0	0	369	107	167	0	35	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Initial Bse:	36	583	0	0	369	107	167	0	35	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Volume:	36	583	0	0	369	0	167	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	583	0	0	369	0	167	0	35	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
FinalVolume:	36	583	0	0	369	0	167	0	35	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600		
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Lanes:	1.00 2.00	0.00	0.00	2.00	2.00	2.00 0.00	1.00	0.00	0.00	0.00		
Final Sat.:	1600 3200	0	0	3200	3200	3200 0	1600	0	0	0		
Capacity Analysis Module:												
Vol/Sat:	0.02 0.18	0.00	0.00	0.12	0.00	0.05 0.00	0.02	0.00	0.00	0.00		
OvlAdjV/S:							0.00					
Crit Moves:	****		****			****						

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	116	3	266	215	1	13	50	15	210	534	29	201
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00	1.00	1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	116	3	266	215	1	13	50	15	210	534	29	201
User Adj:	1.00 1.00	0.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Adj:	1.00 1.00	0.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Volume:	116	3	0	215	1	13	50	15	210	534	29	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	3	0	215	1	13	50	15	210	534	29	201
PCE Adj:	1.00 1.00	0.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
MLF Adj:	1.00 1.00	0.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
FinalVolume:	116	3	0	215	1	13	50	15	210	534	29	201
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600	1600 1600	1600	1600	1600 1600	1600		
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Lanes:	1.00 1.00	1.00		1.00 0.89	0.11	1.00 1.00	1.00	2.00	1.00 1.00			
Final Sat.:	1600 1600	1600		1600 1418	182	1600 1600	1600	3200	1600 1600			
Capacity Analysis Module:												
Vol/Sat:	0.07 0.00	0.00		0.13 0.00	0.07	0.03 0.01	0.13	0.17	0.02 0.13			
Crit Moves:	****			****			****	****				

Middle Harbor EIR
Future Year 2015
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.161
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	74	0	12	54	47	0	0	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	74	0	12	54	47	0	0	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	0	12	54	47	0	0	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	12	54	47	0	0	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	12	54	47	0	0	0	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.72	0.28	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	632	518	201	652	717	0	0	1392	807
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.12	0.00	0.06	0.08	0.07	xxxx	xxxx	0.00	0.16
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	8.9	7.8	7.8	8.6	7.9	0.0	0.0	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	7.8	7.8	8.6	7.9	0.0	0.0	0.0	7.9
LOS by Move:	*	*	*	A	A	A	A	A	*	*	*	A
ApproachDel:	xxxxxx			8.5			8.3			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.5			8.3			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	145	0	1305	0	0	1129	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	145	0	1305	0	0	1129	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	145	0	1305	0	0	1129	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	145	0	1305	0	0	1129	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	145	0	1305	0	0	1129	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.10	0.00	0.31	0.00	0.00	0.40	0.01
Crit Volume:	0					145	0				564	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Scenario Report

Scenario:	2015 Future Year Baseline AM
Command:	2015 Future Year Baseline AM
Volume:	2015 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	E	38.5	1.077	E	38.5	1.077	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	11.6	0.495	B	11.6	0.495	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	A	10.0	0.000	A	10.0	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	8.4	0.000	A	8.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	25.6	0.925	D	25.6	0.925	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	7.9	0.137	A	7.9	0.137	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	238	102	50	250	206	391	20	5	178	183	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	238	102	50	250	206	391	20	5	178	183	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	238	102	50	250	206	391	20	5	178	183	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	238	102	50	250	206	391	20	5	178	183	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	238	102	50	250	206	391	20	5	178	183	151
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.10	0.90
Final Sat.:	336	507	224	355	379	408	363	585	149	360	417	365
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.46	0.14	0.66	0.51	1.08	0.03	0.03	0.50	0.44	0.41
Crit Moves:		****			****		****			****		
Delay/Veh:	13.0	20.2	19.3	14.1	27.8	19.5	101.5	12.3	12.1	21.4	18.7	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	20.2	19.3	14.1	27.8	19.5	101.5	12.3	12.1	21.4	18.7	17.1
LOS by Move:	B	C	C	B	D	C	F	B	B	C	C	C
ApproachDel:		19.9			23.1			96.1			19.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.9			23.1			96.1			19.2	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.0	0.8	0.7	0.2	1.7	1.7	9.0	0.0	0.0	0.9	0.7	0.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	269	2	19	144	31	26	4	0	268	6	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	269	2	19	144	31	26	4	0	268	6	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	269	2	19	144	31	26	4	0	268	6	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	269	2	19	144	31	26	4	0	268	6	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	269	2	19	144	31	26	4	0	268	6	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.65	0.35	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	504	1085	8	490	881	194	489	524	0	541	12	672
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.16	0.16	0.05	0.01	xxxx	0.50	0.50	0.19
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	10.9	10.9	9.9	10.2	10.0	9.9	9.1	0.0	14.8	14.8	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	10.9	9.9	10.2	10.0	9.9	9.1	0.0	14.8	14.8	9.0
LOS by Move:	*	B	B	A	B	B	A	A	*	B	B	A
ApproachDel:		10.9			10.2			9.8			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			10.2			9.8			12.9	
LOS by Appr:		B			B			A			B	
AllWayAvgQ:	0.0	0.3	0.3	0.0	0.2	0.2	0.0	0.0	0.0	0.9	0.9	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[10.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	378		0			0	332		0			0	0		0			6		0		49	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	0	378		0			0	332		0			0	0		0			6		0		49	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Volume:	0	378		0			0	332		0			0	0		0			6		0		49	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	378		0			0	332		0			0	0		0			6		0		49	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx			6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										544	xxxx			189	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										474	xxxx			827	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										474	xxxx			827	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.01	xxxx			0.06	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.0	xxxx			0.2	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										12.7	xxxx			9.6	
LOS by Move:	*	*	*	*	*	*	*	*	*										B	*			A	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												10.0					
ApproachLOS:	*			*			*												A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[8.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	166	263		0			0	332		123			0	0		0			0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	166	263		0			0	332		123			0	0		0			0		0		0	
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:	166	263		0			0	332		0			0	0		0			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	166	263		0			0	332		0			0	0		0			0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	332	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	352		8			6	316		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	352		8			6	316		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	352		8			6	316		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	352		8			6	316		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	316	xxxx	xxxxx				360	xxxx	xxxxx				530	714		158			553	710		180		
Potent Cap.:	1256	xxxx	xxxxx				1210	xxxx	xxxxx				436	359		866			420	361		838		
Move Cap.:	1256	xxxx	xxxxx				1210	xxxx	xxxxx				430	354		866			400	356		838		
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.00	0.01		0.03			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	7.9	xxxx	xxxxx				8.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		9.3		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		A		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				354	xxxx		792			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.1			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				15.2	xxxx		9.7			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		A			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						10.1						9.3					
ApproachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0	0					0	0	0					0	0	0					0	0	0				
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	86	96		1				6	353		295				452		0		46			19		1		37		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	86	96		1				6	353		295				452		0		46			19		1		37		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	86	96		1				6	353		295				452		0		46			19		1		37		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	86	96		1				6	353		295				452		0		46			19		1		37		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	86	96		1				6	353		295				452		0		46			19		1		37		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.98		0.02				0.03	1.97		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	403	844		9				16	960		543				489		0		568			392		21		478		
Capacity Analysis Module:																												
Vol/Sat:	0.21	0.11		0.11				0.37	0.37		0.54				0.93	xxxx		0.08			0.05		0.05		0.08		
Crit Moves:	****										****				****										****		
Delay/Veh:	13.4	11.7		11.7				13.8	13.8		16.2				50.1		0.0		9.4			11.3		11.3		10.3		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	13.4	11.7		11.7				13.8	13.8		16.2				50.1		0.0		9.4			11.3		11.3		10.3		
LOS by Move:	B	B		B				B	B		C				F		*		A			B		B		B		
ApproachDel:		12.5							14.9								46.3							10.6				
Delay Adj:		1.00							1.00								1.00							1.00				
ApprAdjDel:		12.5							14.9								46.3							10.6				
LOS by Appr:		B							B								E							B				
AllWayAvgQ:	0.2	0.1		0.1				0.5	0.5		1.1				5.4		5.4		0.1			0.0		0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	28	520	0		0	598	188		132	0	14		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	520	0		0	598	188		132	0	14		0	0	0	
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:	28	520	0		0	598	0		132	0	14		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	520	0		0	598	0		132	0	14		0	0	0	
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:	28	520	0		0	598	0		132	0	14		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.00		0.00	0.19	0.00		0.05	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****					****			****							

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	187	2	414		285	0	10		6	75	60		368	112	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:	187	2	414		285	0	10		6	75	60		368	112	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	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	187	2	0		285	0	10		6	75	60		368	112	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	187	2	0		285	0	10		6	75	60		368	112	150	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	187	2	0		285	0	10		6	75	60		368	112	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	0.90	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.93	0.07		1.00	1.11	0.89		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1492	108		1600	1778	1422		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.00		0.18	0.00	0.09		0.00	0.04	0.04		0.13	0.07	0.09	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.137
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	25	11	113	0	0	172	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	25	11	113	0	0	172	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	25	11	113	0	0	172	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	25	11	113	0	0	172	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	25	11	113	0	0	172	119
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.18	1.82	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	634	722	129	1339	0	0	1482	868
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.03	0.09	0.08	xxxx	xxxx	0.12	0.14
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.5	8.0	7.9	0.0	0.0	8.1	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.5	8.0	7.9	0.0	0.0	8.1	7.5
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.0			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.0			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	83	0	886	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	3	0	83	0	886	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	3	0	83	0	886	0	0	850	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	83	0	886	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
Final Vol.:	0	0	0	3	0	83	0	886	0	0	850	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	0.00	0.00	0.06	0.00	0.21	0.00	0.00	0.30	0.01
Crit Vol:	0					83	0				425	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Scenario Report

Scenario:	2015 Future Year Baseline MD
Command:	2015 Future Year Baseline MD
Volume:	2015 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	95.1	1.580	F	95.1	1.580	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	15.8	0.672	C	15.8	0.672	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	16.2	0.000	C	16.2	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.1	0.000	A	9.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	15.9	0.738	C	15.9	0.738	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.314	A	xxxxx	0.314	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.1	0.154	A	8.1	0.154	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.580
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 95.1
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	424	111	75	306	180	492	56	6	186	174	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	424	111	75	306	180	492	56	6	186	174	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	424	111	75	306	180	492	56	6	186	174	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	424	111	75	306	180	492	56	6	186	174	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	424	111	75	306	180	492	56	6	186	174	223
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	309	533	142	313	336	354	311	562	61	318	332	356
Capacity Analysis Module:												
Vol/Sat:	0.02	0.80	0.78	0.24	0.91	0.51	1.58	0.10	0.10	0.58	0.52	0.63
Crit Moves:		****			****		****					****
Delay/Veh:	14.2	43.4	41.2	17.2	61.6	22.2	303.6	14.8	14.8	27.9	24.0	27.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	43.4	41.2	17.2	61.6	22.2	303.6	14.8	14.8	27.9	24.0	27.3
LOS by Move:	B	E	E	C	F	C	F	B	B	D	C	D
ApproachDel:		42.6			43.0			271.2			26.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		42.6			43.0			271.2			26.5	
LOS by Appr:		E			E			F			D	
AllWayAvgQ:	0.0	2.9	2.7	0.3	4.5	4.5	25.0	0.1	0.1	1.2	1.0	1.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	430	6	90	255	16	20	8	0	326	1	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	6	90	255	16	20	8	0	326	1	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	6	90	255	16	20	8	0	326	1	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	6	90	255	16	20	8	0	326	1	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	6	90	255	16	20	8	0	326	1	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	454	971	14	446	901	57	410	434	0	485	1	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.20	0.28	0.28	0.05	0.02	xxxx	0.67	0.67	0.22
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	15.0	15.0	12.3	12.6	12.5	11.2	10.4	0.0	22.8	22.8	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	12.3	12.6	12.5	11.2	10.4	0.0	22.8	22.8	10.4
LOS by Move:	*	C	C	B	B	B	B	B	*	C	C	B
ApproachDel:		15.0			12.5			11.0			19.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			12.5			11.0			19.3	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.7	0.7	0.2	0.4	0.4	0.0	0.0	0.0	1.7	1.7	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[16.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	571		0			0	468		0			0	0		0			3	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	571		0			0	468		0			0	0		0			3	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	571		0			0	468		0			0	0		0			3	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	571		0			0	468		0			0	0		0			3	0		0		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										805	xxxx		286		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										324	xxxx		717		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										324	xxxx		717		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.01	xxxx		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.0	xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										16.2	xxxx		xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*		*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												16.2					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: A[9.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	235	272		0			0	468		213			0	0		0			0	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	235	272		0			0	468		213			0	0		0			0	0		0		
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:	235	272		0			0	468		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	235	272		0			0	468		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	468	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	450		1			0	474		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	450		1			0	474		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	450		1			0	474		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	450		1			0	474		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							699	925	237	689	924	226						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							330	271	771	336	271	784						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							329	271	771	327	271	784						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01	0.02	0.00	0.00	0.01						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		9.6											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		A											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	271	xxxx	645	327	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	10.7	16.0	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			11.5			10.9														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	63	151		1			5	237		192			382		0		88		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	63	151		1			5	237		192			382		0		88		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	63	151		1			5	237		192			382		0		88		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	63	151		1			5	237		192			382		0		88		7		5		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:	63	151		1			5	237		192			382		0		88		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.04	1.96		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	441	936		6			21	990		563			518		0		615		263		188		515	
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.16		0.16			0.24	0.24		0.34			0.74	xxxx		0.14			0.03		0.03		0.06	
Crit Moves:		****								****			****										****	
Delay/Veh:	11.6	11.2		11.2			11.6	11.6		11.8			25.6		0.0		9.2		10.3		10.3		9.5	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.6	11.2		11.2			11.6	11.6		11.8			25.6		0.0		9.2		10.3		10.3		9.5	
LOS by Move:	B	B		B			B	B		B			D		*		A		B		B		A	
ApproachDel:		11.3						11.6						22.5						9.7				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		11.3						11.6						22.5						9.7				
LOS by Appr:		B						B						C						A				
AllWayAvgQ:	0.1	0.2		0.2			0.3	0.3		0.5			2.3	2.3		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	26	489	0	0	334	150	176	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	489	0	0	334	150	176	0	20	0	0	0
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:	26	489	0	0	334	0	176	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	489	0	0	334	0	176	0	20	0	0	0
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:	26	489	0	0	334	0	176	0	20	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.00	0.10	0.00	0.06	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

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:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	122	5	39	298	2	14	13	112	172	321	100	216
Growth Adj:	1.00	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	39	298	2	14	13	112	172	321	100	216
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	5	0	298	2	14	13	112	172	321	100	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	5	0	298	2	14	13	112	172	321	100	216
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	5	0	298	2	14	13	112	172	321	100	216
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1457	143	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.19	0.00	0.10	0.01	0.07	0.11	0.11	0.06	0.14
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.154
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 8.1
Optimal Cycle: 0 | 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	39	58	161	0	0	107	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:	0	0	0	0	0	39	58	161	0	0	107	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:	0	0	0	0	0	39	58	161	0	0	107	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	39	58	161	0	0	107	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:	0	0	0	0	0	39	58	161	0	0	107	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.53	1.47	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	634	723	377	1086	0	0	1410	818
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.05	0.15	0.15	xxxx	xxxx	0.08	0.09
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.3	0.0	0.0	8.1	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	7.6	8.6	8.3	0.0	0.0	8.1	7.5
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			8.4			7.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			8.4			7.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.349
Loss Time (sec): 10 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	109	0	1023	0	0	776	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	109	0	1023	0	0	776	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	109	0	1023	0	0	776	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	109	0	1023	0	0	776	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	109	0	1023	0	0	776	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.08	0.00	0.24	0.00	0.00	0.27	0.01
Crit Vol:	0					109	0				388	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Scenario Report

Scenario:	2015 Future Year Baseline PM
Command:	2015 Future Year Baseline PM
Volume:	2015 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	E	39.2	1.090	E	39.2	1.090	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	17.2	0.711	C	17.2	0.711	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	10.2	0.000	B	10.2	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.2	0.000	B	10.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	B	13.1	0.606	B	13.1	0.606	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.288	A	xxxxx	0.288	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.4	0.173	A	8.4	0.173	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	315	35	51	203	208	421	72	9	90	79	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	315	35	51	203	208	421	72	9	90	79	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	315	35	51	203	208	421	72	9	90	79	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	315	35	51	203	208	421	72	9	90	79	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	315	35	51	203	208	421	72	9	90	79	212
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	0.99	1.01	1.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	353	682	76	365	385	426	386	698	88	358	376	410
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.14	0.53	0.49	1.09	0.10	0.10	0.25	0.21	0.52
Crit Moves:		****			****		****					****
Delay/Veh:	12.6	19.3	19.0	13.8	21.0	18.5	102.8	12.4	12.3	15.5	14.3	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	19.3	19.0	13.8	21.0	18.5	102.8	12.4	12.3	15.5	14.3	19.6
LOS by Move:	B	C	C	B	C	C	F	B	B	C	B	C
ApproachDel:		19.2			19.1			88.2			17.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.2			19.1			88.2			17.5	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.0	0.8	0.8	0.2	1.0	1.0	9.7	0.1	0.1	0.3	0.2	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	438	3	188	62	20	59	21	0	343	3	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	438	3	188	62	20	59	21	0	343	3	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	438	3	188	62	20	59	21	0	343	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	438	3	188	62	20	59	21	0	343	3	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	438	3	188	62	20	59	21	0	343	3	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.51	0.49	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	449	965	7	432	697	231	418	443	0	482	4	572
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.44	0.09	0.09	0.14	0.05	xxxx	0.71	0.71	0.21
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	15.4	15.4	16.4	10.8	10.5	11.9	10.5	0.0	25.1	25.1	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.4	15.4	16.4	10.8	10.5	11.9	10.5	0.0	25.1	25.1	10.3
LOS by Move:	*	C	C	C	B	B	B	B	*	D	D	B
ApproachDel:		15.4			14.7			11.6			21.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			14.7			11.6			21.3	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.7	0.7	0.7	0.1	0.1	0.1	0.0	0.0	2.0	2.0	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[10.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	611	0	0	321	0	0	0	0	0	0	4				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	611	0	0	321	0	0	0	0	0	0	4				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	611	0	0	321	0	0	0	0	0	0	4				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	611	0	0	321	0	0	0	0	0	0	4				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	xxxx	306				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	xxxx	696				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	xxxx	696				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.01				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2						
ApproachLOS:	*			*			*			B						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	0	0	0 0	0	0
Volume Module:																
Base Vol:	415	199	0	0	321	126	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	415	199	0	0	321	126	0	0	0	0	0	0				
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:	415	199	0	0	321	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	415	199	0	0	321	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	321	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1250	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1250	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	623	0				5	322	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	623	0				5	322	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	623	0				5	322	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	623	0				5	322	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				623	xxxx	xxxxx				644	xxxx		161			794	955		312		
Potent Cap.:	xxxx	xxxx	xxxxx				968	xxxx	xxxxx				362	xxxx		862			282	260		690		
Move Cap.:	xxxx	xxxx	xxxxx				968	xxxx	xxxxx				360	xxxx		862			279	259		690		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				8.7	xxxx	xxxxx				xxxxx	xxxx		9.2			xxxxx	xxxx		10.2		
LOS by Move:	*	*	*				A	*	*				*	*		A			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		xxxxx			0	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*				*	*	*				*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						9.2						10.2					
ApproachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	93	150	3				4	176	172				312	0	99				37	2	54			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	93	150	3				4	176	172				312	0	99				37	2	54			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	93	150	3				4	176	172				312	0	99				37	2	54			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	93	150	3				4	176	172				312	0	99				37	2	54			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	93	150	3				4	176	172				312	0	99				37	2	54			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.96	0.04				0.04	1.96	1.00				1.00	0.00	1.00				0.95	0.05	1.00			
Final Sat.:	457	956	19				22	982	560				515	0	613				435	24	539			
Capacity Analysis Module:																								
Vol/Sat:	0.20	0.16	0.16				0.18	0.18	0.31				0.61	xxxx	0.16				0.09	0.09	0.10			
Crit Moves:	****								****				****								****			
Delay/Veh:	12.0	10.9	10.9				10.9	10.9	11.3				18.9	0.0	9.3				10.7	10.7	9.5			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	12.0	10.9	10.9				10.9	10.9	11.3				18.9	0.0	9.3				10.7	10.7	9.5			
LOS by Move:	B		B				B		B				C	*	A				B		B			
ApproachDel:	11.3						11.1						16.6						10.0					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	11.3						11.1						16.6						10.0					
LOS by Appr:	B						B						C						A					
AllWayAvgQ:	0.2	0.2	0.2				0.2	0.2	0.4				1.3	1.3	0.2				0.1	0.1	0.1			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.288
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	31	429	0	0	252	102	155	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	429	0	0	252	102	155	0	28	0	0	0
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:	31	429	0	0	252	0	155	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	429	0	0	252	0	155	0	28	0	0	0
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:	31	429	0	0	252	0	155	0	28	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.00	0.08	0.00	0.05	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	107	2	167	190	1	10	50	25	198	384	35	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	2	167	190	1	10	50	25	198	384	35	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	2	0	190	1	10	50	25	198	384	35	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	2	0	190	1	10	50	25	198	384	35	181
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	2	0	190	1	10	50	25	198	384	35	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1441	159	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.12	0.00	0.06	0.03	0.02	0.12	0.13	0.02	0.11
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2015
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.173
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	68	0	12	53	130	0	0	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	68	0	12	53	130	0	0	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	68	0	12	53	130	0	0	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	68	0	12	53	130	0	0	0	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	68	0	12	53	130	0	0	0	135
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.70	0.30	0.58	1.42	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	605	481	206	394	1007	0	0	1352	781
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	0.00	0.06	0.13	0.13	xxxx	xxxx	0.00	0.17
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	9.1	8.0	8.0	8.7	8.4	0.0	0.0	0.0	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.1	8.0	8.0	8.7	8.4	0.0	0.0	0.0	8.1
LOS by Move:	*	*	*	A	A	A	A	A	*	*	*	A
ApproachDel:	xxxxxx			8.7			8.5			8.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.7			8.5			8.1		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2015
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

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: 38 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	150	0	1293	0	0	1057	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	150	0	1293	0	0	1057	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	150	0	1293	0	0	1057	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	150	0	1293	0	0	1057	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	150	0	1293	0	0	1057	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.11	0.00	0.30	0.00	0.00	0.37	0.01
Crit Vol:	0					150	0				529	
Crit Moves:						****	****				****	

Appendix F: Year 2020 Peak-Hour Intersection Capacity Analysis Worksheets

Middle Harbor EIR
Future Year 2020
345-Acre

Scenario Report

Scenario:	2020 345-Acre AM
Command:	2020 345-Acre AM
Volume:	2020 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2020
345-Acre

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 Pico Ave / Pier G St & Harbor	F	56.6	1.144	F	56.6	1.144	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	16.7	0.700	C	16.7	0.700	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	16.5	0.000	C	16.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.4	0.000	A	9.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.0	0.000	B	12.0	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	41.5	1.107	E	41.5	1.107	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	11.2	0.355	B	11.2	0.355	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 56.6
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	399	102	49	363	185	370	26	4	188	102	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:	2	399	102	49	363	185	370	26	4	188	102	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	399	102	49	363	185	370	26	4	188	102	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	399	102	49	363	185	370	26	4	188	102	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	399	102	49	363	185	370	26	4	188	102	219
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	324	554	144	329	355	375	323	568	88	327	341	368
Capacity Analysis Module:												
Vol/Sat:	0.01	0.72	0.71	0.15	1.02	0.49	1.14	0.05	0.05	0.57	0.30	0.60
Crit Moves:		****			****		****					****
Delay/Veh:	13.6	35.0	33.5	15.1	86.3	20.7	128.7	13.7	13.6	27.0	17.4	25.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	35.0	33.5	15.1	86.3	20.7	128.7	13.7	13.6	27.0	17.4	25.4
LOS by Move:	B	E	D	C	F	C	F	B	B	D	C	D
A345-AcreroachDel:			34.6			60.1			120.1			24.4
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			34.6			60.1			120.1			24.4
LOS by A345-Acrer:			D			F			F			C
AllWayAvgQ:	0.0	2.2	2.0	0.2	7.2	7.2	10.3	0.0	0.0	1.2	0.4	1.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	0	364	2	30	158	183	127	81	1	295	29	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	364	2	30	158	183	127	81	1	295	29	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	364	2	30	158	183	127	81	1	295	29	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	2	30	158	183	127	81	1	295	29	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	364	2	30	158	183	127	81	1	295	29	127
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.99	0.01	0.91	0.09	1.00
Final Sat.:	409	876	5	408	438	478	420	439	5	422	41	534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.07	0.36	0.38	0.30	0.18	0.18	0.70	0.70	0.24
Crit Moves:		****				****	****					****
Delay/Veh:	0.0	15.6	15.6	11.7	14.7	13.9	14.0	11.9	11.9	25.4	25.4	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	11.7	14.7	13.9	14.0	11.9	11.9	25.4	25.4	11.1
LOS by Move:	*	C	C	B	B	B	B	B	B	D	D	B
A345-AcreroachDel:			15.6			14.1			13.2			21.3
Delay Adj:		1.00			1.00			1.00			1.00	
A345-AcrerAdjDel:			15.6			14.1			13.2			21.3
LOS by A345-Acrer:			C			B			B			C
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.5	0.5	0.4	0.2	0.2	1.9	1.9	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[16.5]

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	566		0		0	571		0		0	0		0		88	0		78	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	566		0		0	571		0		0	0		0		88	0		78	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	566		0		0	571		0		0	0		0		88	0		78	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	566		0		0	571		0		0	0		0		88	0		78	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3						
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		852	xxxx		283						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		303	xxxx		720						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		303	xxxx		720						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.29	xxxx		0.11						
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1.2	xxxx		0.4						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		21.7	xxxx		10.6						
LOS by Move:	*	*	*	*	*	*	*	*	*		C	*		B						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx							16.5						
A345-AcreroachLOS:	*			*			*							C						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.4]

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Ignore					Include					Include				
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	200	442		0		0	571		101		0	0		0		0	0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	200	442		0		0	571		101		0	0		0		0	0		0	
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:	200	442		0		0	571		0		0	0		0		0	0		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	200	442		0		0	571		0		0	0		0		0	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
A345-AcreroachLOS:	*			*			*			*										

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.0]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	569		8			6	556		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	569		8			6	556		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	569		8			6	556		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	569		8			6	556		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	556	xxxx	xxxxx				577	xxxx	xxxxx				879	1171		278			890	1167		289		
Potent Cap.:	1025	xxxx	xxxxx				1006	xxxx	xxxxx				245	194		725			241	195		714		
Move Cap.:	1025	xxxx	xxxxx				1006	xxxx	xxxxx				241	191		725			226	192		714		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.6	xxxx	xxxxx				8.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.1		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				191	xxxx		614			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				24.1	xxxx		11.2			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
A345-AcreroachDel:		xxxxxx						xxxxxx						12.0						10.1				
A345-AcreroachLOS:		*						*						B						B				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0	0					0	0	0					0	0	0					0	0	0				
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	113	250		1				6	562		285	485			0		53		19			1		37				
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
Initial Bse:	113	250		1				6	562		285	485			0		53		19			1		37				
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
PHF Volume:	113	250		1				6	562		285	485			0		53		19			1		37				
Reduct Vol:	0	0		0				0	0		0	0			0		0		0			0		0				
Reduced Vol:	113	250		1				6	562		285	485			0		53		19			1		37				
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
FinalVolume:	113	250		1				6	562		285	485			0		53		19			1		37				
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00	1.00			0.00		1.00		0.95			0.05		1.00				
Final Sat.:	380	801		3				10	898		497	438			0		494		348			18		417				
Capacity Analysis Module:																												
Vol/Sat:	0.30	0.31		0.31				0.63	0.63		0.57	1.11	xxxx		0.11		0.05		0.05			0.09						
Crit Moves:		****						****				****										****						
Delay/Veh:	15.7	15.3		15.3				22.8	22.7		18.9	103.3		0.0		10.5		12.5		12.5		11.6						
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00						
AdjDel/Veh:	15.7	15.3		15.3				22.8	22.7		18.9	103.3		0.0		10.5		12.5		12.5		11.6						
LOS by Move:	C	C		C				C	C		C	F		*		B		B		B		B						
A345-AcreroachDel:				15.4							21.5					94.2						11.9						
Delay Adj:		1.00						1.00				1.00						1.00										
A345-AcrerAdjDel:				15.4							21.5					94.2						11.9						
LOS by A345-Acrer:				C							C					F						B						
AllWayAvgQ:	0.4	0.4		0.4				1.5	1.5		1.2	11.2	11.2		0.1		0.1		0.1			0.1						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	24	704	0	0	802	184	164	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	704	0	0	802	184	164	0	9	0	0	0
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:	24	704	0	0	802	0	164	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	704	0	0	802	0	164	0	9	0	0	0
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:	24	704	0	0	802	0	164	0	9	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.00	0.25	0.00	0.06	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	219	2	505	249	0	17	11	220	75	406	224	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	2	505	249	0	17	11	220	75	406	224	214
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	2	0	249	0	17	11	220	75	406	224	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2	0	249	0	17	11	220	75	406	224	214
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	2	0	249	0	17	11	220	75	406	224	214
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.49	0.51	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1395	205	1600	2386	814	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.16	0.00	0.08	0.01	0.09	0.09	0.14	0.14	0.13
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	160	0	41	25	294	0	0	337	229												
Growth Adj:	1.00	1.00	1.00	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	41	25	294	0	0	337	229												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	1.00	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	41	25	294	0	0	337	229												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	160	0	41	25	294	0	0	337	229												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	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	41	25	294	0	0	337	229												
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	1.00	0.59	0.41	0.16	1.84	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	495	327	225	89	1060	0	0	1146	646												
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	0.32	0.00	0.18	0.28	0.28	xxxx	xxxx	0.29	0.35												
Crit Moves:				****			****					****												
Delay/Veh:	0.0	0.0	0.0	12.7	10.2	10.2	11.0	10.9	0.0	0.0	11.3	11.0												
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	12.7	10.2	10.2	11.0	10.9	0.0	0.0	11.3	11.0												
LOS by Move:	*	*	*	B	B	B	B	B	*	*	B	B												
A345-AcreroachDel:	xxxxxx			11.7			10.9					11.1												
Delay Adj:	xxxxx			1.00			1.00					1.00												
A345-AcrerAdjDel:	xxxxxx			11.7			10.9					11.1												
LOS by A345-Acrer:	*			B			B					B												
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.4	0.3	0.0	0.0	0.4	0.5												

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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:	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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0	3	0	209	161	979	0	0	918	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	3	0	209	161	979	0	0	918	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	3	0	209	161	979	0	0	918	10												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	3	0	209	161	979	0	0	918	10												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Final Vol.:	0	0	0	3	0	209	161	979	0	0	918	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	0.00	0.00	0.15	0.11	0.23	0.00	0.00	0.32	0.01												
Crit Vol:	0					209	0				459													
Crit Moves:						****	****				****													

Middle Harbor EIR
Future Year 2020
345-Acre

Scenario Report

Scenario:	2020 345-Acre MD
Command:	2020 345-Acre MD
Volume:	2020 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2020
345-Acre

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 Pico Ave / Pier G St & Harbor	F	100.6	1.350	F	100.6	1.350	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.2	0.754	C	19.2	0.754	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	21.6	0.000	C	21.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	13.7	0.000	B	13.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	33.4	1.021	D	33.4	1.021	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	10.6	0.325	B	10.6	0.325	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.350
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 100.6
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	6	424	201		83	420	188		404	149	5		166	52	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:	6	424	201		83	420	188		404	149	5		166	52	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:	6	424	201		83	420	188		404	149	5		166	52	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	424	201		83	420	188		404	149	5		166	52	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:	6	424	201		83	420	188		404	149	5		166	52	301	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.36	0.64		1.00	1.00	1.00		1.00	1.94	0.06		1.00	1.00	1.00	
Final Sat.:	303	443	216		301	321	337		299	589	20		299	309	334	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.96	0.93		0.28	1.31	0.56		1.35	0.25	0.25		0.56	0.17	0.90	
Crit Moves:		****				****			****						****	
Delay/Veh:	14.6	73.4	65.7		18.7	190	25.3		209.6	17.9	17.9		28.3	16.4	60.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.6	73.4	65.7		18.7	190	25.3		209.6	17.9	17.9		28.3	16.4	60.0	
LOS by Move:	B	F	F		C	F	D		F	C	C		D	C	F	
A345-AcreroachDel:		70.4				124.4				156.7					45.5	
Delay Adj:		1.00				1.00				1.00					1.00	
A345-AcrerAdjDel:		70.4				124.4				156.7					45.5	
LOS by A345-Acrer:		F				F				F					E	
AllWayAvgQ:	0.0	5.6	4.9		0.4	15.7	15.7		16.2	0.3	0.3		1.1	0.2	4.3	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	0	480	6		96	258	64		90	41	0		330	8	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	480	6		96	258	64		90	41	0		330	8	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	480	6		96	258	64		90	41	0		330	8	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	480	6		96	258	64		90	41	0		330	8	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	6		96	258	64		90	41	0		330	8	138	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.60	0.40		1.00	1.00	0.00		0.98	0.02	1.00	
Final Sat.:	409	878	11		403	698	177		391	411	0		438	11	517	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.55	0.55		0.24	0.37	0.36		0.23	0.10	xxxx		0.75	0.75	0.27	
Crit Moves:		****				****			****					****		
Delay/Veh:	0.0	19.2	19.2		13.8	15.0	14.6		13.7	11.7	0.0		30.1	30.1	11.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.2	19.2		13.8	15.0	14.6		13.7	11.7	0.0		30.1	30.1	11.7	
LOS by Move:	*	C	C		B	B	B		B	B	*		D	D	B	
A345-AcreroachDel:		19.2					14.6				13.1				24.8	
Delay Adj:		1.00					1.00				1.00				1.00	
A345-AcrerAdjDel:		19.2					14.6				13.1				24.8	
LOS by A345-Acrer:		C					B				B				C	
AllWayAvgQ:	0.0	1.1	1.1		0.3	0.5	0.5		0.3	0.1	0.1		2.4	2.4	0.3	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[21.6]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	685		0		0	0	688		0		0	0		0		16		0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00			
Initial Bse:	0	685		0		0	0	688		0		0	0		0		16		0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00			
PHF Volume:	0	685		0		0	0	688		0		0	0		0		16		0		0			
Reduct Vol:	0	0		0		0	0	0		0		0	0		0		0		0		0			
FinalVolume:	0	685		0		0	0	688		0		0	0		0		16		0		0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								6.8	xxxx			6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								3.5	xxxx			3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								1029	xxxx			343			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								233	xxxx			659			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								233	xxxx			659			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								0.07	xxxx			0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								0.2	xxxx			xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								21.6	xxxx			xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*								C	*			*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT								LT -	LTR -	RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*								*	*	*					
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx										21.6							
A345-AcreroachLOS:	*			*			*										C							

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.3]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	236	389		0		0	688		101		0		0		0		0		0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	236	389		0		0	688		101		0		0		0		0		0		0			
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:	236	389		0		0	688		0		0		0		0		0		0		0			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
FinalVolume:	236	389		0		0	688		0		0		0		0		0		0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	688	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	916	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	916	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.7]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	567		1		0	695		0		0	2		17		1		0		4				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
Initial Bse:	0	567		1		0	695		0		0	2		17		1		0		4				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00				
PHF Volume:	0	567		1		0	695		0		0	2		17		1		0		4				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0				
FinalVolume:	0	567		1		0	695		0		0	2		17		1		0		4				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							979	1263	348	916	1263	284						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							208	171	654	230	171	719						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							206	171	654	222	171	719						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01	0.03	0.00	0.00	0.01						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx													
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx													
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*													
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	xxxx	505	222	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.3	xxxx	12.4	21.3	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			13.7			12.3														
A345-AcreroachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 0 Level Of Service: D

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0		0		0	0		0		0		0	0		0		0		0	0		0		0	
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	70	260		1		5	338		204		489	0		90		7		5		30								
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00								
Initial Bse:	70	260		1		5	338		204		489	0		90		7		5		30								
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00								
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00								
PHF Volume:	70	260		1		5	338		204		489	0		90		7		5		30								
Reduct Vol:	0	0		0		0	0		0		0	0		0		0		0		0								
Reduced Vol:	70	260		1		5	338		204		489	0		90		7		5		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:	70	260		1		5	338		204		489	0		90		7		5		30								
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00								
Lanes:	1.00	1.99		0.01		0.03	1.97		1.00		1.00	0.00		1.00		0.58		0.42		1.00								
Final Sat.:	411	870		3		13	909		508		479	0		555		236		168		456								
Capacity Analysis Module:																												
Vol/Sat:	0.17	0.30		0.30		0.37	0.37		0.40		1.02	xxxx		0.16		0.03		0.03		0.07								
Crit Moves:		****							****		****									****								
Delay/Veh:	13.0	14.1		14.1		14.8	14.8		14.2		73.9	0.0		10.2		11.4		11.4		10.7								
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00								
AdjDel/Veh:	13.0	14.1		14.1		14.8	14.8		14.2		73.9	0.0		10.2		11.4		11.4		10.7								
LOS by Move:	B	B		B		B	B		B		F	*		B		B		B		B								
A345-AcreroachDel:				13.9					14.6					64.0						10.9								
Delay Adj:		1.00				1.00					1.00					1.00												
A345-AcrerAdjDel:				13.9					14.6					64.0						10.9								
LOS by A345-Acrer:				B					B					F						B								
AllWayAvgQ:	0.2	0.4		0.4		0.6	0.6		0.6		8.5	8.5		0.2		0.0		0.0		0.1								

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	28	700	0	0	452	177	198	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	700	0	0	452	177	198	0	15	0	0	0
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:	28	700	0	0	452	0	198	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	700	0	0	452	0	198	0	15	0	0	0
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:	28	700	0	0	452	0	198	0	15	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.00	0.14	0.00	0.07	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 1	0	2 0	1 0 1
Volume Module:												
Base Vol:	137	5	157	164	2	16	24	271	177	410	194	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	5	157	164	2	16	24	271	177	410	194	263
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	5	0	164	2	16	24	271	177	410	194	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	5	0	164	2	16	24	271	177	410	194	263
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	5	0	164	2	16	24	271	177	410	194	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	1.00	1.21	0.79	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1319	281	1600	1936	1264	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.10	0.00	0.06	0.02	0.14	0.14	0.14	0.12	0.16
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0		100	0		51	64		332	0		0		289	192							
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
Initial Bse:	0	0	0		100	0		51	64		332	0		0		289	192							
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
PHF Volume:	0	0	0		100	0		51	64		332	0		0		289	192							
Reduct Vol:	0	0	0		0	0		0	0		0	0		0		0	0							
Reduced Vol:	0	0	0		100	0		51	64		332	0		0		289	192							
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
FinalVolume:	0	0	0		100	0		51	64		332	0		0		289	192							
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
Lanes:	0.00	0.00	0.00		1.00	0.32		0.68	0.32		1.68	0.00		0.00		2.00	1.00							
Final Sat.:	0	0	0		495	185		384	197		1038	0		0		1180	667							
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx		0.20	0.00		0.13	0.32		0.32	xxxx		xxxx		0.24	0.29							
Crit Moves:					****				****								****							
Delay/Veh:	0.0	0.0	0.0		11.2	9.5		9.5	11.1		10.9	0.0		0.0		10.5	10.0							
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
AdjDel/Veh:	0.0	0.0	0.0		11.2	9.5		9.5	11.1		10.9	0.0		0.0		10.5	10.0							
LOS by Move:	*	*	*		B	A		A	B		B	*		*		B	A							
A345-AcreroachDel:	xxxxxx							10.5				10.9					10.3							
Delay Adj:	xxxxx							1.00				1.00					1.00							
A345-AcrerAdjDel:	xxxxxx							10.5				10.9					10.3							
LOS by A345-Acrer:	*							B				B					B							
AllWayAvgQ:	0.0	0.0	0.0		0.2	0.1		0.1	0.4		0.4	0.0		0.0		0.3	0.4							

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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:	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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0		14	0		230	126		1144	0		0		934	16							
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
Initial Bse:	0	0	0		14	0		230	126		1144	0		0		934	16							
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
PHF Volume:	0	0	0		14	0		230	126		1144	0		0		934	16							
Reduct Vol:	0	0	0		0	0		0	0		0	0		0		0	0							
Reduced Vol:	0	0	0		14	0		230	126		1144	0		0		934	16							
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00							
Final Vol.:	0	0	0		14	0		230	126		1144	0		0		934	16							
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425		1425	1425		1425	1425		1425	1425		1425		1425	1425							
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	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		0.16	0.09		0.27	0.00		0.00		0.33	0.01							
Crit Vol:	0							230	0							467								
Crit Moves:								****	****							****								

Middle Harbor EIR
Future Year 2020
345-Acre

Scenario Report

Scenario:	2020 345-Acre PM
Command:	2020 345-Acre PM
Volume:	2020 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2020
345-Acre

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 Pico Ave / Pier G St & Harbor	E	37.5	0.972	E	37.5	0.972	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	39.9	1.036	E	39.9	1.036	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	29.6	0.000	D	29.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	24.0	0.897	C	24.0	0.897	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	12.4	0.471	B	12.4	0.471	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	3	360	120		53	284	192		269	163	8		46	0	373	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	360	120		53	284	192		269	163	8		46	0	373	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	360	120		53	284	192		269	163	8		46	0	373	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	360	120		53	284	192		269	163	8		46	0	373	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	3	360	120		53	284	192		269	163	8		46	0	373	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.50	0.50		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.00	1.00	
Final Sat.:	330	537	183		336	360	383		338	666	33		325	337	384	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.67	0.65	0.16	0.79	0.50	0.80	0.24	0.24	0.14	0.00	0.97				
Crit Moves:		****				****		****				****				
Delay/Veh:	13.2	29.3	27.8	14.9	39.3	20.2	42.2	15.7	15.6	14.9	0.0	69.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	13.2	29.3	27.8	14.9	39.3	20.2	42.2	15.7	15.6	14.9	0.0	69.0				
LOS by Move:	B	D	D	B	E	C	E	C	C	B	*	F				
A345-AcreroachDel:			28.9			29.9			31.9			63.0				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			28.9			29.9			31.9			63.0				
LOS by A345-Acrer:			D			D			D			F				
AllWayAvgQ:	0.0	1.7	1.6	0.2	2.7	2.7	2.7	0.3	0.3	0.1	0.0	6.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	0	546	3		195	141	158		267	109	0		373	26	137	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	546	3		195	141	158		267	109	0		373	26	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	546	3		195	141	158		267	109	0		373	26	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	546	3		195	141	158		267	109	0		373	26	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	546	3		195	141	158		267	109	0		373	26	137	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	1.00	0.00		0.93	0.07	1.00	
Final Sat.:	338	724	4		338	352	379		366	381	0		360	25	428	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.75	0.75	0.58	0.40	0.42	0.73	0.29	xxxx	1.04	1.04	0.32				
Crit Moves:		****		****			****				****					
Delay/Veh:	0.0	36.6	36.6	26.1	19.0	18.2	33.8	15.4	0.0	86.7	86.7	14.5				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	36.6	36.6	26.1	19.0	18.2	33.8	15.4	0.0	86.7	86.7	14.5				
LOS by Move:	*	E	E	D	C	C	D	C	*	F	F	B				
A345-AcreroachDel:			36.6			21.5			28.5			68.2				
Delay Adj:		1.00			1.00			1.00			1.00					
A345-AcrerAdjDel:			36.6			21.5			28.5			68.2				
LOS by A345-Acrer:			E			C			D			F				
AllWayAvgQ:	0.0	2.4	2.4	1.2	0.6	0.7	2.2	0.4	0.4	8.0	8.0	0.4				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[29.6]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	915		0			0	620		0			0		0		0		28		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	915		0			0	620		0			0		0		0		28		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	915		0			0	620		0			0		0		0		28		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	915		0			0	620		0			0		0		0		28		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1225	xxxx	458			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										174	xxxx	556			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										174	xxxx	556			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.16	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.6	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										29.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										D	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx												29.6					
A345-AcreroachLOS:	*			*			*												D					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[11.1]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	378	421		0			0	620		119			0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	378	421		0			0	620		119			0		0		0		0		0		0	
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:	378	421		0			0	620		0			0		0		0		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	378	421		0			0	620		0			0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	970	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.0]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	807		0			5	621		0			0	0		7			0	0		1		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	807		0			5	621		0			0	0		7			0	0		1		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	807		0			5	621		0			0	0		7			0	0		1		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	807		0			5	621		0			0	0		7			0	0		1		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				807	xxxx	xxxxx				1035	xxxx		311			1128	1438		404		
Potent Cap.:	xxxx	xxxx	xxxxx				827	xxxx	xxxxx				189	xxxx		691			162	134		602		
Move Cap.:	xxxx	xxxx	xxxxx				827	xxxx	xxxxx				188	xxxx		691			159	134		602		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				9.4	xxxx	xxxxx				xxxxx	xxxx		10.3			xxxxx	xxxx		11.0		
LOS by Move:	*	*	*				A	*	*				*	*		B			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
A345-AcreroachDel:	xxxxxx						xxxxxx						10.3						11.0					
A345-AcreroachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	97	371		3				4	449		170				392		0		118			37		2		54		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	97	371		3				4	449		170				392		0		118			37		2		54		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	97	371		3				4	449		170				392		0		118			37		2		54		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	97	371		3				4	449		170				392		0		118			37		2		54		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	97	371		3				4	449		170				392		0		118			37		2		54		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.98		0.02				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	387	820		7				8	852		466				437		0		497			348		19		417		
Capacity Analysis Module:																												
Vol/Sat:	0.25	0.45		0.45				0.53	0.53		0.36				0.90	xxxx			0.24			0.11		0.11		0.13		
Crit Moves:		****						****							****											****		
Delay/Veh:	14.4	17.5		17.5				19.2	19.2		14.2				48.7		0.0		11.7			12.9		12.9		11.8		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	14.4	17.5		17.5				19.2	19.2		14.2				48.7		0.0		11.7			12.9		12.9		11.8		
LOS by Move:	B		C		C			C		C		B			E		*		B			B		B		B		
A345-AcreroachDel:					16.9							17.8							40.2							12.2		
Delay Adj:			1.00							1.00							1.00							1.00				
A345-AcrerAdjDel:					16.9							17.8							40.2							12.2		
LOS by A345-Acrer:					C							C							E							B		
AllWayAvgQ:	0.3		0.7		0.7			1.0		1.0		0.5			4.6		4.6		0.3			0.1		0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	33	729	0	0	526	123	176	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	729	0	0	526	123	176	0	27	0	0	0
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:	33	729	0	0	526	0	176	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	729	0	0	526	0	176	0	27	0	0	0
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:	33	729	0	0	526	0	176	0	27	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.00	0.16	0.00	0.06	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name: 9th Street Pico Ave

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	116	2	287	229	1	11	73	157	231	476	137	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2	287	229	1	11	73	157	231	476	137	309
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2	0	229	1	11	73	157	231	476	137	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2	0	229	1	11	73	157	231	476	137	309
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2	0	229	1	11	73	157	231	476	137	309
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1454	146	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.14	0.00	0.08	0.05	0.10	0.14	0.17	0.09	0.19
Crit Moves:	****			****					****	****		

Middle Harbor EIR
Future Year 2020
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				222	0	12				84	298	0				0	62	284			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				222	0	12				84	298	0				0	62	284			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				222	0	12				84	298	0				0	62	284			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				222	0	12				84	298	0				0	62	284			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				222	0	12				84	298	0				0	62	284			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00				1.00	0.90	0.10				0.44	1.56	0.00				0.00	2.00	1.00			
Final Sat.:	0	0	0				514	499	57				247	898	0				0	1068	603			
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx				0.43	0.00	0.21				0.34	0.33	xxxx				xxxx	0.06	0.47			
Crit Moves:							****						****								****			
Delay/Veh:	0.0	0.0	0.0				14.2	10.4	10.4				11.9	11.6	0.0				0.0	9.6	13.3			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				14.2	10.4	10.4				11.9	11.6	0.0				0.0	9.6	13.3			
LOS by Move:	*	*	*				B	B	B				B	B	*				*	A	B			
A345-AcreroachDel:	xxxxxx						12.9						11.7								12.6			
Delay Adj:	xxxxx						1.00						1.00								1.00			
A345-AcrerAdjDel:	xxxxxx						12.9						11.7								12.6			
LOS by A345-Acrer:	*						B						B								B			
AllWayAvgQ:	0.0	0.0	0.0				0.7	0.2	0.2				0.5	0.4	0.0				0.0	0.1	0.8			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound						South Bound						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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				29	0	326				138	1399	0				0	0	1213			18
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Initial Bse:	0	0	0				29	0	326				138	1399	0				0	0	1213			18
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Volume:	0	0	0				29	0	326				138	1399	0				0	0	1213			18
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Reduced Vol:	0	0	0				29	0	326				138	1399	0				0	0	1213			18
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Final Vol.:	0	0	0				29	0	326				138	1399	0				0	0	1213			18
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425				1425	1425	1425				1425	1425	1425				1425	1425	1425			1425
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Lanes:	0.00	0.00	0.00				1.00	0.00	1.00				1.00	3.00	0.00				0.00	0.00	2.00			1.00
Final Sat.:	0	0	0				1425	0	1425				1425	4275	0				0	0	2850			1425
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.02	0.00	0.23				0.10	0.33	0.00				0.00	0.00	0.43			0.01
Crit Vol:	0								326				0								607			
Crit Moves:									****				****								****			

Middle Harbor EIR
Future Year 2020
315-Acre

Scenario Report

Scenario:	2020 315-Acre AM
Command:	2020 315-Acre AM
Volume:	2020 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2020
315-Acre

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 Pico Ave / Pier G St & Harbor	E	48.8	1.072	E	48.8	1.072	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	16.1	0.675	C	16.1	0.675	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	15.3	0.000	C	15.3	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.6	0.000	B	11.6	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	32.1	1.005	D	32.1	1.005	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	11.0	0.340	B	11.0	0.340	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 48.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	400	101	47	393	194	319	24	5	156	69	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	400	101	47	393	194	319	24	5	156	69	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	400	101	47	393	194	319	24	5	156	69	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	400	101	47	393	194	319	24	5	156	69	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	400	101	47	393	194	319	24	5	156	69	223
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.40	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.00	1.00
Final Sat.:	330	567	146	337	367	385	331	556	118	328	341	369
Capacity Analysis Module:												
Vol/Sat:	0.01	0.71	0.69	0.14	1.07	0.50	0.96	0.04	0.04	0.48	0.20	0.60
Crit Moves:		****			****		****					****
Delay/Veh:	13.4	32.6	31.2	14.6	99.5	20.3	74.3	13.4	13.3	22.6	15.5	25.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	32.6	31.2	14.6	99.5	20.3	74.3	13.4	13.3	22.6	15.5	25.3
LOS by Move:	B	D	D	B	F	C	F	B	B	C	C	D
ApproachDel:		32.3			69.0			69.2			22.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.3			69.0			69.2			22.8	
LOS by Appr:		D			F			F			C	
AllWayAvgQ:	0.0	2.0	1.9	0.1	8.9	8.9	5.6	0.0	0.0	0.8	0.2	1.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	366	2	28	180	156	122	60	0	292	24	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	366	2	28	180	156	122	60	0	292	24	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	366	2	28	180	156	122	60	0	292	24	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	366	2	28	180	156	122	60	0	292	24	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	366	2	28	180	156	122	60	0	292	24	127
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.07	0.93	1.00	1.00	0.00	0.92	0.08	1.00
Final Sat.:	417	895	5	415	481	450	423	446	0	433	36	542
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.07	0.37	0.35	0.29	0.13	xxxx	0.68	0.68	0.23
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	15.2	15.2	11.5	14.6	13.2	13.7	11.3	0.0	23.7	23.7	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	15.2	11.5	14.6	13.2	13.7	11.3	0.0	23.7	23.7	10.9
LOS by Move:	*	C	C	B	B	B	B	B	*	C	C	B
ApproachDel:		15.2			13.8			12.9			20.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			13.8			12.9			20.0	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.5	0.5	0.4	0.1	0.1	1.8	1.8	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[15.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	563	0		0	523	0		0	0	0		74	0	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:	0	563	0		0	523	0		0	0	0		74	0	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	563	0		0	523	0		0	0	0		74	0	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	563	0		0	523	0		0	0	0		74	0	71	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		824	xxxx	282	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		315	xxxx	722	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		315	xxxx	722	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.23	xxxx	0.10	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.9	xxxx	0.3	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		19.9	xxxx	10.5	
LOS by Move:	*		*	*	*		*	*	*		*	*	C		*	B
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				15.3			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	192	440	0		0	523	103		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	192	440	0		0	523	103		0	0	0		0	0	0	
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:	192	440	0		0	523	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	192	440	0		0	523	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	523	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1054	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1054	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.18	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		*	*		*	*	*		*	*	*		*	*
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	560		8			6	507		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	560		8			6	507		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	560		8			6	507		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	560		8			6	507		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	507	xxxx	xxxxx				568	xxxx	xxxxx				825	1113		254			857	1109		284		
Potent Cap.:	1068	xxxx	xxxxx				1014	xxxx	xxxxx				268	210		752			254	211		719		
Move Cap.:	1068	xxxx	xxxxx				1014	xxxx	xxxxx				263	206		752			240	208		719		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.4	xxxx	xxxxx				8.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.0		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				206	xxxx		643			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				22.6	xxxx		10.9			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						11.6						10.0					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	106	253		1			6	518		298			444		0		52		19		1		37	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	106	253		1			6	518		298			444		0		52		19		1		37	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	106	253		1			6	518		298			444		0		52		19		1		37	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	106	253		1			6	518		298			444		0		52		19		1		37	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	106	253		1			6	518		298			444		0		52		19		1		37	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	383	808		3			10	899		499			442		0		500		352		19		422	
Capacity Analysis Module:																								
Vol/Sat:	0.28	0.31		0.31			0.58	0.58		0.60			1.00	xxxx		0.10			0.05	0.05		0.09		
Crit Moves:		****								****			****									****		
Delay/Veh:	15.3	15.2		15.2			20.6	20.6		19.8			72.7		0.0		10.4		12.5		12.5		11.5	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.3	15.2		15.2			20.6	20.6		19.8			72.7		0.0		10.4		12.5		12.5		11.5	
LOS by Move:	C	C		C			C	C		C			F		*		B		B		B		B	
ApproachDel:	15.2						20.3						66.2						11.8					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	15.2						20.3						66.2						11.8					
LOS by Appr:	C						C						F						B					
AllWayAvgQ:	0.4	0.4		0.4			1.3	1.3		1.4			7.6	7.6		0.1			0.1	0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	23	671	0	0	771	201	166	0	9	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	23	671	0	0	771	201	166	0	9	0	0	0				
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:	23	671	0	0	771	0	166	0	9	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	671	0	0	771	0	166	0	9	0	0	0				
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:	23	671	0	0	771	0	166	0	9	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.21	0.00	0.00	0.24	0.00	0.06	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****		****									

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	231	2	475	280	0	16	9	204	75	385	214	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	2	475	280	0	16	9	204	75	385	214	214
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2	0	280	0	16	9	204	75	385	214	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2	0	280	0	16	9	204	75	385	214	214
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2	0	280	0	16	9	204	75	385	214	214
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.46	0.54	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1427	173	1600	2340	860	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.17	0.00	0.09	0.01	0.09	0.09	0.13	0.13	0.13
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		145	0	43		25	304	0		0	338	222	
Growth Adj:	1.00	1.00	1.00		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	43		25	304	0		0	338	222	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		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	43		25	304	0		0	338	222	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		145	0	43		25	304	0		0	338	222	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	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	43		25	304	0		0	338	222	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.54	0.46		0.15	1.85	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		495	301	254		88	1080	0		0	1157	653	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.29	0.00	0.17		0.28	0.28	xxxx		xxxx	0.29	0.34	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		12.3	10.0	10.0		10.9	10.9	0.0		0.0	11.2	10.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		12.3	10.0	10.0		10.9	10.9	0.0		0.0	11.2	10.7	
LOS by Move:	*	*	*		B	A	A		B	B	*		*	B	B	
ApproachDel:	xxxxxx				11.4				10.9				11.0			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				11.4				10.9				11.0			
LOS by Appr:	*				B				B				B			
AllWayAvgQ:	0.0	0.0	0.0		0.4	0.2	0.2		0.4	0.4	0.0		0.0	0.4	0.5	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		3	0	204		147	995	0		0	903	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		3	0	204		147	995	0		0	903	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		3	0	204		147	995	0		0	903	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	204		147	995	0		0	903	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		3	0	204		147	995	0		0	903	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		0.00	0.00	0.14		0.10	0.23	0.00		0.00	0.32	0.01	
Crit Vol:	0						204		0					452		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2020
315-Acre

Scenario Report

Scenario:	2020 315-Acre MD
Command:	2020 315-Acre MD
Volume:	2020 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2020
315-Acre

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 Pico Ave / Pier G St & Harbor	F	87.0	1.311	F	87.0	1.311	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.3	0.762	C	19.3	0.762	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	20.4	0.000	C	20.4	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	10.0	0.000	A	10.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	13.4	0.000	B	13.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	23.6	0.906	C	23.6	0.906	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	11.2	0.360	B	11.2	0.360	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.311
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 87.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	440	186	84	434	170	359	124	4	160	34	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	440	186	84	434	170	359	124	4	160	34	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	440	186	84	434	170	359	124	4	160	34	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	440	186	84	434	170	359	124	4	160	34	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	440	186	84	434	170	359	124	4	160	34	281
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	311	473	205	308	331	347	307	603	19	303	314	340
Capacity Analysis Module:												
Vol/Sat:	0.02	0.93	0.91	0.27	1.31	0.49	1.17	0.21	0.21	0.53	0.11	0.83
Crit Moves:		****			****		****					****
Delay/Veh:	14.2	66.2	59.8	18.1	190	21.9	139.8	16.7	16.6	26.5	15.2	47.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	66.2	59.8	18.1	190	21.9	139.8	16.7	16.6	26.5	15.2	47.2
LOS by Move:	B	F	F	C	F	C	F	C	C	D	C	E
ApproachDel:		63.9			127.6			107.4			37.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		63.9			127.6			107.4			37.9	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	0.0	5.1	4.5	0.3	16.2	16.2	10.7	0.2	0.2	1.0	0.1	3.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	471	6	93	288	58	81	33	0	336	7	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	471	6	93	288	58	81	33	0	336	7	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	471	6	93	288	58	81	33	0	336	7	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	471	6	93	288	58	81	33	0	336	7	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	471	6	93	288	58	81	33	0	336	7	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.66	0.34	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	410	879	11	408	734	150	389	409	0	441	9	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.54	0.23	0.39	0.39	0.21	0.08	xxxx	0.76	0.76	0.25
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	18.8	18.8	13.5	15.3	14.9	13.4	11.5	0.0	30.7	30.7	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	18.8	13.5	15.3	14.9	13.4	11.5	0.0	30.7	30.7	11.5
LOS by Move:	*	C	C	B	C	B	B	B	*	D	D	B
ApproachDel:		18.8			14.9			12.9			25.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.8			14.9			12.9			25.4	
LOS by Appr:		C			B			B			D	
AllWayAvgQ:	0.0	1.0	1.0	0.3	0.6	0.6	0.2	0.1	0.1	2.5	2.5	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	665		0			0	649		0			0	0		0			14		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	0	665		0			0	649		0			0	0		0			14		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Volume:	0	665		0			0	649		0			0	0		0			14		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	665		0			0	649		0			0	0		0			14		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx			6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										990	xxxx			333	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										247	xxxx			669	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										247	xxxx			669	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.06	xxxx			0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.2	xxxx			xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										20.4	xxxx			xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*			*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												20.4					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[10.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	226	394		0			0	649		111			0	0		0			0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	226	394		0			0	649		111			0	0		0			0		0		0	
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:	226	394		0			0	649		0			0	0		0			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	226	394		0			0	649		0			0	0		0			0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	649	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	947	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	564		1			0	656		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	564		1			0	656		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	564		1			0	656		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	564		1			0	656		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							938	1221	328	894	1220	283						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							222	181	674	239	182	721						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							221	181	674	231	182	721						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01	0.03	0.00	0.00	0.01						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	524	231	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.1	xxxx	12.1	20.6	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			13.4			12.1														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	68	267		1			5	311		200			437		0		86		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	68	267		1			5	311		200			437		0		86		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	68	267		1			5	311		200			437		0		86		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	68	267		1			5	311		200			437		0		86		7		5		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:	68	267		1			5	311		200			437		0		86		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.03	1.97		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	415	879		3			15	912		511			482		0		561		238		170		460	
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.30		0.30			0.34	0.34		0.39			0.91	xxxx		0.15			0.03		0.03		0.07	
Crit Moves:		****								****			****										****	
Delay/Veh:	12.6	13.7		13.7			13.9	13.8		13.6			46.9		0.0		10.0		11.2		11.2		10.4	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	12.6	13.7		13.7			13.9	13.8		13.6			46.9		0.0		10.0		11.2		11.2		10.4	
LOS by Move:	B	B		B			B	B		B			E		*		A		B		B		B	
ApproachDel:		13.4						13.7						40.9						10.6				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.4						13.7						40.9						10.6				
LOS by Appr:		B						B						E						B				
AllWayAvgQ:	0.2	0.4		0.4			0.5	0.5		0.6			4.9	4.9		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	25	658	0	0	422	183	189	0	16	0	0	0
Growth Adj:	1.00	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	658	0	0	422	183	189	0	16	0	0	0
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:	25	658	0	0	422	0	189	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	658	0	0	422	0	189	0	16	0	0	0
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:	25	658	0	0	422	0	189	0	16	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.00	0.13	0.00	0.07	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	170	5	121	173	2	22	23	279	183	381	184	256
Growth Adj:	1.00	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	121	173	2	22	23	279	183	381	184	256
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	5	0	173	2	22	23	279	183	381	184	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	5	0	173	2	22	23	279	183	381	184	256
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	5	0	173	2	22	23	279	183	381	184	256
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.21	0.79	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1243	357	1600	1932	1268	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.11	0.00	0.06	0.01	0.14	0.14	0.13	0.12	0.16
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		106	0	51		64	363	0		0	356	207	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		106	0	51		64	363	0		0	356	207	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		106	0	51		64	363	0		0	356	207	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		106	0	51		64	363	0		0	356	207	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		106	0	51		64	363	0		0	356	207	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.35	0.65		0.30	1.70	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		480	192	356		178	1024	0		0	1157	651	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.22	0.00	0.14		0.36	0.35	xxxx		xxxx	0.31	0.32	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		11.7	9.8	9.8		11.7	11.5	0.0		0.0	11.4	10.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		11.7	9.8	9.8		11.7	11.5	0.0		0.0	11.4	10.5	
LOS by Move:	*	*	*		B	A	A		B	B	*		*	B	B	
ApproachDel:	xxxxxx				10.9				11.6				11.0			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				10.9				11.6				11.0			
LOS by Appr:	*				B				B				B			
AllWayAvgQ:	0.0	0.0	0.0		0.2	0.1	0.1		0.5	0.5	0.0		0.0	0.4	0.4	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		14	0	247		132	1127	0		0	916	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		14	0	247		132	1127	0		0	916	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		14	0	247		132	1127	0		0	916	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		14	0	247		132	1127	0		0	916	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		14	0	247		132	1127	0		0	916	16	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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	0.17		0.09	0.26	0.00		0.00	0.32	0.01	
Crit Vol:	0						247		0					458		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2020
315-Acre

Scenario Report

Scenario:	2020 315-Acre PM
Command:	2020 315-Acre PM
Volume:	2020 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2020
315-Acre

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 Pico Ave / Pier G St & Harbor	E	37.4	0.958	E	37.4	0.958	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	37.0	1.014	E	37.0	1.014	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	27.1	0.000	D	27.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.8	0.000	B	10.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	21.5	0.853	C	21.5	0.853	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	11.9	0.419	B	11.9	0.419	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	392	111	53	288	169	270	141	8	48	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	392	111	53	288	169	270	141	8	48	0	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	392	111	53	288	169	270	141	8	48	0	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	392	111	53	288	169	270	141	8	48	0	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	392	111	53	288	169	270	141	8	48	0	369
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	333	564	163	335	360	382	337	658	37	326	339	385
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.68	0.16	0.80	0.44	0.80	0.21	0.21	0.15	0.00	0.96
Crit Moves:		****			****		****					****
Delay/Veh:	13.1	30.5	29.1	14.8	40.2	18.4	42.4	15.2	15.1	14.9	0.0	65.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	30.5	29.1	14.8	40.2	18.4	42.4	15.2	15.1	14.9	0.0	65.2
LOS by Move:	B	D	D	B	E	C	E	C	C	B	*	F
ApproachDel:		30.1			30.4			32.7			59.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		30.1			30.4			32.7			59.4	
LOS by Appr:		D			D			D			F	
AllWayAvgQ:	0.0	1.9	1.7	0.2	2.8	2.8	2.7	0.2	0.2	0.2	0.0	5.7

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	545	3	201	146	142	232	96	0	377	22	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	545	3	201	146	142	232	96	0	377	22	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	3	201	146	142	232	96	0	377	22	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	3	201	146	142	232	96	0	377	22	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	3	201	146	142	232	96	0	377	22	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.01	0.99	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	346	742	4	346	367	383	367	383	0	372	22	439
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.73	0.58	0.40	0.37	0.63	0.25	xxxx	1.01	1.01	0.30
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	34.0	34.0	25.7	18.5	16.8	26.8	14.7	0.0	79.7	79.7	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	34.0	25.7	18.5	16.8	26.8	14.7	0.0	79.7	79.7	13.9
LOS by Move:	*	D	D	D	C	C	D	B	*	F	F	B
ApproachDel:		34.0			21.0			23.3			63.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.0			21.0			23.3			63.5	
LOS by Appr:		D			C			C			F	
AllWayAvgQ:	0.0	2.3	2.3	1.2	0.6	0.5	1.5	0.3	0.3	7.4	7.4	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	880	0		0	581	0		0	0	0		26	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	880	0		0	581	0		0	0	0		26	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	880	0		0	581	0		0	0	0		26	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	880	0		0	581	0		0	0	0		26	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1171	xxxx	440	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		189	xxxx	570	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		189	xxxx	570	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.14	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		27.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		D	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				27.1			
ApproachLOS:	*				*				*				D			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[10.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	370	396	0		0	581	126		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	370	396	0		0	581	126		0	0	0		0	0	0	
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:	370	396	0		0	581	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	370	396	0		0	581	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	581	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1003	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1003	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.37	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.7	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.8]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	0	774	0			5	583	0			0	0	7			0	0	1		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	774	0			5	583	0			0	0	7			0	0	1		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	774	0			5	583	0			0	0	7			0	0	1		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	774	0			5	583	0			0	0	7			0	0	1		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5	xxxx	6.9			7.5	6.5	6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	xxxx	3.3			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			774	xxxx	xxxxx			980	xxxx	292			1075	1367	387		
Potent Cap.:	xxxx	xxxx	xxxxx			851	xxxx	xxxxx			207	xxxx	711			176	148	617		
Move Cap.:	xxxx	xxxx	xxxxx			851	xxxx	xxxxx			206	xxxx	711			174	147	617		
Volume/Cap:	xxxx	xxxx	xxxx			0.01	xxxx	xxxx			0.00	xxxx	0.01			0.00	0.00	0.00		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	0.0			xxxx	xxxx	0.0		
Control Del:	xxxxx	xxxx	xxxxx			9.3	xxxx	xxxxx			xxxxx	xxxx	10.1			xxxxx	xxxx	10.8		
LOS by Move:	*	*	*			A	*	*			*	*	B			*	*	B		
Movement:	LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					10.1					10.8				
ApproachLOS:	*					*					B					B				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	0	1	1	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	96	346	3			4	424	171			378	0	112			37	2	54		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	96	346	3			4	424	171			378	0	112			37	2	54		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	96	346	3			4	424	171			378	0	112			37	2	54		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	96	346	3			4	424	171			378	0	112			37	2	54		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	96	346	3			4	424	171			378	0	112			37	2	54		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	1.98	0.02			0.02	1.98	1.00			1.00	0.00	1.00			0.95	0.05	1.00		
Final Sat.:	395	836	7			8	870	477			443	0	508			353	19	425		
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.41	0.41			0.49	0.49	0.36			0.85	xxxx	0.22			0.10	0.10	0.13		
Crit Moves:		****				****					****							****		
Delay/Veh:	14.1	16.3	16.3			17.7	17.7	13.8			41.2	0.0	11.4			12.6	12.6	11.5		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	14.1	16.3	16.3			17.7	17.7	13.8			41.2	0.0	11.4			12.6	12.6	11.5		
LOS by Move:	B	C	C			C	C	B			E	*	B			B	B	B		
ApproachDel:	15.8					16.6					34.4					12.0				
Delay Adj:	1.00					1.00					1.00					1.00				
ApprAdjDel:	15.8					16.6					34.4					12.0				
LOS by Appr:	C					C					D					B				
AllWayAvgQ:	0.3	0.6	0.6			0.9	0.9	0.5			3.7	3.7	0.3			0.1	0.1	0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	29	693	0	0	500	124	172	0	25	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	29	693	0	0	500	124	172	0	25	0	0	0				
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:	29	693	0	0	500	0	172	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	29	693	0	0	500	0	172	0	25	0	0	0				
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:	29	693	0	0	500	0	172	0	25	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.00	0.00	0.16	0.00	0.06	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	113	2	259	238	1	12	73	159	231	465	77	338				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	113	2	259	238	1	12	73	159	231	465	77	338				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	113	2	0	238	1	12	73	159	231	465	77	338				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	113	2	0	238	1	12	73	159	231	465	77	338				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	113	2	0	238	1	12	73	159	231	465	77	338				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1447	153	1600	1600	1600	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00	0.15	0.00	0.08	0.05	0.10	0.14	0.16	0.05	0.21				
Crit Moves:	****			****					****	****						

Middle Harbor EIR
Future Year 2020
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	218	0	12	83	312	0	0	73	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	12	83	312	0	0	73	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	218	0	12	83	312	0	0	73	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	218	0	12	83	312	0	0	73	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	218	0	12	83	312	0	0	73	231
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.90	0.10	0.42	1.58	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	520	504	59	241	923	0	0	1069	602
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.42	0.00	0.20	0.35	0.34	xxxx	xxxx	0.07	0.38
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	13.8	10.3	10.3	11.9	11.6	0.0	0.0	9.6	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	10.3	10.3	11.9	11.6	0.0	0.0	9.6	11.8
LOS by Move:	*	*	*	B	B	B	B	B	*	*	A	B
ApproachDel:	xxxxxx			12.6			11.6			11.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.6			11.6			11.3		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.2	0.2	0.5	0.5	0.0	0.0	0.1	0.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	272	136	1340	0	0	1174	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	272	136	1340	0	0	1174	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	272	136	1340	0	0	1174	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	272	136	1340	0	0	1174	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	272	136	1340	0	0	1174	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.19	0.10	0.31	0.00	0.00	0.41	0.01
Crit Vol:	0					272	0				587	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
NEPA

Scenario Report

Scenario:	2020 NEPA AM
Command:	2020 NEPA AM
Volume:	2020 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2020
NEPA

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 Pico Ave / Pier G St & Harbor	F	59.4	1.129	F	59.4	1.129	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	14.6	0.482	B	14.6	0.482	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.1	0.000	C	19.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.9	0.000	A	9.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	43.9	1.126	E	43.9	1.126	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	12.7	0.424	B	12.7	0.424	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 59.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	387	114	50	385	221	364	38	4	162	78	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:	2	387	114	50	385	221	364	38	4	162	78	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:	2	387	114	50	385	221	364	38	4	162	78	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	387	114	50	385	221	364	38	4	162	78	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:	2	387	114	50	385	221	364	38	4	162	78	245
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	322	535	161	330	356	377	322	590	62	323	336	364
Capacity Analysis Module:												
Vol/Sat:	0.01	0.72	0.71	0.15	1.08	0.59	1.13	0.06	0.06	0.50	0.23	0.67
Crit Moves:		****			****		****					****
Delay/Veh:	13.7	35.4	33.6	15.1	104	24.2	123.5	14.0	13.9	24.0	16.3	30.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	35.4	33.6	15.1	104	24.2	123.5	14.0	13.9	24.0	16.3	30.0
LOS by Move:	B	E	D	C	F	C	F	B	B	C	C	D
ApproachDel:		34.9			70.2			112.2			25.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.9			70.2			112.2			25.8	
LOS by Appr:		D			F			F			D	
AllWayAvgQ:	0.0	2.2	2.0	0.2	9.0	9.0	9.8	0.1	0.1	0.9	0.3	1.8

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	412	2	34	240	157	112	73	0	191	26	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	2	34	240	157	112	73	0	191	26	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	2	34	240	157	112	73	0	191	26	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	412	2	34	240	157	112	73	0	191	26	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	412	2	34	240	157	112	73	0	191	26	92
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.21	0.79	1.00	1.00	0.00	0.88	0.12	1.00
Final Sat.:	433	932	5	435	573	398	425	450	0	396	54	520
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.08	0.42	0.39	0.26	0.16	xxxx	0.48	0.48	0.18
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	15.5	15.5	11.3	14.9	13.7	13.3	11.5	0.0	16.9	16.9	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	15.5	11.3	14.9	13.7	13.3	11.5	0.0	16.9	16.9	10.6
LOS by Move:	*	C	C	B	B	B	B	B	*	C	C	B
ApproachDel:		15.5			14.2			12.6			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			14.2			12.6			15.0	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	0.0	0.7	0.7	0.1	0.7	0.6	0.3	0.2	0.2	0.8	0.8	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[19.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	581		0		0	644		0			0	0		0			106	0		79			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	0	581		0		0	644		0			0	0		0			106	0		79			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Volume:	0	581		0		0	644		0			0	0		0			106	0		79			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	0	581		0		0	644		0			0	0		0			106	0		79			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx		6.9									
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			903	xxxx		291									
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			281	xxxx		712									
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			281	xxxx		712									
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.38	xxxx		0.11									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1.7	xxxx		0.4									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			25.4	xxxx		10.7									
LOS by Move:	*	*	*	*	*	*	*	*	*			D	*		B									
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					19.1												
ApproachLOS:	*			*			*					C												

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	209	450		0		0	644		78			0	0		0			0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	209	450		0		0	644		78			0	0		0			0	0		0			
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:	209	450		0		0	644		0			0	0		0			0	0		0			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	209	450		0		0	644		0			0	0		0			0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	644	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	951	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.5]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	13	586		8		6	628		0		0		2		29	0		0		3
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	13	586		8		6	628		0		0		2		29	0		0		3
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	13	586		8		6	628		0		0		2		29	0		0		3
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	13	586		8		6	628		0		0		2		29	0		0		3
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5	6.5		6.9		7.5	6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	628	xxxx	xxxxx			594	xxxx	xxxxx			959	1260		314		943	1256		297	
Potent Cap.:	964	xxxx	xxxxx			992	xxxx	xxxxx			214	172		688		220	173		705	
Move Cap.:	964	xxxx	xxxxx			992	xxxx	xxxxx			210	169		688		206	170		705	
Volume/Cap:	0.01	xxxx	xxxx			0.01	xxxx	xxxx			0.00	0.01		0.04		0.00	0.00		0.00	
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx		0.0	
Control Del:	8.8	xxxx	xxxxx			8.7	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx		10.1	
LOS by Move:	A	*		*		A	*		*		*		*			*		*		B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			169	xxxx		574		0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx		0.2		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			26.6	xxxx		11.6		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		D	*		B		*	*		*	
ApproachDel:	xxxxxx					xxxxxx					12.5					10.1				
ApproachLOS:	*					*					B					B				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.126
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 43.9
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Lanes:	1	0	1	1	0	0	1	1	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	114	257		1		6	608		290		487		0		56	19		1		37
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	114	257		1		6	608		290		487		0		56	19		1		37
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	114	257		1		6	608		290		487		0		56	19		1		37
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	114	257		1		6	608		290		487		0		56	19		1		37
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	114	257		1		6	608		290		487		0		56	19		1		37
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	1.99		0.01		0.02	1.98		1.00		1.00		0.00		1.00	0.95		0.05		1.00
Final Sat.:	375	788		3		9	894		494		432		0		486	344		18		411
Capacity Analysis Module:																				
Vol/Sat:	0.30	0.33		0.33		0.68	0.68		0.59		1.13	xxxx		0.12		0.06	0.06		0.09	
Crit Moves:		****				****					****								****	
Delay/Veh:	16.0	15.7		15.7		25.7	25.7		19.5		110.3		0.0		10.7	12.7	12.7		11.7	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00	1.00		1.00	
AdjDel/Veh:	16.0	15.7		15.7		25.7	25.7		19.5		110.3		0.0		10.7	12.7	12.7		11.7	
LOS by Move:	C		C		C	D		D		C	F		*		B	B		B		B
ApproachDel:		15.8					23.7					100.0					12.1			
Delay Adj:		1.00					1.00					1.00					1.00			
ApprAdjDel:		15.8					23.7					100.0					12.1			
LOS by Appr:		C					C					F					B			
AllWayAvgQ:	0.4	0.5		0.4		1.9	1.9		1.3		11.9	11.9		0.1		0.1	0.1		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	14	726	0	0	848	209	164	0	11	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	726	0	0	848	209	164	0	11	0	0	0				
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:	14	726	0	0	848	0	164	0	11	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	14	726	0	0	848	0	164	0	11	0	0	0				
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:	14	726	0	0	848	0	164	0	11	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23	0.00	0.00	0.27	0.00	0.06	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****		****									

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	240	2	521	241	0	19	59	280	74	402	247	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:	240	2	521	241	0	19	59	280	74	402	247	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2	0	241	0	19	59	280	74	402	247	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2	0	241	0	19	59	280	74	402	247	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	2	0	241	0	19	59	280	74	402	247	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	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.58	0.42	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1366	234	1600	2531	669	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.00	0.15	0.00	0.08	0.04	0.11	0.11	0.14	0.15	0.14
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	202	0	31	21	368	0	0	356	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	202	0	31	21	368	0	0	356	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	202	0	31	21	368	0	0	356	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	202	0	31	21	368	0	0	356	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	202	0	31	21	368	0	0	356	255
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.73	0.27	0.11	1.89	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	479	385	140	59	1036	0	0	1075	602
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.42	0.00	0.22	0.36	0.36	xxxx	xxxx	0.33	0.42
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	14.8	11.0	11.0	12.4	12.4	0.0	0.0	12.3	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.8	11.0	11.0	12.4	12.4	0.0	0.0	12.3	12.6
LOS by Move:	*	*	*	B	B	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.4			12.4			12.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.4			12.4			12.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.3	0.3	0.5	0.5	0.0	0.0	0.5	0.7

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	231	192	1024	0	0	986	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	3	0	231	192	1024	0	0	986	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	3	0	231	192	1024	0	0	986	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	231	192	1024	0	0	986	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	231	192	1024	0	0	986	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	0.00	0.00	0.16	0.13	0.24	0.00	0.00	0.35	0.01
Crit Vol:	0					231	0				493	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
NEPA

Scenario Report

Scenario:	2020 NEPA MD
Command:	2020 NEPA MD
Volume:	2020 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2020
NEPA

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 Pico Ave / Pier G St & Harbor	F	102.2	1.346	F	102.2	1.346	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.4	0.763	C	19.4	0.763	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	21.5	0.000	C	21.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	13.8	0.000	B	13.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	34.1	1.030	D	34.1	1.030	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	11.4	0.361	B	11.4	0.361	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.346
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 102.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	430	196	78	432	182	407	146	5	160	48	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	430	196	78	432	182	407	146	5	160	48	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	430	196	78	432	182	407	146	5	160	48	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	430	196	78	432	182	407	146	5	160	48	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	430	196	78	432	182	407	146	5	160	48	295
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	306	453	213	303	324	340	302	594	20	300	311	336
Capacity Analysis Module:												
Vol/Sat:	0.02	0.95	0.92	0.26	1.33	0.54	1.35	0.25	0.25	0.53	0.15	0.88
Crit Moves:		****			****		****					****
Delay/Veh:	14.4	71.1	63.8	18.2	199	24.1	207.6	17.6	17.6	27.0	16.1	55.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	71.1	63.8	18.2	199	24.1	207.6	17.6	17.6	27.0	16.1	55.6
LOS by Move:	B	F	F	C	F	C	F	C	C	D	C	F
ApproachDel:	68.4			132.9			156.2			42.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	68.4			132.9			156.2			42.7		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	0.0	5.4	4.8	0.3	16.7	16.7	16.2	0.3	0.3	1.0	0.2	3.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	484	6	96	270	59	77	38	1	336	7	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	484	6	96	270	59	77	38	1	336	7	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	6	96	270	59	77	38	1	336	7	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	6	96	270	59	77	38	1	336	7	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	484	6	96	270	59	77	38	1	336	7	136
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.64	0.36	1.00	0.97	0.03	0.98	0.02	1.00
Final Sat.:	412	882	11	406	718	160	389	399	11	441	9	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.24	0.38	0.37	0.20	0.10	0.10	0.76	0.76	0.26
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	19.2	19.2	13.7	15.0	14.7	13.3	11.6	11.6	30.7	30.7	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	19.2	13.7	15.0	14.7	13.3	11.6	11.6	30.7	30.7	11.6
LOS by Move:	*	C	C	B	C	B	B	B	B	D	D	B
ApproachDel:	19.2			14.7			12.7			25.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.2			14.7			12.7			25.3		
LOS by Appr:	C			B			B			D		
AllWayAvgQ:	0.0	1.1	1.1	0.3	0.5	0.5	0.2	0.1	0.1	2.5	2.5	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[21.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	674		0		0	706		0			0	0		0			16	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	0	674		0		0	706		0			0	0		0			16	0		0			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Volume:	0	674		0		0	706		0			0	0		0			16	0		0			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	0	674		0		0	706		0			0	0		0			16	0		0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	xxxx		6.9									
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1027	xxxx		337									
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			234	xxxx		665									
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			234	xxxx		665									
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.07	xxxx		0.00									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.2	xxxx		xxxxx									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			21.5	xxxx		xxxxx									
LOS by Move:	*	*	*	*	*	*	*	*	*			C	*		*									
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					21.5												
ApproachLOS:	*			*			*					C												

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	228	386		0		0	706		136			0	0		0			0	0		0			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	228	386		0		0	706		136			0	0		0			0	0		0			
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:	228	386		0		0	706		0			0	0		0			0	0		0			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	228	386		0		0	706		0			0	0		0			0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	706	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
Potent Cap.:	902	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
Move Cap.:	902	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
LOS by Move:	B	*	*	*	*	*	*	*	*			*	*	*										
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx										
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					xxxxxx												
ApproachLOS:	*			*			*					*												

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[13.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	556		1		0	0	713		0		0	0	2		17		1	0			4		
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
Initial Bse:	0	556		1		0	0	713		0		0	0	2		17		1	0			4		
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Volume:	0	556		1		0	0	713		0		0	0	2		17		1	0			4		
Reduct Vol:	0	0		0		0	0	0		0		0	0	0		0		0	0			0		
FinalVolume:	0	556		1		0	0	713		0		0	0	2		17		1	0			4		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5		6.9		7.5	6.5			6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0		3.3		3.5	4.0			3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							991	1270		357		914	1270			279		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							203	170		646		231	170			725		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							202	170		646		223	170			725		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.03		0.00	0.00			0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		A											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	xxxx	498	223	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.5	xxxx	12.5	21.2	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			13.8			12.2														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0		0	0	0		0		0	0	0		0		0	0	0		0		0
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	70	258		1		5	391		198		487		0		90		7		5			30		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
Initial Bse:	70	258		1		5	391		198		487		0		90		7		5			30		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
PHF Volume:	70	258		1		5	391		198		487		0		90		7		5			30		
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0			0		
Reduced Vol:	70	258		1		5	391		198		487		0		90		7		5			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:	70	258		1		5	391		198		487		0		90		7		5			30		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
Lanes:	1.00	1.99		0.01		0.03	1.97		1.00		1.00		0.00		1.00		0.58		0.42			1.00		
Final Sat.:	405	858		3		12	911		508		473		0		547		233		166			449		
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.30		0.30		0.43	0.43		0.39		1.03	xxxx	0.16		0.03		0.03		0.07					
Crit Moves:		****				****					****								****					
Delay/Veh:	13.2	14.3		14.3		16.0	16.0		14.0		76.8		0.0		10.3		11.5		11.5			10.8		
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
AdjDel/Veh:	13.2	14.3		14.3		16.0	16.0		14.0		76.8		0.0		10.3		11.5		11.5			10.8		
LOS by Move:	B	B		B		C	C		B		F		*		B		B		B			B		
ApproachDel:		14.0					15.3						66.4						11.0					
Delay Adj:		1.00					1.00						1.00						1.00					
ApprAdjDel:		14.0					15.3						66.4						11.0					
LOS by Appr:		B					C						F						B					
AllWayAvgQ:	0.2	0.4		0.4		0.7	0.7		0.6		8.7		8.7		0.2		0.0		0.0			0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	27	699	0	0	501	179	188	0	17	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	27	699	0	0	501	179	188	0	17	0	0	0				
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:	27	699	0	0	501	0	188	0	17	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	27	699	0	0	501	0	188	0	17	0	0	0				
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:	27	699	0	0	501	0	188	0	17	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.00	0.00	0.16	0.00	0.07	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	144	5	162	247	2	17	27	237	231	403	191	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	5	162	247	2	17	27	237	231	403	191	266
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	5	0	247	2	17	27	237	231	403	191	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	5	0	247	2	17	27	237	231	403	191	266
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	5	0	247	2	17	27	237	231	403	191	266
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.01	0.99	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1395	205	1600	1621	1579	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.15	0.00	0.08	0.02	0.15	0.15	0.14	0.12	0.17
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	142	0	51	64	341	0	0	302	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	51	64	341	0	0	302	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	51	64	341	0	0	302	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	51	64	341	0	0	302	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	142	0	51	64	341	0	0	302	229
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.47	0.53	0.32	1.68	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	487	259	290	182	986	0	0	1126	634
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.29	0.00	0.18	0.35	0.35	xxxx	xxxx	0.27	0.36
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	12.4	10.1	10.1	11.9	11.7	0.0	0.0	11.1	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	10.1	10.1	11.9	11.7	0.0	0.0	11.1	11.2
LOS by Move:	*	*	*	B	B	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			11.5			11.7			11.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.5			11.7			11.2		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	0.5	0.5	0.0	0.0	0.3	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	270	170	1110	0	0	901	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	270	170	1110	0	0	901	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	270	170	1110	0	0	901	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	270	170	1110	0	0	901	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	270	170	1110	0	0	901	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.19	0.12	0.26	0.00	0.00	0.32	0.01
Crit Vol:	0					270	0				451	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
NEPA

Scenario Report

Scenario:	2020 NEPA PM
Command:	2020 NEPA PM
Volume:	2020 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2020
NEPA

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 Pico Ave / Pier G St & Harbor	E	36.3	0.905	E	36.3	0.905	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	35.8	1.005	E	35.8	1.005	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	27.2	0.000	D	27.2	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	24.3	0.908	C	24.3	0.908	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	12.7	0.504	B	12.7	0.504	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 D/V

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	404	94	53	287	188	312	128	8	48	0	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:	4	404	94	53	287	188	312	128	8	48	0	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	404	94	53	287	188	312	128	8	48	0	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	404	94	53	287	188	312	128	8	48	0	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	404	94	53	287	188	312	128	8	48	0	326
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	328	586	138	332	362	382	345	655	41	321	334	376
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.68	0.16	0.79	0.49	0.90	0.20	0.19	0.15	0.00	0.87
Crit Moves:		****			****		****					****
Delay/Veh:	13.1	30.1	29.0	14.8	39.4	19.6	58.3	14.7	14.6	15.1	0.0	47.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	30.1	29.0	14.8	39.4	19.6	58.3	14.7	14.6	15.1	0.0	47.8
LOS by Move:	B	D	D	B	E	C	F	B	B	C	*	E
ApproachDel:		29.8			29.9			45.1			43.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		29.8			29.9			45.1			43.6	
LOS by Appr:		D			D			E			E	
AllWayAvgQ:	0.0	1.8	1.7	0.2	2.7	2.7	4.3	0.2	0.2	0.2	0.0	3.7

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	515	3	215	137	144	236	97	0	375	22	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:	0	515	3	215	137	144	236	97	0	375	22	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	3	215	137	144	236	97	0	375	22	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	3	215	137	144	236	97	0	375	22	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3	215	137	144	236	97	0	375	22	134
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	345	737	4	348	364	391	369	384	0	373	22	441
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.70	0.62	0.38	0.37	0.64	0.25	xxxx	1.01	1.01	0.30
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	31.2	31.1	27.4	17.9	16.6	27.2	14.7	0.0	77.2	77.2	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.2	31.1	27.4	17.9	16.6	27.2	14.7	0.0	77.2	77.2	13.9
LOS by Move:	*	D	D	D	C	C	D	B	*	F	F	B
ApproachDel:		31.2			21.7			23.6			61.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.2			21.7			23.6			61.3	
LOS by Appr:		D			C			C			F	
AllWayAvgQ:	0.0	1.9	1.9	1.4	0.6	0.5	1.5	0.3	0.3	7.2	7.2	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.2]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0	0	1
Volume Module:																
Base Vol:	0	858	0	0	631	0	0	0	0	26	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	858	0	0	631	0	0	0	0	26	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	858	0	0	631	0	0	0	0	26	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	858	0	0	631	0	0	0	0	26	0	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1174	xxxx	429				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	580				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	580				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.00				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.2	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.2						
ApproachLOS:	*			*			*			D						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[11.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0 2	0	0	0	0 1	1	0	0	0 0	0	0	0	0	0	0
Volume Module:																
Base Vol:	377	360	0	0	631	117	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	377	360	0	0	631	117	0	0	0	0	0	0				
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:	377	360	0	0	631	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	377	360	0	0	631	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	631	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	961	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	961	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	743		0			5	633		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	743		0			5	633		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	743		0			5	633		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	743		0			5	633		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		4.1		xxxx	xxxxx		7.5			xxxx		6.9		7.5		6.5		6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2		xxxx	xxxxx		3.5			xxxx		3.3		3.5		4.0		3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		743		xxxx	xxxxx		1015			xxxx		317		1069		1386		372			
Potent Cap.:	xxxx	xxxx	xxxxx		873		xxxx	xxxxx		195			xxxx		685		178		144		632			
Move Cap.:	xxxx	xxxx	xxxxx		873		xxxx	xxxxx		194			xxxx		685		176		144		632			
Volume/Cap:	xxxx	xxxx	xxxx		0.01		xxxx	xxxx		0.00			xxxx		0.01		0.00		0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.0		xxxx	xxxxx		xxxx			xxxx		0.0		xxxx		xxxx		0.0			
Control Del:	xxxxx	xxxx	xxxxx		9.1		xxxx	xxxxx		xxxxx			xxxx		10.3		xxxxx		xxxx		10.7			
LOS by Move:	*	*	*		A		*	*		*			*		B		*		*		B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx			xxxx		xxxxx		0		xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shared LOS:	*	*	*		*		*	*		*			*		*		*		*		*			
ApproachDel:	xxxxxx				xxxxxx					10.3					10.7									
ApproachLOS:	*				*					B					B									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	98	307		3				4	461		171				403		0		116			37		2		54		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	98	307		3				4	461		171				403		0		116			37		2		54		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	98	307		3				4	461		171				403		0		116			37		2		54		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	98	307		3				4	461		171				403		0		116			37		2		54		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	98	307		3				4	461		171				403		0		116			37		2		54		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.98		0.02				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	385	812		8				8	869		476				444		0		507			354		19		426		
Capacity Analysis Module:																												
Vol/Sat:	0.25	0.38		0.38				0.53	0.53		0.36				0.91		xxxx		0.23			0.10		0.10		0.13		
Crit Moves:		****						****							****												****	
Delay/Veh:	14.5	15.9		15.8				19.0	19.0		13.9				50.1		0.0		11.5			12.7		12.7		11.6		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	14.5	15.9		15.8				19.0	19.0		13.9				50.1		0.0		11.5			12.7		12.7		11.6		
LOS by Move:	B		C		C			C		C		B			F		*		B			B		B		B		
ApproachDel:		15.5							17.6							41.5							12.1					
Delay Adj:		1.00							1.00							1.00							1.00					
ApprAdjDel:		15.5							17.6							41.5							12.1					
LOS by Appr:		C							C							E							B					
AllWayAvgQ:	0.3	0.5		0.5		1.0		1.0		0.5		4.8		4.8		0.3		0.1		0.1		0.1						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	31	675	0		0	539	112		172	0	25		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	675	0		0	539	112		172	0	25		0	0	0	
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:	31	675	0		0	539	0		172	0	25		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	675	0		0	539	0		172	0	25		0	0	0	
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:	31	675	0		0	539	0		172	0	25		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.00		0.00	0.17	0.00		0.06	0.00	0.02		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****				****				****							

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	113	2	277		242	1	12		54	159	234		473	80	309	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	113	2	277		242	1	12		54	159	234		473	80	309	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	113	2	0		242	1	12		54	159	234		473	80	309	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	2	0		242	1	12		54	159	234		473	80	309	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	113	2	0		242	1	12		54	159	234		473	80	309	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.91	0.09		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1449	151		1600	1600	1600		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00		0.15	0.00	0.08		0.03	0.10	0.15		0.16	0.05	0.19	
Crit Moves:	****				****						****		****			

Middle Harbor EIR
Future Year 2020
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	223	0	13	47	344	0	0	63	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	223	0	13	47	344	0	0	63	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	223	0	13	47	344	0	0	63	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	13	47	344	0	0	63	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	223	0	13	47	344	0	0	63	303
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.24	1.76	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	509	491	61	136	1010	0	0	1063	601
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	0.00	0.21	0.34	0.34	xxxx	xxxx	0.06	0.50
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	14.4	10.5	10.5	11.9	11.7	0.0	0.0	9.6	14.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	10.5	10.5	11.9	11.7	0.0	0.0	9.6	14.0
LOS by Move:	*	*	*	B	B	B	B	B	*	*	A	B
ApproachDel:	xxxxxx			13.1			11.8			13.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.1			11.8			13.2		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.2	0.2	0.5	0.5	0.0	0.0	0.1	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	311	142	1329	0	0	1113	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	311	142	1329	0	0	1113	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	311	142	1329	0	0	1113	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	311	142	1329	0	0	1113	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	311	142	1329	0	0	1113	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.22	0.10	0.31	0.00	0.00	0.39	0.01
Crit Vol:	0					311	0				557	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
No Project

Scenario Report

Scenario:	2020 NP AM
Command:	2020 NP AM
Volume:	2020 NP AM Peak
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	NP

Middle Harbor EIR
Future Year 2020
No 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 Pico Ave / Pier G St & Harbor	F	79.5	1.320	F	79.5	1.320	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	17.3	0.711	C	17.3	0.711	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	14.0	0.000	B	14.0	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.5	0.000	B	12.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	52.5	1.195	F	52.5	1.195	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	10.1	0.287	B	10.1	0.287	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.320
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 79.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	437	127	49	435	265	316	40	8	196	136	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	437	127	49	435	265	316	40	8	196	136	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	437	127	49	435	265	316	40	8	196	136	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	437	127	49	435	265	316	40	8	196	136	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	437	127	49	435	265	316	40	8	196	136	286
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00
Final Sat.:	301	505	149	304	329	349	296	497	101	312	324	349
Capacity Analysis Module:												
Vol/Sat:	0.00	0.87	0.85	0.16	1.32	0.76	1.07	0.08	0.08	0.63	0.42	0.82
Crit Moves:		****			****		****					****
Delay/Veh:	14.4	55.1	51.8	16.2	194	38.3	107.4	15.2	15.0	31.4	21.2	45.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	55.1	51.8	16.2	194	38.3	107.4	15.2	15.0	31.4	21.2	45.3
LOS by Move:	B	F	F	C	F	E	F	C	C	D	C	E
ApproachDel:		54.3			127.2			95.3			35.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		54.3			127.2			95.3			35.6	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	0.0	3.9	3.5	0.2	16.5	16.5	7.6	0.1	0.1	1.5	0.7	3.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	488	2	29	185	81	60	33	0	326	13	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:	0	488	2	29	185	81	60	33	0	326	13	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	488	2	29	185	81	60	33	0	326	13	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	2	29	185	81	60	33	0	326	13	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	488	2	29	185	81	60	33	0	326	13	134
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.39	0.61	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	443	956	4	415	629	286	411	435	0	458	18	556
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.07	0.29	0.28	0.15	0.08	xxxx	0.71	0.71	0.24
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	17.0	17.0	11.5	13.3	12.7	12.1	10.9	0.0	25.6	25.6	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	17.0	11.5	13.3	12.7	12.1	10.9	0.0	25.6	25.6	10.8
LOS by Move:	*	C	C	B	B	B	B	B	*	D	D	B
ApproachDel:		17.0			12.9			11.7			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.0			12.9			11.7			21.4	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.9	0.9	0.1	0.4	0.3	0.1	0.1	0.1	2.0	2.0	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[14.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	588	0	0	654	0	0	0	0	39	0	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	588	0	0	654	0	0	0	0	39	0	74				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	588	0	0	654	0	0	0	0	39	0	74				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	0	588	0	0	654	0	0	0	0	39	0	74				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	915	xxxx	294				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	708				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	708				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.10				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	0.3				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.2	xxxx	10.7				
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	B				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.0						
ApproachLOS:	*			*			*			B						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	276	385	0	0	654	111	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	276	385	0	0	654	111	0	0	0	0	0	0				
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:	276	385	0	0	654	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	276	385	0	0	654	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	654	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	943	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	943	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	548		8			6	640		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	548		8			6	640		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	548		8			6	640		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	13	548		8			6	640		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx	xxxxx			6.5		6.9	xxxxx	xxxx		6.9					
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx	xxxxx			4.0		3.3	xxxxx	xxxx		3.3					
Capacity Module:																								
Cnflict Vol:	640	xxxx	xxxxx				556	xxxx	xxxxx		xxxx		1234		320		xxxx	xxxx		278				
Potent Cap.:	954	xxxx	xxxxx				1025	xxxx	xxxxx		xxxx		178		682		xxxx	xxxx		725				
Move Cap.:	954	xxxx	xxxxx				1025	xxxx	xxxxx		xxxx		175		682		xxxx	xxxx		725				
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx		xxxx		0.01		0.04		xxxx	xxxx		0.00				
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			0.0					
Control Del:	8.8	xxxx	xxxxx				8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx				10.0					
LOS by Move:	A	*	*				A	*	*	*	*	*	*	*	A									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				175	xxxx	574		0	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	0.2	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				25.8	xxxx	11.6	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*				*	*	*				D	*	B	*	*	*						
ApproachDel:	xxxxxx						xxxxxx						12.5			10.0								
ApproachLOS:	*						*						B			A								

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.195
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 52.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	108	188		1			6	636		285			524		0		60		26		1		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:	108	188		1			6	636		285			524		0		60		26		1		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:	108	188		1			6	636		285			524		0		60		26		1		40	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	108	188		1			6	636		285			524		0		60		26		1		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	
Final Vol.:	108	188		1			6	636		285			524		0		60		26		1		40	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.96		0.04		1.00	
Final Sat.:	372	779		4			9	913		506			439		0		496		356		14		421	
Capacity Analysis Module:																								
Vol/Sat:	0.29	0.24		0.24			0.70	0.70		0.56			1.19	xxxx	0.12		0.07		0.07		0.10			
Crit Moves:	****						****						****								****			
Delay/Veh:	15.8	14.4		14.3			26.3	26.2		18.4			134.4		0.0		10.6		12.7		12.7		11.6	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.8	14.4		14.3			26.3	26.2		18.4			134.4		0.0		10.6		12.7		12.7		11.6	
LOS by Move:	C	B		B			D	D		C			F		*		B		B		B		B	
ApproachDel:	14.9						23.8						121.7						12.0					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	14.9						23.8						121.7						12.0					
LOS by Appr:	B						C						F						B					
AllWayAvgQ:	0.4	0.3		0.3			2.0	2.0		1.2			15.0	15.0	0.1		0.1		0.1		0.1			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #7 Pico Avenue, Pier C Street

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	28	689	0	0	857	222	182	0	17	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	28	689	0	0	857	222	182	0	17	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	28	689	0	0	857	0	182	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	689	0	0	857	0	182	0	17	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Final Vol.:	28	689	0	0	857	0	182	0	17	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	1600 3200	0	0	3200	3200	3200	0	1600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.22	0.00	0.00	0.27	0.00	0.06	0.00	0.01	0.00	0.00	0.00	
OvlAdjV/S :								0.00				
Crit Moves:	****			****		****						

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	183	2	585	258	0	13	8	214	62	422	212	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	1.00 1.00	1.00	1.00
Initial Bse:	183	2	585	258	0	13	8	214	62	422	212	203
User Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	183	2	0	258	0	13	8	214	62	422	212	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2	0	258	0	13	8	214	62	422	212	203
PCE Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Final Vol.:	183	2	0	258	0	13	8	214	62	422	212	203
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00	1.00 0.90	0.10	1.00	1.00 1.55	0.45	2.00	1.00	1.00	
Final Sat.:	1600 1600	1600	1600	1446	154	1600	2481	719	3200	1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.11 0.00	0.00	0.16	0.00	0.08	0.01	0.09	0.09	0.13	0.13	0.13	
Crit Moves:	****			****			****			****		

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		152	0	41		26	192	0		0	262	188	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		152	0	41		26	192	0		0	262	188	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		152	0	41		26	192	0		0	262	188	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		152	0	41		26	192	0		0	262	188	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		152	0	41		26	192	0		0	262	188	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.58	0.42		0.24	1.76	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		529	343	254		141	1051	0		0	1207	684	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.29	0.00	0.16		0.18	0.18	xxxx		xxxx	0.22	0.27	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		11.7	9.5	9.5		9.8	9.7	0.0		0.0	10.0	9.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		11.7	9.5	9.5		9.8	9.7	0.0		0.0	10.0	9.6	
LOS by Move:	*	*	*		B	A	A		A	A	*		*	B	A	
ApproachDel:	xxxxxx					10.8				9.7				9.9		
Delay Adj:	xxxxx					1.00				1.00				1.00		
ApprAdjDel:	xxxxxx					10.8				9.7				9.9		
LOS by Appr:	*					B				A				A		
AllWayAvgQ:	0.0	0.0	0.0		0.4	0.2	0.2		0.2	0.2	0.0		0.0	0.3	0.4	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		3	0	167		149	1037	0		0	891	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		3	0	167		149	1037	0		0	891	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		3	0	167		149	1037	0		0	891	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	167		149	1037	0		0	891	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		3	0	167		149	1037	0		0	891	11	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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		0.00	0.00	0.12		0.10	0.24	0.00		0.00	0.31	0.01	
Crit Vol:	0						167		0					446		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2020
No Project

Scenario Report

Scenario:	2020 NP MD
Command:	2020 NP MD
Volume:	2020 NP 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:	NP

Middle Harbor EIR
Future Year 2020
No 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 Pico Ave / Pier G St & Harbor	F	136.8	1.603	F	136.8	1.603	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	D	29.3	0.938	D	29.3	0.938	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	23.9	0.000	C	23.9	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	12.7	0.000	B	12.7	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	C	15.1	0.000	C	15.1	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	127.2	1.594	F	127.2	1.594	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	8.9	0.240	A	8.9	0.240	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	1.603
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	136.8
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	0 0	1 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	5	536	195	82	502	221	345	111	6	196	71	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	536	195	82	502	221	345	111	6	196	71	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	536	195	82	502	221	345	111	6	196	71	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	536	195	82	502	221	345	111	6	196	71	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	536	195	82	502	221	345	111	6	196	71	358
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	298	467	174	299	313	333	287	564	31	298	310	332
Capacity Analysis Module:												
Vol/Sat:	0.02	1.15	1.12	0.27	1.60	0.66	1.20	0.20	0.20	0.66	0.23	1.08
Crit Moves:		****			****		****					****
Delay/Veh:	14.8	130	120.3	19.1	312	32.2	153.9	17.6	17.5	34.9	17.6	105.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	130	120.3	19.1	312	32.2	153.9	17.6	17.5	34.9	17.6	105.3
LOS by Move:	B	F	F	C	F	D	F	C	C	D	C	F
ApproachDel:	126.7			205.3			119.4			73.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	126.7			205.3			119.4			73.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	10.6	9.6	0.4	25.9	25.9	11.1	0.2	0.2	1.7	0.3	8.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	0	599	6	89	335	28	39	20	0	412	4	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	599	6	89	335	28	39	20	0	412	4	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	599	6	89	335	28	39	20	0	412	4	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	599	6	89	335	28	39	20	0	412	4	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	599	6	89	335	28	39	20	0	412	4	158
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.85	0.15	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	402	864	9	390	769	65	366	385	0	439	4	510
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.69	0.23	0.44	0.43	0.11	0.05	xxxx	0.94	0.94	0.31
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	26.6	26.5	14.1	17.1	16.9	13.0	11.9	0.0	56.1	56.1	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	26.5	14.1	17.1	16.9	13.0	11.9	0.0	56.1	56.1	12.5
LOS by Move:	*	D	D	B	C	C	B	B	*	F	F	B
ApproachDel:	26.6			16.5			12.6			44.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.6			16.5			12.6			44.1		
LOS by Appr:	D			C			B			E		
AllWayAvgQ:	0.0	1.9	1.9	0.3	0.7	0.7	0.1	0.0	0.0	5.6	5.6	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[23.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	714	0	0	847	0	0	0	0	8	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	714	0	0	847	0	0	0	0	8	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	714	0	0	847	0	0	0	0	8	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	714	0	0	847	0	0	0	0	8	0	0				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1138	xxxx	357				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	xxxx	645				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	xxxx	645				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.00				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.9	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.9						
ApproachLOS:	*			*			*			C						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[12.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	336	308	0	0	847	172	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	336	308	0	0	847	172	0	0	0	0	0	0				
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:	336	308	0	0	847	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	336	308	0	0	847	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	847	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	799	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	799	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.42	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	2.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[15.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	548		2			0	855		0			0		2		18		1		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	548		2			0	855		0			0		2		18		1		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	548		2			0	855		0			0		2		18		1		0		5	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	548		2			0	855		0			0		2		18		1		0		5	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9		7.5	6.5	6.9					
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3		3.5	4.0	3.3					
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1129	1405		428		978	1404			275		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							161	141		581		208	141			729		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							160	141		581		199	141			729		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.03		0.01	0.00			0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx													
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx													
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*													
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	141	xxxx	443	199	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.0	xxxx	13.5	23.2	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			15.1			12.2														
ApproachLOS:	*			*			C			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.594
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 127.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	81	163		1			5	537		183			746		0		122		9		5		34	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	81	163		1			5	537		183			746		0		122		9		5		34	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	81	163		1			5	537		183			746		0		122		9		5		34	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	81	163		1			5	537		183			746		0		122		9		5		34	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	81	163		1			5	537		183			746		0		122		9		5		34	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.64		0.36		1.00	
Final Sat.:	388	815		5			9	934		517			468		0		541		254		141		446	
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.20		0.20			0.58	0.58		0.35			1.59	xxxx		0.23			0.04		0.04		0.08	
Crit Moves:	****						****						****										****	
Delay/Veh:	14.0	13.3		13.3			19.9	19.9		13.2			296.9		0.0		11.0		11.7		11.7		10.9	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.0	13.3		13.3			19.9	19.9		13.2			296.9		0.0		11.0		11.7		11.7		10.9	
LOS by Move:	B	B		B			C	C		B			F		*		B		B		B		B	
ApproachDel:		13.5						18.2						256.7						11.1				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.5						18.2						256.7						11.1				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.2	0.2		0.2			1.3	1.3		0.5			37.2	37.2		0.3			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	32	843	0	0	618	214	214	0	22	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	32	843	0	0	618	214	214	0	22	0	0	0				
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:	32	843	0	0	618	0	214	0	22	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	32	843	0	0	618	0	214	0	22	0	0	0				
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:	32	843	0	0	618	0	214	0	22	0	0	0				
OvlAdjVol:									0							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26	0.00	0.00	0.19	0.00	0.07	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	141	6	225	350	2	29	17	216	180	535	166	308
Growth Adj:	1.00	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	6	225	350	2	29	17	216	180	535	166	308
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	6	0	350	2	29	17	216	180	535	166	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	6	0	350	2	29	17	216	180	535	166	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	6	0	350	2	29	17	216	180	535	166	308
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	0.85	0.15	1.00	1.09	0.91	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1356	244	1600	1745	1455	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.22	0.00	0.12	0.01	0.12	0.12	0.17	0.10	0.19
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1
Volume Module:																
Base Vol:	0	0	0	0	0	63	81	247	0	0	203	94				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	63	81	247	0	0	203	94				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	63	81	247	0	0	203	94				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	63	81	247	0	0	203	94				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	0	63	81	247	0	0	203	94				
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.49	1.51	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	0	576	650	338	1063	0	0	1325	760				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	0.00	0.10	0.24	0.23	xxxx	xxxx	0.15	0.12				
Crit Moves:						****	****				****					
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	8.3	9.5	9.2	0.0	0.0	9.0	8.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	8.3	9.5	9.2	0.0	0.0	9.0	8.0				
LOS by Move:	*	*	*	*	*	A	A	A	*	*	A	A				
ApproachDel:	xxxxxx				8.3			9.2			8.6					
Delay Adj:	xxxxx				1.00			1.00			1.00					
ApprAdjDel:	xxxxxx				8.3			9.2			8.6					
LOS by Appr:	*				A			A			A					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.2	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #10 Farragut Ave & Anaheim St

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:	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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	14	0	146	23	1210	0	0	967	16				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	14	0	146	23	1210	0	0	967	16				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	14	0	146	23	1210	0	0	967	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	14	0	146	23	1210	0	0	967	16				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	14	0	146	23	1210	0	0	967	16				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.10	0.02	0.28	0.00	0.00	0.34	0.01				
Crit Volume:	0					146	0				484					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2020
No Project

Scenario Report

Scenario:	2020 NP PM
Command:	2020 NP PM
Volume:	2020 NP 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:	NP

Middle Harbor EIR
Future Year 2020
No 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 Pico Ave / Pier G St & Harbor	F	53.2	1.081	F	53.2	1.081	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	37.8	1.034	E	37.8	1.034	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	24.5	0.000	C	24.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.5	0.000	B	10.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	58.3	1.233	F	58.3	1.233	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	10.5	0.343	B	10.5	0.343	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	411	68	56	266	203	351	129	9	109	62	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	411	68	56	266	203	351	129	9	109	62	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	411	68	56	266	203	351	129	9	109	62	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	411	68	56	266	203	351	129	9	109	62	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	411	68	56	266	203	351	129	9	109	62	376
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	315	579	97	319	338	361	325	619	43	320	333	368
Capacity Analysis Module:												
Vol/Sat:	0.01	0.71	0.70	0.18	0.79	0.56	1.08	0.21	0.21	0.34	0.19	1.02
Crit Moves:		****			****		****					****
Delay/Veh:	14.0	34.8	33.9	16.0	42.3	24.2	107.7	15.9	15.8	19.1	15.5	84.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	34.8	33.9	16.0	42.3	24.2	107.7	15.9	15.8	19.1	15.5	84.8
LOS by Move:	B	D	D	C	E	C	F	C	C	C	C	F
ApproachDel:		34.5			32.5			81.8			63.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.5			32.5			81.8			63.8	
LOS by Appr:		D			D			F			F	
AllWayAvgQ:	0.0	2.1	2.0	0.2	2.7	2.7	8.5	0.2	0.2	0.5	0.2	7.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	610	3	182	129	71	117	49	1	432	11	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	3	182	129	71	117	49	1	432	11	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	610	3	182	129	71	117	49	1	432	11	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	3	182	129	71	117	49	1	432	11	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	610	3	182	129	71	117	49	1	432	11	158
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.29	0.71	1.00	0.98	0.02	0.98	0.02	1.00
Final Sat.:	387	830	4	369	505	290	373	384	8	418	11	488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.73	0.49	0.26	0.25	0.31	0.13	0.13	1.03	1.03	0.32
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	31.2	31.2	21.0	14.6	14.0	16.0	12.7	12.7	81.7	81.7	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.2	31.2	21.0	14.6	14.0	16.0	12.7	12.7	81.7	81.7	13.2
LOS by Move:	*	D	D	C	B	B	C	B	B	F	F	B
ApproachDel:		31.2			17.5			15.1			63.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.2			17.5			15.1			63.7	
LOS by Appr:		D			C			C			F	
AllWayAvgQ:	0.0	2.3	2.3	0.9	0.3	0.3	0.4	0.1	0.1	8.4	8.4	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[24.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	846		0			0	587		0			0		0		0		13		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	846		0			0	587		0			0		0		0		13		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	846		0			0	587		0			0		0		0		13		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	846		0			0	587		0			0		0		0		13		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1140	xxxx	423			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										198	xxxx	585			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										198	xxxx	585			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.07	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										24.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												24.5					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	450	278		0			0	587		171			0		0		0		0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	450	278		0			0	587		171			0		0		0		0		0		0	
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:	450	278		0			0	587		0			0		0		0		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	450	278		0			0	587		0			0		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	587	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	998	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	2.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	704	0				7	590	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	704	0				7	590	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	704	0				7	590	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	704	0				7	590	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				704	xxxx	xxxxx				956	xxxx		295			1013	1308	352			
Potent Cap.:	xxxx	xxxx	xxxxx				903	xxxx	xxxxx				216	xxxx		707			196	161	650			
Move Cap.:	xxxx	xxxx	xxxxx				903	xxxx	xxxxx				214	xxxx		707			193	160	650			
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx	0.0			
Control Del:	xxxxx	xxxx	xxxxx				9.0	xxxx	xxxxx				xxxxx	xxxx		10.1			xxxxx	xxxx	10.5			
LOS by Move:	*	*	*				A	*	*				*	*		B			*	*	B			
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		xxxxx			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*		*			*	*	*			
ApproachDel:	xxxxxx						xxxxxx						10.1						10.5					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.233
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 58.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	88	221	3				4	441	161				565	0	144				44	2	61			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	88	221	3				4	441	161				565	0	144				44	2	61			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	88	221	3				4	441	161				565	0	144				44	2	61			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	88	221	3				4	441	161				565	0	144				44	2	61			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	88	221	3				4	441	161				565	0	144				44	2	61			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.97	0.03				0.02	1.98	1.00				1.00	0.00	1.00				0.96	0.04	1.00			
Final Sat.:	384	803	11				8	880	485				458	0	527				371	17	444			
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.28	0.28				0.50	0.50	0.33				1.23	xxxx	0.27				0.12	0.12	0.14			
Crit Moves:		****					****						****								****			
Delay/Veh:	14.4	14.4	14.4				18.3	18.3	13.5				147.3	0.0	11.8				12.7	12.7	11.6			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	14.4	14.4	14.4				18.3	18.3	13.5				147.3	0.0	11.8				12.7	12.7	11.6			
LOS by Move:	B		B				B		C				F	*	B				B		B			
ApproachDel:		14.4						17.1						119.7						12.1				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		14.4						17.1						119.7						12.1				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.3	0.4	0.4				0.9	0.9	0.5				17.4	17.4	0.4				0.1	0.1	0.1			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	40	736	0	0	505	135	183	0	33	0	0	0				
Growth Adj:	1.00	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	736	0	0	505	135	183	0	33	0	0	0				
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:	40	736	0	0	505	0	183	0	33	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	40	736	0	0	505	0	183	0	33	0	0	0				
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:	40	736	0	0	505	0	183	0	33	0	0	0				
OvlAdjVol:									0							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	3200	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.00	0.00	0.16	0.00	0.06	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	113	3	308	230	1	16	59	126	220	583	94	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:	113	3	308	230	1	16	59	126	220	583	94	257				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	113	3	0	230	1	16	59	126	220	583	94	257				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	113	3	0	230	1	16	59	126	220	583	94	257				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	113	3	0	230	1	16	59	126	220	583	94	257				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	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	1.00	1.00	0.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1393	207	1600	1600	1600	3200	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00	0.14	0.00	0.08	0.04	0.08	0.14	0.18	0.06	0.16				
Crit Moves:	****			****					****	****						

Middle Harbor EIR
Future Year 2020
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		172	0	13		91	204	0		0	0	0	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	1.00
Initial Bse:	0	0	0		172	0	13		91	204	0		0	0	0	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	1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	0	0	0		172	0	13		91	204	0		0	0	0	226
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	0	0	0		172	0	13		91	204	0		0	0	0	226
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	0	0	0		172	0	13		91	204	0		0	0	0	226
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00		1.00	0.86	0.14		0.62	1.38	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		552	521	85		370	862	0		0	1157	659	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.31	0.00	0.15		0.25	0.24	xxxx		xxxx	0.00	0.34	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		11.6	9.3	9.3		10.3	9.9	0.0		0.0	0.0	10.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		11.6	9.3	9.3		10.3	9.9	0.0		0.0	0.0	10.6	
LOS by Move:	*	*	*		B	A	A		B	A	*		*	*	B	
ApproachDel:	xxxxxx				10.8				10.1				10.6			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				10.8				10.1				10.6			
LOS by Appr:	*				B				B				B			
AllWayAvgQ:	0.0	0.0	0.0		0.4	0.2	0.2		0.3	0.3	0.0		0.0	0.0	0.5	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		30	0	277		88	1349	0		0	1193		19
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	0	0	0		30	0	277		88	1349	0		0	1193		19
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0		30	0	277		88	1349	0		0	1193		19
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	0		30	0	277		88	1349	0		0	1193		19
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	0	0	0		30	0	277		88	1349	0		0	1193		19
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.00		1.00
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	2850		1425
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.19		0.06	0.32	0.00		0.00	0.42		0.01
Crit Volume:	0						277		0					597		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Scenario Report

Scenario:	2020 Future Year Baseline AM
Command:	2020 Future Year Baseline AM
Volume:	2020 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	63.4	1.215	F	63.4	1.215	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	B	14.8	0.638	B	14.8	0.638	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	8.8	0.000	A	8.8	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	29.4	0.978	D	29.4	0.978	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	10.6	0.277	B	10.6	0.277	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.215
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 63.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	2	399	102	50	364	261	379	32	5	185	143	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	399	102	50	364	261	379	32	5	185	143	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	399	102	50	364	261	379	32	5	185	143	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	399	102	50	364	261	379	32	5	185	143	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	399	102	50	364	261	379	32	5	185	143	214
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	312	535	139	322	348	369	312	544	86	320	334	358
Capacity Analysis Module:												
Vol/Sat:	0.01	0.75	0.73	0.16	1.05	0.71	1.21	0.06	0.06	0.58	0.43	0.60
Crit Moves:		****			****		****					****
Delay/Veh:	14.0	38.3	36.5	15.5	94.2	32.0	155.4	14.3	14.2	27.7	20.9	26.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	38.3	36.5	15.5	94.2	32.0	155.4	14.3	14.2	27.7	20.9	26.0
LOS by Move:	B	E	E	C	F	D	F	B	B	D	C	D
ApproachDel:		37.8			64.3			142.9			25.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.8			64.3			142.9			25.2	
LOS by Appr:		E			F			F			D	
AllWayAvgQ:	0.0	2.4	2.2	0.2	7.8	7.8	12.2	0.1	0.1	1.2	0.7	1.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	403	2	28	252	36	22	8	0	313	6	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	403	2	28	252	36	22	8	0	313	6	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	403	2	28	252	36	22	8	0	313	6	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	2	28	252	36	22	8	0	313	6	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	403	2	28	252	36	22	8	0	313	6	118
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.75	0.25	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	466	1004	5	453	861	125	425	451	0	490	9	592
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.06	0.29	0.29	0.05	0.02	xxxx	0.64	0.64	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	13.9	13.9	10.8	12.4	12.2	10.9	10.1	0.0	20.7	20.7	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	13.9	10.8	12.4	12.2	10.9	10.1	0.0	20.7	20.7	9.9
LOS by Move:	*	B	B	B	B	B	B	B	*	C	C	A
ApproachDel:		13.9			12.2			10.7			17.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			12.2			10.7			17.8	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.0	0.6	0.6	0.1	0.4	0.4	0.0	0.0	0.0	1.5	1.5	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	502		0 0	448		0	0	0		0	0	12		0	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502		0 0	448		0	0	0		0	0	12		0	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	502		0 0	448		0	0	0		0	0	12		0	62
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
FinalVolume:	0	502		0 0	448		0	0	0		0	0	12		0	62
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					726	xxxx		251
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					364	xxxx		755
Move Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					364	xxxx		755
Volume/Cap:	xxxx	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx					0.03	xxxx		0.08
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx					0.1	xxxx		0.3
Control Del:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx					15.2	xxxx		10.2
LOS by Move:	*	*	*	*	*	*	*	*					C	*		B
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	* *	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				11.0					
ApproachLOS:	*			*			*				B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[8.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	186	376		0 0	448		103	0	0		0	0	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	376		0 0	448		103	0	0		0	0	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	376		0 0	448		0	0	0		0	0	0		0	0
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
FinalVolume:	186	376		0 0	448		0	0	0		0	0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					
Capacity Module:																
Cnflict Vol:	448	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
Potent Cap.:	1123	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
Move Cap.:	1123	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
Volume/Cap:	0.17	xxxx	xxxx	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
Control Del:	8.8	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*					
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	* *	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	*			*			*				*					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[10.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	489		8			6	432		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	489		8			6	432		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	489		8			6	432		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	489		8			6	432		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5	6.9				7.5	6.5	6.9			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	432	xxxx	xxxxx				497	xxxx	xxxxx				715	967	216				748	963	249			
Potent Cap.:	1138	xxxx	xxxxx				1077	xxxx	xxxxx				322	256	795				305	258	758			
Move Cap.:	1138	xxxx	xxxxx				1077	xxxx	xxxxx				317	252	795				288	253	758			
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01	0.04				0.00	0.00	0.00			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	0.0			
Control Del:	8.2	xxxx	xxxxx				8.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	9.8			
LOS by Move:	A	*		*			A	*		*			*	*	*				*	*	A			
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				252	xxxx	698				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	0.1				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				19.4	xxxx	10.4				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*			B		*	*		*		
ApproachDel:	xxxxxx						xxxxxx						10.9						9.8					
ApproachLOS:	*						*						B						A					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	91	206		1			6	445		288			449		0		49		19		1		37	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	91	206		1			6	445		288			449		0		49		19		1		37	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	91	206		1			6	445		288			449		0		49		19		1		37	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	91	206		1			6	445		288			449		0		49		19		1		37	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	91	206		1			6	445		288			449		0		49		19		1		37	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.03	1.97		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	392	827		4			12	919		514			459		0		525		367		19		442	
Capacity Analysis Module:																								
Vol/Sat:	0.23	0.25		0.25			0.48	0.48		0.56			0.98	xxxx		0.09			0.05	0.05		0.08		
Crit Moves:		****								****			****									****		
Delay/Veh:	14.2	13.8		13.8			17.1	17.1		17.8			64.0		0.0		10.0		12.0		12.0		11.0	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.2	13.8		13.8			17.1	17.1		17.8			64.0		0.0		10.0		12.0		12.0		11.0	
LOS by Move:	B	B		B			C	C		C			F		*		A		B		B		B	
ApproachDel:		13.9						17.4						58.7						11.4				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		13.9						17.4						58.7						11.4				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.3	0.3		0.3			0.9	0.9		1.2			6.8	6.8		0.1			0.0	0.0		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	28	621	0	0	686	191	163	0	10	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	28	621	0	0	686	191	163	0	10	0	0	0				
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:	28	621	0	0	686	0	163	0	10	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	621	0	0	686	0	163	0	10	0	0	0				
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:	28	621	0	0	686	0	163	0	10	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19	0.00	0.00	0.21	0.00	0.06	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****				****		****									

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0	1 0	1 0	1	1 0	2 0	1 0	1
Volume Module:												
Base Vol:	218	2	391	287	0	14	10	185	76	370	199	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	2	391	287	0	14	10	185	76	370	199	194
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2	0	287	0	14	10	185	76	370	199	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2	0	287	0	14	10	185	76	370	199	194
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2	0	287	0	14	10	185	76	370	199	194
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.42	0.58	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1451	149	1600	2268	932	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.00	0.18	0.00	0.09	0.01	0.08	0.08	0.13	0.12	0.12
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	128	0	42	27	296	0	0	327	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	42	27	296	0	0	327	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	128	0	42	27	296	0	0	327	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	128	0	42	27	296	0	0	327	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	128	0	42	27	296	0	0	327	179
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.51	0.49	0.17	1.83	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	503	287	280	100	1103	0	0	1181	667
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.25	0.00	0.15	0.27	0.27	xxxx	xxxx	0.28	0.27
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	11.7	9.7	9.7	10.6	10.5	0.0	0.0	10.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.7	9.7	9.7	10.6	10.5	0.0	0.0	10.8	9.8
LOS by Move:	*	*	*	B	A	A	B	B	*	*	B	A
ApproachDel:	xxxxxx			10.9			10.5			10.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			10.5			10.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.2	0.2	0.3	0.3	0.0	0.0	0.4	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	163	130	986	0	0	917	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	3	0	163	130	986	0	0	917	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	3	0	163	130	986	0	0	917	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	163	130	986	0	0	917	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	163	130	986	0	0	917	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	0.00	0.00	0.11	0.09	0.23	0.00	0.00	0.32	0.01
Crit Vol:	0					163	0				459	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Scenario Report

Scenario:	2020 Future Year Baseline MD
Command:	2020 Future Year Baseline MD
Volume:	2020 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	108.5	1.460	F	108.5	1.460	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	19.2	0.758	C	19.2	0.758	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	18.3	0.000	C	18.3	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.6	0.000	A	9.6	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.4	0.000	B	12.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	16.9	0.763	C	16.9	0.763	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	A	9.9	0.301	A	9.9	0.301	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.460
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 108.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	448	175	85	415	265	425	123	6	169	94	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	448	175	85	415	265	425	123	6	169	94	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	448	175	85	415	265	425	123	6	169	94	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	448	175	85	415	265	425	123	6	169	94	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	448	175	85	415	265	425	123	6	169	94	277
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	297	460	184	300	319	338	291	566	28	294	306	328
Capacity Analysis Module:												
Vol/Sat:	0.02	0.97	0.95	0.28	1.30	0.78	1.46	0.22	0.22	0.57	0.31	0.84
Crit Moves:		****			****		****					****
Delay/Veh:	14.8	78.3	71.6	18.9	187	42.0	255.9	17.7	17.6	29.7	19.3	51.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	78.3	71.6	18.9	187	42.0	255.9	17.7	17.6	29.7	19.3	51.3
LOS by Move:	B	F	F	C	F	E	F	C	C	D	C	F
ApproachDel:		75.7			117.9			200.4			39.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		75.7			117.9			200.4			39.0	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	0.0	5.9	5.3	0.4	15.3	15.3	19.5	0.3	0.3	1.2	0.4	3.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	517	6	87	330	17	19	9	0	349	3	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	517	6	87	330	17	19	9	0	349	3	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	517	6	87	330	17	19	9	0	349	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	517	6	87	330	17	19	9	0	349	3	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	517	6	87	330	17	19	9	0	349	3	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	434	933	11	426	870	45	384	405	0	461	4	540
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.20	0.38	0.38	0.05	0.02	xxxx	0.76	0.76	0.22
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	18.7	18.6	12.8	14.7	14.6	11.7	11.0	0.0	29.6	29.6	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	18.6	12.8	14.7	14.6	11.7	11.0	0.0	29.6	29.6	10.9
LOS by Move:	*	C	C	B	B	B	B	B	*	D	D	B
ApproachDel:		18.7			14.3			11.5			24.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.7			14.3			11.5			24.9	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	1.1	1.1	0.2	0.6	0.5	0.0	0.0	0.0	2.5	2.5	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[18.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	650	0				0	542	0				0	0	0				3	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	650	0				0	542	0				0	0	0				3	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	650	0				0	542	0				0	0	0				3	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	650	0				0	542	0				0	0	0				3	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				921	xxxx	325			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				273	xxxx	677			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				273	xxxx	677			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.01	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				18.3	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				C	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						18.3					
ApproachLOS:	*						*						*						C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: A[9.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	249	372	0				0	542	144				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	249	372	0				0	542	144				0	0	0				0	0	0			
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:	249	372	0				0	542	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	249	372	0				0	542	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	542	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	1037	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	1037	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.24	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.9	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	9.6	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				*	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	561		1			0	548		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	561		1			0	548		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	561		1			0	548		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	561		1			0	548		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.5	6.5		6.9			7.5	6.5		6.9							
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0		3.3			3.5	4.0		3.3							
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		829	1110		274			837	1110		281							
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		267	211		730			263	211		722							
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		265	211		730			255	211		722							
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.01		0.02			0.00	0.00		0.01							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.0											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		B											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	xxxx	580	255	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22.2	xxxx	11.4	19.2	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	C	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			12.4			11.8														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	65	247		1			5	239		201			379		0		91		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	65	247		1			5	239		201			379		0		91		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	65	247		1			5	239		201			379		0		91		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	65	247		1			5	239		201			379		0		91		7		5		30	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	65	247		1			5	239		201			379		0		91		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.04	1.96		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	437	931		4			20	949		538			497		0		584		248		177		484	
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.27		0.27			0.25	0.25		0.37			0.76		xxxx		0.16		0.03		0.03		0.06	
Crit Moves:		****								****			****										****	
Delay/Veh:	11.8	12.5		12.5			12.1	12.1		12.7			28.3		0.0		9.7		10.7		10.7		9.9	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.8	12.5		12.5			12.1	12.1		12.7			28.3		0.0		9.7		10.7		10.7		9.9	
LOS by Move:	B	B		B			B	B		B			D		*		A		B		B		A	
ApproachDel:		12.4						12.4							24.7						10.1			
Delay Adj:		1.00						1.00							1.00						1.00			
ApprAdjDel:		12.4						12.4							24.7						10.1			
LOS by Appr:		B						B							C						B			
AllWayAvgQ:	0.2	0.3		0.3			0.3	0.3		0.5			2.6		2.6		0.2		0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	24	585	0	0	347	166	198	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	585	0	0	347	166	198	0	15	0	0	0
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:	24	585	0	0	347	0	198	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	585	0	0	347	0	198	0	15	0	0	0
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:	24	585	0	0	347	0	198	0	15	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.00	0.00	0.11	0.00	0.07	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	125	5	46	199	2	16	23	236	183	332	190	229
Growth Adj:	1.00	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	46	199	2	16	23	236	183	332	190	229
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	5	0	199	2	16	23	236	183	332	190	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	5	0	199	2	16	23	236	183	332	190	229
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	5	0	199	2	16	23	236	183	332	190	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.85	0.15	1.00	1.13	0.87	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1364	236	1600	1802	1398	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.12	0.00	0.07	0.01	0.13	0.13	0.12	0.12	0.14
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	58	0	47	63	324	0	0	275	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	0	47	63	324	0	0	275	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	47	63	324	0	0	275	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	47	63	324	0	0	275	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	47	63	324	0	0	275	178
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.10	0.90	0.33	1.67	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	500	62	529	209	1096	0	0	1242	707
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.12	0.00	0.09	0.30	0.30	xxxx	xxxx	0.22	0.25
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	10.3	8.8	8.8	10.4	10.2	0.0	0.0	9.9	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.3	8.8	8.8	10.4	10.2	0.0	0.0	9.9	9.3
LOS by Move:	*	*	*	B	A	A	B	B	*	*	A	A
ApproachDel:	xxxxxx			9.6			10.3			9.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.6			10.3			9.7		
LOS by Appr:	*			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.0	0.0	0.3	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

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: 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	216	82	1189	0	0	825	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	216	82	1189	0	0	825	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	216	82	1189	0	0	825	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	216	82	1189	0	0	825	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	216	82	1189	0	0	825	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.15	0.06	0.28	0.00	0.00	0.29	0.01
Crit Volume:	0					216	0				413	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Scenario Report

Scenario:	2020 Future Year Baseline PM
Command:	2020 Future Year Baseline PM
Volume:	2020 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	54.8	1.078	F	54.8	1.078	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	D	28.1	0.904	D	28.1	0.904	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	20.1	0.000	C	20.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	15.0	0.653	C	15.0	0.653	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	10.8	0.352	B	10.8	0.352	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.078
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	371	108	54	295	268	328	165	9	42	12	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	371	108	54	295	268	328	165	9	42	12	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	371	108	54	295	268	328	165	9	42	12	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	371	108	54	295	268	328	165	9	42	12	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	371	108	54	295	268	328	165	9	42	12	384
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	316	525	156	327	347	371	328	638	35	308	321	356
Capacity Analysis Module:												
Vol/Sat:	0.01	0.71	0.69	0.17	0.85	0.72	1.00	0.26	0.26	0.14	0.04	1.08
Crit Moves:		****			****		****					****
Delay/Veh:	14.0	34.7	33.0	15.6	50.2	33.4	84.1	16.6	16.6	15.7	13.9	102.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	34.7	33.0	15.6	50.2	33.4	84.1	16.6	16.6	15.7	13.9	102.6
LOS by Move:	B	D	D	C	F	D	F	C	C	C	B	F
ApproachDel:		34.2			39.9			60.7			91.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.2			39.9			60.7			91.8	
LOS by Appr:		D			E			F			F	
AllWayAvgQ:	0.0	2.1	1.9	0.2	3.6	3.6	6.4	0.3	0.3	0.1	0.0	8.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	620	3	201	177	21	57	23	0	398	3	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	620	3	201	177	21	57	23	0	398	3	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	620	3	201	177	21	57	23	0	398	3	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	3	201	177	21	57	23	0	398	3	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	620	3	201	177	21	57	23	0	398	3	108
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.79	0.21	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	409	888	4	394	742	89	373	393	0	440	3	509
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.70	0.51	0.24	0.24	0.15	0.06	xxxx	0.90	0.90	0.21
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	26.4	26.4	20.0	13.5	13.3	13.3	11.8	0.0	49.5	49.5	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.4	26.4	20.0	13.5	13.3	13.3	11.8	0.0	49.5	49.5	11.3
LOS by Move:	*	D	D	C	B	B	B	B	*	E	E	B
ApproachDel:		26.4			16.8			12.9			41.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.4			16.8			12.9			41.4	
LOS by Appr:		D			C			B			E	
AllWayAvgQ:	0.0	2.0	2.0	0.9	0.3	0.3	0.2	0.1	0.1	4.8	4.8	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[20.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	781	0		0	455	0		0	0	0		2	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	781	0		0	455	0		0	0	0		2	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	781	0		0	455	0		0	0	0		2	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	781	0		0	455	0		0	0	0		2	0	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1009	xxxx	391	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		240	xxxx	614	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		240	xxxx	614	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	0.00	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		20.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		C	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				20.1			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: A[9.7]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	347	360	0		0	455	133		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	347	360	0		0	455	133		0	0	0		0	0	0	
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:	347	360	0		0	455	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	347	360	0		0	455	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	455	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1116	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1116	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.31	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	715	0				5	457	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	715	0				5	457	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	715	0				5	457	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	715	0				5	457	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx	6.9				7.5	6.5	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx	3.3				3.5	4.0	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				715	xxxx	xxxxx				824	xxxx	229				954	1182	358			
Potent Cap.:	xxxx	xxxx	xxxxx				895	xxxx	xxxxx				268	xxxx	780				216	191	645			
Move Cap.:	xxxx	xxxx	xxxxx				895	xxxx	xxxxx				267	xxxx	780				214	190	645			
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx	0.01				0.00	0.00	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	0.0				xxxx	xxxx	0.0			
Control Del:	xxxxx	xxxx	xxxxx				9.0	xxxx	xxxxx				xxxxx	xxxx	9.7				xxxxx	xxxx	10.6			
LOS by Move:	*	*	*				A	*	*				*	*	A				*	*	B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						9.7						10.6					
ApproachLOS:	*						*						A						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0	0					0	0	0					0	0	0					0	0	0				
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	93	313	3					4	308	168					303	0	108					37	2	54				
Growth Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
Initial Bse:	93	313	3					4	308	168					303	0	108					37	2	54				
User Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Volume:	93	313	3					4	308	168					303	0	108					37	2	54				
Reduct Vol:	0	0	0					0	0	0					0	0	0					0	0	0				
Reduced Vol:	93	313	3					4	308	168					303	0	108					37	2	54				
PCE Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
FinalVolume:	93	313	3					4	308	168					303	0	108					37	2	54				
Saturation Flow Module:																												
Adjustment:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
Lanes:	1.00	1.98	0.02					0.03	1.97	1.00					1.00	0.00	1.00					0.95	0.05	1.00				
Final Sat.:	432	914	9					12	924	515					464	0	540					385	21	469				
Capacity Analysis Module:																												
Vol/Sat:	0.22	0.34	0.34					0.33	0.33	0.33					0.65	xxxx	0.20					0.10	0.10	0.12				
Crit Moves:		****						****							****									****				
Delay/Veh:	12.8	13.8	13.8					13.6	13.6	12.4					22.7	0.0	10.6					11.7	11.7	10.6				
Delay Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
AdjDel/Veh:	12.8	13.8	13.8					13.6	13.6	12.4					22.7	0.0	10.6					11.7	11.7	10.6				
LOS by Move:	B	B	B					B	B	B					C	*	B					B	B	B				
ApproachDel:	13.6							13.2							19.5							11.1						
Delay Adj:	1.00							1.00							1.00							1.00						
ApprAdjDel:	13.6							13.2							19.5							11.1						
LOS by Appr:	B							B							C							B						
AllWayAvgQ:	0.2	0.5	0.5					0.5	0.4	0.4					1.6	1.6	0.2					0.1	0.1	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

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: 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	28	589	0	0	381	116	176	0	27	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	589	0	0	381	116	176	0	27	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	589	0	0	381	0	176	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	589	0	0	381	0	176	0	27	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	589	0	0	381	0	176	0	27	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600 1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	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	2.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	1600 3200	0	0	3200	3200	2880	0	1600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.18	0.00	0.00	0.12	0.00	0.06	0.00	0.02	0.00	0.00	0.00	
OvlAdjV/S:								0.00				
Crit Moves:	****		****			****						

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	109	2	175	220	1	11	70	130	212	385	107	289
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2	175	220	1	11	70	130	212	385	107	289
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2	0	220	1	11	70	130	212	385	107	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2	0	220	1	11	70	130	212	385	107	289
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2	0	220	1	11	70	130	212	385	107	289
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00	
Final Sat.:	1600 1600	1600	1600	1448	152	1600	1600	1600	2880	1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.00	0.00	0.14	0.00	0.07	0.04	0.08	0.13	0.13	0.07	0.18	
Crit Moves:	****			****				****	****			

Middle Harbor EIR
Future Year 2020
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	0	2	0	1
Volume Module:																
Base Vol:	0	0	0		168	0	12		81	288	0		0	70	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		168	0	12		81	288	0		0	70	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		168	0	12		81	288	0		0	70	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		168	0	12		81	288	0		0	70	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		168	0	12		81	288	0		0	70	225	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.87	0.13		0.44	1.56	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		526	497	77		263	957	0		0	1128	639	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.32	0.00	0.16		0.31	0.30	xxxx		xxxx	0.06	0.35	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		12.1	9.7	9.7		11.0	10.7	0.0		0.0	9.2	10.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		12.1	9.7	9.7		11.0	10.7	0.0		0.0	9.2	10.9	
LOS by Move:	*	*	*		B	A	A		B	B	*		*	A	B	
ApproachDel:	xxxxxx				11.3				10.8				10.5			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				11.3				10.8				10.5			
LOS by Appr:	*				B				B				B			
AllWayAvgQ:	0.0	0.0	0.0		0.4	0.2	0.2		0.4	0.4	0.0		0.0	0.1	0.5	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2020
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		29	0	266		86	1372	0		0	1198	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		29	0	266		86	1372	0		0	1198	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		29	0	266		86	1372	0		0	1198	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		29	0	266		86	1372	0		0	1198	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		29	0	266		86	1372	0		0	1198	18	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.19		0.06	0.32	0.00		0.00	0.42	0.01	
Crit Volume:	0						266		0					599		
Crit Moves:							****		****					****		

Appendix G: Year 2030 Peak-Hour Intersection Capacity Analysis Worksheets

Middle Harbor EIR
Future Year 2030
345-Acre

Scenario Report

Scenario:	2030 345-Acre AM
Command:	2030 345-Acre AM
Volume:	2030 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2030
345-Acre

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 Pico Ave / Pier G St & Harbor	F	89.8	1.331	F	89.8	1.331	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	21.3	0.800	C	21.3	0.800	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	22.9	0.000	C	22.9	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.5	0.000	B	10.5	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	13.6	0.000	B	13.6	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	58.6	1.245	F	58.6	1.245	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	15.8	0.551	C	15.8	0.551	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.331
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 89.8
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	421	162		99	438	243		369	88	4		186	101	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:	1	421	162		99	438	243		369	88	4		186	101	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:	1	421	162		99	438	243		369	88	4		186	101	257	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	421	162		99	438	243		369	88	4		186	101	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:	1	421	162		99	438	243		369	88	4		186	101	257	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.44	0.56		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.00	1.00	
Final Sat.:	301	469	185		307	329	347		297	574	26		302	313	338	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.90	0.88		0.32	1.33	0.70		1.24	0.15	0.15		0.62	0.32	0.76	
Crit Moves:		****				****			****						****	
Delay/Veh:	14.4	60.8	55.8		19.3	198	33.0		167.7	16.3	16.2		31.2	19.1	39.7	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.4	60.8	55.8		19.3	198	33.0		167.7	16.3	16.2		31.2	19.1	39.7	
LOS by Move:	B	F	F		C	F	D		F	C	C		D	C	E	
A345-AcreroachDel:		59.3				123.9				137.5					33.0	
Delay Adj:		1.00				1.00				1.00				1.00		
A345-AcrerAdjDel:		59.3				123.9				137.5					33.0	
LOS by A345-Acrer:		F				F				F					D	
AllWayAvgQ:	0.0	4.4	3.9		0.4	16.9	16.9		12.6	0.2	0.2		1.4	0.4	2.5	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	0	428	2		42	212	218		145	99	1		312	32	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	428	2		42	212	218		145	99	1		312	32	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	428	2		42	212	218		145	99	1		312	32	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	428	2		42	212	218		145	99	1		312	32	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	428	2		42	212	218		145	99	1		312	32	124	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	0.99	0.01		0.91	0.09	1.00	
Final Sat.:	378	814	4		382	411	446		390	406	4		390	40	488	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.53	0.53		0.11	0.52	0.49		0.37	0.24	0.24		0.80	0.80	0.25	
Crit Moves:		****				****			****				****			
Delay/Veh:	0.0	19.8	19.8		12.7	19.4	17.2		16.2	13.4	13.4		35.6	35.6	12.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.8	19.8		12.7	19.4	17.2		16.2	13.4	13.4		35.6	35.6	12.1	
LOS by Move:	*	C	C		B	C	C		C	B	B		E	E	B	
A345-AcreroachDel:		19.8				17.8				15.1					29.4	
Delay Adj:		1.00				1.00				1.00				1.00		
A345-AcrerAdjDel:		19.8				17.8				15.1					29.4	
LOS by A345-Acrer:		C				C				C					D	
AllWayAvgQ:	0.0	1.0	1.0		0.1	0.9	0.8		0.5	0.3	0.3		2.9	2.9	0.3	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[22.9]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	643		0		0	726		0		0	0		0	114		0	95						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	0	643		0		0	726		0		0	0		0	114		0	95						
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
PHF Volume:	0	643		0		0	726		0		0	0		0	114		0	95						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	0	643		0		0	726		0		0	0		0	114		0	95						
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						6.8	xxxx	6.9							
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						3.5	xxxx	3.3							
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1006	xxxx	322							
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						241	xxxx	680							
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						241	xxxx	680							
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.47	xxxx	0.14							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						2.3	xxxx	0.5							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						32.6	xxxx	11.2							
LOS by Move:	*	*	*	*	*	*	*	*	*						D	*	B							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						LT -	LTR -	RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*						*	*	*							
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx								22.9									
A345-AcreroachLOS:	*			*			*								C									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.5]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	227	513		0		0	726		98		0	0		0	0		0	0						
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00						
Initial Bse:	227	513		0		0	726		98		0	0		0	0		0	0						
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:	227	513		0		0	726		0		0	0		0	0		0	0						
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0	0						
FinalVolume:	227	513		0		0	726		0		0	0		0	0		0	0						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	726	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	886	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.6]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	663		8			6	710		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	663		8			6	710		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	663		8			6	710		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	663		8			6	710		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	710	xxxx	xxxxx				671	xxxx	xxxxx				1079	1419		355			1061	1415		336		
Potent Cap.:	899	xxxx	xxxxx				929	xxxx	xxxxx				175	138		647			181	139		666		
Move Cap.:	899	xxxx	xxxxx				929	xxxx	xxxxx				172	135		647			168	136		666		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	9.1	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.4		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				135	xxxx		520			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				32.0	xxxx		12.4			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			D	*		B			*	*		*		
A345-AcreroachDel:	xxxxxx						xxxxxx						13.6						10.4					
A345-AcreroachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.245
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 58.6
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0				0	0		0				0	0		0				0	0		0			
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	125	308		1				6	700		253	521			0		68		19			1		37				
Growth Adj:	1.00	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	308		1				6	700		253	521			0		68		19			1		37				
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
PHF Adj:	1.00	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	308		1				6	700		253	521			0		68		19			1		37				
Reduct Vol:	0	0		0				0	0		0	0			0		0		0			0		0				
Reduced Vol:	125	308		1				6	700		253	521			0		68		19			1		37				
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
FinalVolume:	125	308		1				6	700		253	521			0		68		19			1		37				
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00	1.00			1.00		1.00		1.00			1.00		1.00				
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00	1.00			0.00		1.00		0.95			0.05		1.00				
Final Sat.:	367	772		3				7	873		479	419			0		467		331			17		394				
Capacity Analysis Module:																												
Vol/Sat:	0.34	0.40		0.40				0.80	0.80		0.53	1.24	xxxx		0.15		0.06		0.06			0.09						
Crit Moves:		****						****				****										****						
Delay/Veh:	17.0	17.5		17.5				36.2	36.1		18.0	154.5		0.0		11.3		13.0			13.0		12.1				
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00	1.00		1.00		1.00		1.00			1.00		1.00				
AdjDel/Veh:	17.0	17.5		17.5				36.2	36.1		18.0	154.5		0.0		11.3		13.0			13.0		12.1				
LOS by Move:	C	C		C				E	E		C	F		*		B		B			B		B				
A345-AcreroachDel:				17.4							31.4					137.9							12.4				
Delay Adj:	1.00							1.00						1.00							1.00						
A345-AcrerAdjDel:				17.4							31.4					137.9							12.4				
LOS by A345-Acrer:				C							D					F							B				
AllWayAvgQ:	0.5	0.6		0.6				3.1	3.1		1.0	16.6		16.6		0.2		0.1			0.1		0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	29	796	0	0	901	211	185	0	13	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	796	0	0	901	211	185	0	13	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	796	0	0	901	0	185	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	796	0	0	901	0	185	0	13	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	796	0	0	901	0	185	0	13	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600 1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	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	2.00	0.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	1600 3200	0	0	3200	3200	2880	0	1600	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25	0.00	0.00	0.28	0.00	0.06	0.00	0.01	0.00	0.00	0.00	
OvlAdjV/S:								0.00				
Crit Moves:	****			****		****						

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	256	2	543	279	0	25	84	278	87	436	273	248
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	2	543	279	0	25	84	278	87	436	273	248
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	2	0	279	0	25	84	278	87	436	273	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	2	0	279	0	25	84	278	87	436	273	248
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	2	0	279	0	25	84	278	87	436	273	248
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00	0.84	0.16	1.00	1.52	0.48	2.00	1.00	1.00	
Final Sat.:	1600 1600	1600	1600	1337	263	1600	2437	763	2880	1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00	0.17	0.00	0.10	0.05	0.11	0.11	0.15	0.17	0.16	
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				250	0	60				40	404	0				0	0	500			281
Growth Adj:	1.00	1.00	1.00				1.00	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	60				40	404	0				0	0	500			281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	60				40	404	0				0	0	500			281
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Reduced Vol:	0	0	0				250	0	60				40	404	0				0	0	500			281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	60				40	404	0				0	0	500			281
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Lanes:	0.00	0.00	0.00	1.00	0.61	0.39	0.18	1.82	0.00				0.00	2.00	1.00				0.00	0.00	2.00			1.00
Final Sat.:	0	0	0				454	305	193				89	907	0				0	0	1000			554
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx	0.55	0.00	0.31	0.45	0.45	xxxx				xxxx	0.50	0.51									
Crit Moves:				****			****								****									
Delay/Veh:	0.0	0.0	0.0	19.0	12.6	12.6	15.1	15.0	0.0				0.0	16.4	15.2									
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00									
AdjDel/Veh:	0.0	0.0	0.0	19.0	12.6	12.6	15.1	15.0	0.0				0.0	16.4	15.2									
LOS by Move:	*	*	*	C	B	B	C	B	*				*	C	C									
A345-AcreroachDel:	xxxxxx			16.5			15.0							16.0										
Delay Adj:	xxxxx			1.00			1.00							1.00										
A345-AcrerAdjDel:	xxxxxx			16.5			15.0							16.0										
LOS by A345-Acrer:	*			C			B							C										
AllWayAvgQ:	0.0	0.0	0.0	1.1	0.4	0.4	0.7	0.7	0.0				0.0	0.9	0.9									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			0
Lanes:	0	0	0	0	0		1	0	0	0	1		1	0	3	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				3	0	278				270	1043	0				0	0	961			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			1.00
Initial Bse:	0	0	0				3	0	278				270	1043	0				0	0	961			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				1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
PHF Volume:	0	0	0				3	0	278				270	1043	0				0	0	961			10
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			0
Reduced Vol:	0	0	0				3	0	278				270	1043	0				0	0	961			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				1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Final Vol.:	0	0	0				3	0	278				270	1043	0				0	0	961			10
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425				1425	1425	1425				1425	1425	1425			1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00				1.00	3.00	0.00				0.00	0.00	2.00			1.00
Final Sat.:	0	0	0	1425	0	1425	1425	0	1425				4275	0	0				0	0	2850			1425
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.19	0.24	0.00				0.00	0.00	0.34	0.01								
Crit Vol:	0					278	0								481									
Crit Moves:						****	****								****									

Middle Harbor EIR
Future Year 2030
345-Acre

Scenario Report

Scenario:	2030 345-Acre MD
Command:	2030 345-Acre MD
Volume:	2030 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2030
345-Acre

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 Pico Ave / Pier G St & Harbor	F	157.2	1.594	F	157.2	1.594	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	35.6	1.031	E	35.6	1.031	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	26.3	0.000	D	26.3	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	C	15.7	0.000	C	15.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	50.4	1.177	F	50.4	1.177	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	13.9	0.534	B	13.9	0.534	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.594
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 157.2
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	6	514	221		140	482	199		452	170	5		222	80	306	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	514	221		140	482	199		452	170	5		222	80	306	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	514	221		140	482	199		452	170	5		222	80	306	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	514	221		140	482	199		452	170	5		222	80	306	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	514	221		140	482	199		452	170	5		222	80	306	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.40	0.60		1.00	1.00	1.00		1.00	1.94	0.06		1.00	1.00	1.00	
Final Sat.:	289	431	190		291	305	323		284	568	17		290	301	322	
Capacity Analysis Module:																
Vol/Sat:	0.02	1.19	1.16		0.48	1.58	0.62		1.59	0.30	0.30		0.76	0.27	0.95	
Crit Moves:	****				****				****						****	
Delay/Veh:	15.2	147	135.1		25.7	302	29.7		313.1	19.9	19.9		46.0	18.8	72.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.2	147	135.1		25.7	302	29.7		313.1	19.9	19.9		46.0	18.8	72.6	
LOS by Move:	C	F	F		D	F	D		F	C	C		E	C	F	
A345-AcreroachDel:		142.6				189.0				231.3					55.8	
Delay Adj:	1.00				1.00				1.00					1.00		
A345-AcrerAdjDel:		142.6				189.0				231.3					55.8	
LOS by A345-Acrer:		F				F				F					F	
AllWayAvgQ:	0.0	11.7	10.6		0.9	24.4	24.4		23.5	0.4	0.4		2.5	0.4	5.3	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	0	534	6		92	303	66		99	54	0		430	14	146	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	534	6		92	303	66		99	54	0		430	14	146	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	534	6		92	303	66		99	54	0		430	14	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	534	6		92	303	66		99	54	0		430	14	146	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	534	6		92	303	66		99	54	0		430	14	146	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.64	0.36		1.00	1.00	0.00		0.97	0.03	1.00	
Final Sat.:	382	813	9		376	664	147		371	390	0		417	14	489	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.66	0.66		0.24	0.46	0.45		0.27	0.14	xxxx		1.03	1.03	0.30	
Crit Moves:	****				****				****				****			
Delay/Veh:	0.0	26.1	26.0		15.0	18.4	17.9		15.2	12.9	0.0		80.8	80.8	12.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	26.1	26.0		15.0	18.4	17.9		15.2	12.9	0.0		80.8	80.8	12.8	
LOS by Move:	*	D	D		B	C	C		C	B	*		F	F	B	
A345-AcreroachDel:		26.1				17.6					14.4				63.9	
Delay Adj:	1.00				1.00				1.00					1.00		
A345-AcrerAdjDel:		26.1				17.6					14.4				63.9	
LOS by A345-Acrer:		D				C					B				F	
AllWayAvgQ:	0.0	1.7	1.7		0.3	0.8	0.8		0.3	0.1	0.1		8.3	8.3	0.4	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[26.3]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	745		0			0	822		0			0	0		0			24		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	0	745		0			0	822		0			0	0		0			24		0		0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Volume:	0	745		0			0	822		0			0	0		0			24		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	745		0			0	822		0			0	0		0			24		0		0	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1156	xxxx	373			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										193	xxxx	631			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										193	xxxx	631			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.12	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										26.3	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*										D	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx												26.3					
A345-AcreroachLOS:	*			*			*												D					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[11.4]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	258	448		0			0	822		117			0	0		0			0		0		0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
Initial Bse:	258	448		0			0	822		117			0	0		0			0		0		0	
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:	258	448		0			0	822		0			0	0		0			0		0		0	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	258	448		0			0	822		0			0	0		0			0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	822	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	816	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	816	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.7]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	650		1		0	829		0		0	2		17		1	0		4				
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
Initial Bse:	0	650		1		0	829		0		0	2		17		1	0		4				
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00				
PHF Volume:	0	650		1		0	829		0		0	2		17		1	0		4				
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0				
FinalVolume:	0	650		1		0	829		0		0	2		17		1	0		4				
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1154	1480		414	1066	1480		326										
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	127		592	179	127		676										
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	127		592	172	127		676										
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.02		0.03	0.01	0.00		0.01										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.4											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		B											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	xxxx		427	172	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx		0.1	0.0	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.9	xxxx		13.8	26.0	xxxx	xxxxx											
Shared LOS:	*	*	*	*	*	*	D	*		B	D	*	*											
A345-AcreroachDel:	xxxxxx			xxxxxx			15.7						13.5											
A345-AcreroachLOS:	*			*			C						B											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0		0		0	0		0		0		0	0		0		0		0	0		0		0	
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	98	291		1		5	480		174		536	0		101		7	5		30									
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00									
Initial Bse:	98	291		1		5	480		174		536	0		101		7	5		30									
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00									
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00									
PHF Volume:	98	291		1		5	480		174		536	0		101		7	5		30									
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0									
Reduced Vol:	98	291		1		5	480		174		536	0		101		7	5		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:	98	291		1		5	480		174		536	0		101		7	5		30									
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00									
Lanes:	1.00	1.99		0.01		0.02	1.98		1.00		1.00	0.00		1.00		0.58	0.42		1.00									
Final Sat.:	396	837		3		9	892		493		455	0		521		223	160		428									
Capacity Analysis Module:																												
Vol/Sat:	0.25	0.35		0.35		0.54	0.54		0.35		1.18	xxxx		0.19		0.03	0.03		0.07									
Crit Moves:		****				****					****								****									
Delay/Veh:	14.4	15.4		15.4		19.3	19.3		13.7		126.6	0.0		11.0		11.9	11.9		11.2									
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00									
AdjDel/Veh:	14.4	15.4		15.4		19.3	19.3		13.7		126.6	0.0		11.0		11.9	11.9		11.2									
LOS by Move:	B	C		C		C	C		B		F	*		B		B	B		B									
A345-AcreroachDel:	15.2					17.8							108.2						11.4									
Delay Adj:	1.00					1.00							1.00						1.00									
A345-AcrerAdjDel:	15.2					17.8							108.2						11.4									
LOS by A345-Acrer:	C					C							F						B									
AllWayAvgQ:	0.3	0.5		0.5		1.1	1.1		0.5		14.7	14.7		0.2		0.0	0.0		0.1									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

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

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2	0 0	1 0	0	0 0	0 0
Volume Module:												
Base Vol:	30	778	0	0	565	215	222	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	778	0	0	565	215	222	0	18	0	0	0
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:	30	778	0	0	565	0	222	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	778	0	0	565	0	222	0	18	0	0	0
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:	30	778	0	0	565	0	222	0	18	0	0	0
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.18	0.00	0.08	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	193	5	227	221	2	43	53	295	229	470	146	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	5	227	221	2	43	53	295	229	470	146	358
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	5	0	221	2	43	53	295	229	470	146	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	5	0	221	2	43	53	295	229	470	146	358
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	5	0	221	2	43	53	295	229	470	146	358
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	1.13	0.87	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1083	517	1600	1802	1398	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.14	0.00	0.08	0.03	0.16	0.16	0.16	0.09	0.22
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.534
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.9
Optimal Cycle: 0 | Level Of Service: B

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0	0	0	1 0	1	0	0	1 1	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		122	0	52		79	529	0		0	364		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:	0	0	0		122	0	52		79	529	0		0	364		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:	0	0	0		122	0	52		79	529	0		0	364		301
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	0		122	0	52		79	529	0		0	364		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:	0	0	0		122	0	52		79	529	0		0	364		301
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00		1.00	0.40	0.60		0.26	1.74	0.00		0.00	2.00		1.00
Final Sat.:	0	0	0		448	203	301		148	1002	0		0	1065		598
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.27	0.00	0.17		0.53	0.53	xxxx		xxxx	0.34		0.50
Crit Moves:					****				****							****
Delay/Veh:	0.0	0.0	0.0		13.0	10.7	10.7		15.5	15.2	0.0		0.0	12.6		14.2
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0	0.0		13.0	10.7	10.7		15.5	15.2	0.0		0.0	12.6		14.2
LOS by Move:	*	*	*		B	B	B		C	C	*		*	B		B
A345-AcreroachDel:	xxxxxx						12.0				15.3					13.3
Delay Adj:	xxxxx						1.00				1.00					1.00
A345-AcrerAdjDel:	xxxxxx						12.0				15.3					13.3
LOS by A345-Acrer:	*						B				C					B
AllWayAvgQ:	0.0	0.0	0.0		0.3	0.2	0.2		1.0	1.0	0.0		0.0	0.5		0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.553
Loss Time (sec): 10 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 | 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:	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 2	0	1
Volume Module:																
Base Vol:	0	0	0		14	0	359		155	1256	0		0	857		18
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	0	0	0		14	0	359		155	1256	0		0	857		18
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0		14	0	359		155	1256	0		0	857		18
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	0		14	0	359		155	1256	0		0	857		18
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Final Vol.:	0	0	0		14	0	359		155	1256	0		0	857		18
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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	0.25		0.11	0.29	0.00		0.00	0.30		0.01
Crit Vol:	0						359		0					429		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2030
345-Acre

Scenario Report

Scenario:	2030 345-Acre PM
Command:	2030 345-Acre PM
Volume:	2030 345-Acre 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:	345-Acre

Middle Harbor EIR
Future Year 2030
345-Acre

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 Pico Ave / Pier G St & Harbor	F	64.2	1.155	F	64.2	1.155	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	F	57.8	1.189	F	57.8	1.189	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	E	41.8	0.000	E	41.8	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	13.7	0.000	B	13.7	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	39.8	1.091	E	39.8	1.091	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	17.4	0.697	C	17.4	0.697	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 64.2
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	4	384	137		53	324	211		327	208	9		48	0	401	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	384	137		53	324	211		327	208	9		48	0	401	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	384	137		53	324	211		327	208	9		48	0	401	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	384	137		53	324	211		327	208	9		48	0	401	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	384	137		53	324	211		327	208	9		48	0	401	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.47	0.53		1.00	1.00	1.00		1.00	1.92	0.08		1.00	1.00	1.00	
Final Sat.:	314	496	181		319	340	361		324	639	28		303	314	347	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.77	0.76		0.17	0.95	0.58		1.01	0.33	0.32		0.16	0.00	1.15	
Crit Moves:		****				****			****						****	
Delay/Veh:	14.1	41.4	38.7		15.9	70.8	25.3		86.6	18.1	18.1		16.4	0.0	129.1	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.1	41.4	38.7		15.9	70.8	25.3		86.6	18.1	18.1		16.4	0.0	129.1	
LOS by Move:	B	E	E		C	F	D		F	C	C		C	*	F	
A345-AcreroachDel:			40.4				49.5				59.3				117.1	
Delay Adj:			1.00				1.00				1.00				1.00	
A345-AcrerAdjDel:			40.4				49.5				59.3				117.1	
LOS by A345-Acrer:			E				E				F				F	
AllWayAvgQ:	0.0	2.7	2.4		0.2	5.4	5.4		6.5	0.5	0.4		0.2	0.0	11.2	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.189
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 0 Level Of Service: F

A345-Acreroach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	0	1	0	1 0	1	0
Volume Module:																
Base Vol:	0	590	3		202	172	199		302	137	0		400	30	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	590	3		202	172	199		302	137	0		400	30	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	590	3		202	172	199		302	137	0		400	30	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	590	3		202	172	199		302	137	0		400	30	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	590	3		202	172	199		302	137	0		400	30	140	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	1.00	0.00		0.93	0.07	1.00	
Final Sat.:	318	683	3		322	336	360		353	365	0		336	25	396	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.86	0.86		0.63	0.51	0.55		0.86	0.37	xxxx		1.19	1.19	0.35	
Crit Moves:		****				****							****			
Delay/Veh:	0.0	52.5	52.5		30.0	23.4	23.6		49.9	17.8	0.0		139.6	140	16.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	52.5	52.5		30.0	23.4	23.6		49.9	17.8	0.0		139.6	140	16.0	
LOS by Move:	*	F	F		D	C	C		E	C	*		F	F	C	
A345-AcreroachDel:			52.5				25.8				39.9				109.2	
Delay Adj:			1.00				1.00				1.00				1.00	
A345-AcrerAdjDel:			52.5				25.8				39.9				109.2	
LOS by A345-Acrer:			F				D				E				F	
AllWayAvgQ:	0.0	3.8	3.8		1.5	0.9	1.1		3.6	0.6	0.6		12.8	12.8	0.5	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[41.8]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	996		0	0	741		0	0		0	0		44	0		0							
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Initial Bse:	0	996		0	0	741		0	0		0	0		44	0		0							
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
PHF Volume:	0	996		0	0	741		0	0		0	0		44	0		0							
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0		0							
FinalVolume:	0	996		0	0	741		0	0		0	0		44	0		0							
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				6.8	xxxx	6.9									
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				3.5	xxxx	3.3									
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1367	xxxx	498									
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				141	xxxx	523									
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				141	xxxx	523									
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.31	xxxx	0.00									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1.2	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				41.8	xxxx	xxxxx									
LOS by Move:	*	*	*	*	*	*	*	*	*				E	*	*									
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*									
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx						41.8											
A345-AcreroachLOS:	*			*			*						E											

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.7]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	465	434		0	0	741		133	0		0	0		0	0		0							
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00							
Initial Bse:	465	434		0	0	741		133	0		0	0		0	0		0							
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:	465	434		0	0	741		0	0		0	0		0	0		0							
Reduct Vol:	0	0		0	0	0		0	0		0	0		0	0		0							
FinalVolume:	465	434		0	0	741		0	0		0	0		0	0		0							
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	741	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	875	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	875	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.53	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	3.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
A345-AcreroachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
A345-AcreroachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.5]

A345-Acreroach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	908		0			5	742		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	908		0			5	742		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	908		0			5	742		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	908		0			5	742		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		4.1		xxxx	xxxxx		7.5	xxxx		6.9		7.5	6.5		6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2		xxxx	xxxxx		3.5	xxxx		3.3		3.5	4.0		3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		908		xxxx	xxxxx		1206	xxxx		371		1289	1660		454						
Potent Cap.:	xxxx	xxxx	xxxxx		758		xxxx	xxxxx		142	xxxx		632		123	98		559						
Move Cap.:	xxxx	xxxx	xxxxx		758		xxxx	xxxxx		141	xxxx		632		121	98		559						
Volume/Cap:	xxxx	xxxx	xxxx		0.01		xxxx	xxxx		0.00	xxxx		0.01		0.00	0.00		0.00						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.0		xxxx	xxxxx		xxxx	xxxx		0.0		xxxx	xxxx		0.0						
Control Del:	xxxxx	xxxx	xxxxx		9.8		xxxx	xxxxx		xxxxx	xxxx		10.8		xxxxx	xxxx		11.5						
LOS by Move:	*	*	*		A		*	*		*	*		B		*	*		B						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx	xxxx		xxxxx		0	xxxx		xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx						
Shared LOS:	*	*	*		*		*	*		*	*		*		*	*		*						
A345-AcreroachDel:	xxxxxx						xxxxxx						10.8						11.5					
A345-AcreroachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.091
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 0 Level Of Service: E

A345-Acreroach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	97	383		3				4	567		163				461		0		135			37		2		54		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	97	383		3				4	567		163				461		0		135			37		2		54		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	97	383		3				4	567		163				461		0		135			37		2		54		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	97	383		3				4	567		163				461		0		135			37		2		54		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	97	383		3				4	567		163				461		0		135			37		2		54		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.98		0.02				0.01	1.99		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	370	780		6				6	834		453				422		0		476			336		18		401		
Capacity Analysis Module:																												
Vol/Sat:	0.26	0.49		0.49				0.68	0.68		0.36				1.09	xxxx			0.28			0.11		0.11		0.13		
Crit Moves:		****						****							****											****		
Delay/Veh:	15.4	19.8		19.8				27.2	27.2		14.7				99.7		0.0		12.8			13.5		13.5		12.4		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	15.4	19.8		19.8				27.2	27.2		14.7				99.7		0.0		12.8			13.5		13.5		12.4		
LOS by Move:	C		C		C			D		D		B			F		*		B			B		B		B		
A345-AcreroachDel:					18.9						24.4								80.0							12.9		
Delay Adj:		1.00							1.00							1.00							1.00					
A345-AcrerAdjDel:					18.9						24.4								80.0							12.9		
LOS by A345-Acrer:					C						C								F							B		
AllWayAvgQ:	0.3	0.9		0.9		1.9		1.9		0.5		10.4		10.4		0.4		0.1		0.1		0.1						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	30	811	0	0	631	127	197	0	32	0	0	0
Growth Adj:	1.00	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	811	0	0	631	127	197	0	32	0	0	0
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:	30	811	0	0	631	0	197	0	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	811	0	0	631	0	197	0	32	0	0	0
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:	30	811	0	0	631	0	197	0	32	0	0	0
OvlAdjVol:									2			
Saturation Flow Module:												
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.00	0.20	0.00	0.07	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name:	9th Street						Pico Ave					
A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	111	2	333	185	1	21	58	270	279	548	141	336
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	2	333	185	1	21	58	270	279	548	141	336
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2	0	185	1	21	58	270	279	548	141	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2	0	185	1	21	58	270	279	548	141	336
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	2	0	185	1	21	58	270	279	548	141	336
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1275	325	1600	1600	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.00	0.12	0.00	0.06	0.04	0.17	0.17	0.19	0.09	0.21
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2030
345-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 0 Level Of Service: C

A345-Acreroach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	254	0	13	66	513	0	0	124	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	0	254	0	13	66	513	0	0	124	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:	0	0	0	254	0	13	66	513	0	0	124	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	0	13	66	513	0	0	124	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:	0	0	0	254	0	13	66	513	0	0	124	380
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.90	0.10	0.23	1.77	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	467	451	49	121	950	0	0	966	545
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.54	0.00	0.27	0.55	0.54	xxxx	xxxx	0.13	0.70
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	18.3	12.0	12.0	16.7	16.4	0.0	0.0	10.9	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.3	12.0	12.0	16.7	16.4	0.0	0.0	10.9	22.3
LOS by Move:	*	*	*	C	B	B	C	C	*	*	B	C
A345-AcreroachDel:	xxxxxx			16.1			16.5					19.5
Delay Adj:	xxxxx			1.00			1.00			1.00		
A345-AcrerAdjDel:	xxxxxx			16.1			16.5					19.5
LOS by A345-Acrer:	*			C			C					C
AllWayAvgQ:	0.0	0.0	0.0	1.1	0.3	0.3	1.1	1.0	0.0	0.0	0.1	2.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
345-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	406	173	1462	0	0	1150	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	406	173	1462	0	0	1150	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	406	173	1462	0	0	1150	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	406	173	1462	0	0	1150	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	406	173	1462	0	0	1150	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.28	0.12	0.34	0.00	0.00	0.40	0.01
Crit Vol:	0					406	0				575	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
315-Acre

Scenario Report

Scenario:	2030 315-Acre AM
Command:	2030 315-Acre AM
Volume:	2030 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2030
315-Acre

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 Pico Ave / Pier G St & Harbor	F	83.7	1.318	F	83.7	1.318	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	20.4	0.790	C	20.4	0.790	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.6	0.000	C	19.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.1	0.000	B	10.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	12.8	0.000	B	12.8	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	44.0	1.125	E	44.0	1.125	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	16.1	0.580	C	16.1	0.580	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.318
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 83.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	456	127	94	447	229	352	52	4	178	74	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	456	127	94	447	229	352	52	4	178	74	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	456	127	94	447	229	352	52	4	178	74	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	456	127	94	447	229	352	52	4	178	74	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	456	127	94	447	229	352	52	4	178	74	256
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.00	1.00
Final Sat.:	310	524	148	316	339	358	304	568	44	308	319	345
Capacity Analysis Module:												
Vol/Sat:	0.00	0.87	0.86	0.30	1.32	0.64	1.16	0.09	0.09	0.58	0.23	0.74
Crit Moves:		****			****		****					****
Delay/Veh:	14.1	54.8	51.5	18.3	192	28.1	136.1	15.1	15.0	28.5	16.9	36.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	54.8	51.5	18.3	192	28.1	136.1	15.1	15.0	28.5	16.9	36.9
LOS by Move:	B	F	F	C	F	D	F	C	C	D	C	E
ApproachDel:	54.0			121.9			119.4			31.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	54.0			121.9			119.4			31.1		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	0.0	4.0	3.6	0.4	16.8	16.8	10.3	0.1	0.1	1.2	0.3	2.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	429	2	40	224	185	129	82	0	319	27	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	429	2	40	224	185	129	82	0	319	27	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	429	2	40	224	185	129	82	0	319	27	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	429	2	40	224	185	129	82	0	319	27	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	429	2	40	224	185	129	82	0	319	27	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.10	0.90	1.00	1.00	0.00	0.92	0.08	1.00
Final Sat.:	388	836	4	390	462	408	393	414	0	404	34	501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.10	0.48	0.45	0.33	0.20	xxxx	0.79	0.79	0.25
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	18.9	18.9	12.5	18.0	16.2	15.3	12.7	0.0	33.8	33.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	18.9	12.5	18.0	16.2	15.3	12.7	0.0	33.8	33.8	11.8
LOS by Move:	*	C	C	B	C	C	C	B	*	D	D	B
ApproachDel:	18.9			16.8			14.3			28.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.9			16.8			14.3			28.0		
LOS by Appr:	C			C			B			D		
AllWayAvgQ:	0.0	0.9	0.9	0.1	0.8	0.7	0.4	0.2	0.2	2.8	2.8	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[19.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	632	0		0	649	0		0	0	0		95	0	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	632	0		0	649	0		0	0	0		95	0	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	632	0		0	649	0		0	0	0		95	0	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	632	0		0	649	0		0	0	0		95	0	78	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		957	xxxx	316	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		259	xxxx	686	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		259	xxxx	686	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.37	xxxx	0.11	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.6	xxxx	0.4	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		26.7	xxxx	10.9	
LOS by Move:	*		*	*	*		*	*	*		*	*	D	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				19.6			
ApproachLOS:	*				*				*				C			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	236	472	0		0	649	98		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	236	472	0		0	649	98		0	0	0		0	0	0	
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:	236	472	0		0	649	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	236	472	0		0	649	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	649	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	947	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	947	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.25	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*		*	*		*	*	*		*	*	*		*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*		*	*	*		*	*	*		*	*	*		*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[12.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	635		8			6	633		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	635		8			6	633		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	635		8			6	633		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	635		8			6	633		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	633	xxxx	xxxxx				643	xxxx	xxxxx				989	1314		317			995	1310		322		
Potent Cap.:	960	xxxx	xxxxx				951	xxxx	xxxxx				204	160		685			202	160		680		
Move Cap.:	960	xxxx	xxxxx				951	xxxx	xxxxx				200	156		685			189	157		680		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.8	xxxx	xxxxx				8.8	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.3		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				156	xxxx		563			0	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				28.3	xxxx		11.8			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			*	*		*			D	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						12.8						10.3					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	108	284		1			6	629		270			483		0		59		19		1		37	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	108	284		1			6	629		270			483		0		59		19		1		37	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	108	284		1			6	629		270			483		0		59		19		1		37	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	108	284		1			6	629		270			483		0		59		19		1		37	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	108	284		1			6	629		270			483		0		59		19		1		37	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	374	786		3			8	888		489			429		0		482		340		18		406	
Capacity Analysis Module:																								
Vol/Sat:	0.29	0.36		0.36			0.71	0.71		0.55			1.13	xxxx		0.12			0.06	0.06		0.09		
Crit Moves:		****					****						****									****		
Delay/Veh:	15.8	16.4		16.4			27.7	27.7		18.4			110.2		0.0		10.8		12.8		12.8		11.8	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.8	16.4		16.4			27.7	27.7		18.4			110.2		0.0		10.8		12.8		12.8		11.8	
LOS by Move:	C		C		C		D		D		C		F		*		B		B		B		B	
ApproachDel:		16.2						24.9						99.4						12.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		16.2						24.9						99.4						12.2				
LOS by Appr:		C						C						F						B				
AllWayAvgQ:	0.4	0.5		0.5			2.1	2.1		1.1			11.8	11.8		0.1			0.1	0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
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:	Protected					Protected					Protected					Protected				
Rights:	Include					Ignore					Ovl					Include				
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	2	0	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	27		735		0	0		850		219	184		0		14	0		0		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27		735		0	0		850		219	184		0		14	0		0		0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27		735		0	0		850		0	184		0		14	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	27		735		0	0		850		0	184		0		14	0		0		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27		735		0	0		850		0	184		0		14	0		0		0
OvlAdjVol:															0					
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	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	1600	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.23	0.00	0.00	0.27	0.00	0.06	0.00	0.01	0.00	0.00	0.00	0.00							
OvlAdjV/S:									0.00											
Crit Moves:	****					****			****											

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 1	0 1	0	1 0	1 0	1	0 1	1 0	2	0 1	0 1
Volume Module:												
Base Vol:	281	2	512	247	0	29	73	296	85	415	232	249
Growth Adj:	1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00	
Initial Bse:	281	2	512	247	0	29	73	296	85	415	232	249
User Adj:	1.00	1.00 0.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00	
PHF Adj:	1.00	1.00 0.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00	
PHF Volume:	281	2	0	247	0	29	73	296	85	415	232	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2	0	247	0	29	73	296	85	415	232	249
PCE Adj:	1.00	1.00 0.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00	
MLF Adj:	1.00	1.00 0.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00	
FinalVolume:	281	2	0	247	0	29	73	296	85	415	232	249
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.55	0.45	2.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1264	336	1600	2486	714	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.00	0.15	0.00	0.09	0.05	0.12	0.12	0.14	0.15	0.16
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0	0	264	0	42	36	400	0	0	0	499	279	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	264	0	42	36	400	0	0	0	499	279	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	264	0	42	36	400	0	0	0	499	279	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	264	0	42	36	400	0	0	0	499	279	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	264	0	42	36	400	0	0	0	499	279	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.73	0.27	0.17	1.83	0.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	455	358	136	81	909	0	0	0	996	551	0	0
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.58	0.00	0.31	0.44	0.44	xxxx	xxxx	0.50	0.51	0.00	0.00	0.00	0.00
Crit Moves:				****			****					****				
Delay/Veh:	0.0	0.0	0.0	20.0	12.7	12.7	15.1	14.9	0.0	0.0	16.5	15.2	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	12.7	12.7	15.1	14.9	0.0	0.0	16.5	15.2	0.0	0.0	0.0	0.0
LOS by Move:	*	*	*	C	B	B	C	B	*	*	C	C	A	A	A	A
ApproachDel:	xxxxxx			17.3			14.9				16.0		0.0			
Delay Adj:	xxxxx			1.00			1.00				1.00		1.00			
ApprAdjDel:	xxxxxx			17.3			14.9				16.0		0.0			
LOS by Appr:	*			C			B				C		A			
AllWayAvgQ:	0.0	0.0	0.0	1.2	0.4	0.4	0.7	0.7	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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: 42 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0	3	0	269	264	1037	0	0	957	10	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	269	264	1037	0	0	957	10	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	269	264	1037	0	0	957	10	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	269	264	1037	0	0	957	10	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	3	0	269	264	1037	0	0	957	10	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.24	0.00	0.00	0.34	0.01	0.00	0.00	0.00	0.00
Crit Vol:	0					269	0				479					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2030
315-Acre

Scenario Report

Scenario:	2030 315-Acre MD
Command:	2030 315-Acre MD
Volume:	2030 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2030
315-Acre

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 Pico Ave / Pier G St & Harbor	F	151.5	1.622	F	151.5	1.622	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	36.1	1.037	E	36.1	1.037	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	25.4	0.000	D	25.4	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	C	15.2	0.000	C	15.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	48.5	1.159	E	48.5	1.159	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	14.5	0.553	B	14.5	0.553	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.622
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 151.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	519	216	136	450	178	459	163	5	251	103	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	519	216	136	450	178	459	163	5	251	103	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	519	216	136	450	178	459	163	5	251	103	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	519	216	136	450	178	459	163	5	251	103	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	519	216	136	450	178	459	163	5	251	103	294
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	288	434	185	289	303	320	283	566	17	292	304	324
Capacity Analysis Module:												
Vol/Sat:	0.02	1.19	1.17	0.47	1.49	0.56	1.62	0.29	0.29	0.86	0.34	0.91
Crit Moves:		****			****		****					****
Delay/Veh:	15.3	148	136.3	25.4	263	26.8	325.3	19.7	19.6	58.8	20.4	63.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	148	136.3	25.4	263	26.8	325.3	19.7	19.6	58.8	20.4	63.1
LOS by Move:	C	F	F	D	F	D	F	C	C	F	C	F
ApproachDel:	143.7			165.9			243.4			54.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	143.7			165.9			243.4			54.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	11.7	10.7	0.8	20.9	20.9	24.4	0.4	0.4	3.6	0.5	4.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	538	6	90	305	53	89	43	0	440	12	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	538	6	90	305	53	89	43	0	440	12	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	538	6	90	305	53	89	43	0	440	12	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	6	90	305	53	89	43	0	440	12	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	538	6	90	305	53	89	43	0	440	12	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	388	826	9	381	695	122	372	391	0	424	12	497
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.24	0.44	0.43	0.24	0.11	xxxx	1.04	1.04	0.30
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	25.5	25.4	14.7	17.8	17.4	14.7	12.5	0.0	81.9	81.9	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.4	14.7	17.8	17.4	14.7	12.5	0.0	81.9	81.9	12.6
LOS by Move:	*	D	D	B	C	C	B	B	*	F	F	B
ApproachDel:	25.5			17.1			14.0			64.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.5			17.1			14.0			64.9		
LOS by Appr:	D			C			B			F		
AllWayAvgQ:	0.0	1.7	1.6	0.3	0.7	0.7	0.3	0.1	0.1	8.6	8.6	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[25.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0	741	0	0	791	0	0	0	0	22	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	741	0	0	791	0	0	0	0	22	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	741	0	0	791	0	0	0	0	22	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	741	0	0	791	0	0	0	0	22	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1137	xxxx	371
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	xxxx	632
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	xxxx	632
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.4		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	258	427	0	0	791	112	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	427	0	0	791	112	0	0	0	0	0	0
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:	258	427	0	0	791	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	258	427	0	0	791	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	838	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	838	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	630		1			0	797		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	630		1			0	797		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	630		1			0	797		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	630		1			0	797		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1112	1428		399	1030	1428		316										
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	136		607	190	136		686										
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	136		607	183	136		686										
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.01		0.03	0.01	0.00		0.01										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.3											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		B											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx		445	183	xxxx	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx		0.1	0.0	xxxx	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.8	xxxx		13.5	24.8	xxxx	xxxxx											
Shared LOS:	*	*	*	*	*	*	D	*		B	C	*	*											
ApproachDel:	xxxxxx			xxxxxx			15.2				13.2													
ApproachLOS:	*			*			C				B													

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.159
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	83	284		1			5	441		188			535		0		102		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83	284		1			5	441		188			535		0		102		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	83	284		1			5	441		188			535		0		102		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	83	284		1			5	441		188			535		0		102		7		5		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:	83	284		1			5	441		188			535		0		102		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	398	844		3			10	898		498			462		0		531		227		162		435	
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.34		0.34			0.49	0.49		0.38			1.16	xxxx		0.19			0.03		0.03		0.07	
Crit Moves:		****					****						****											****
Delay/Veh:	13.8	15.1		15.1			17.8	17.8		14.0			119.4		0.0		10.8		11.8		11.8		11.0	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.8	15.1		15.1			17.8	17.8		14.0			119.4		0.0		10.8		11.8		11.8		11.0	
LOS by Move:	B	C		C			C	C		B			F		*		B		B		B		B	
ApproachDel:		14.8						16.7						102.0						11.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		14.8						16.7						102.0						11.2				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.2	0.5		0.5			0.9	0.9		0.6			14.0	14.0		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 2	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	31	768	0	0	538	224	225	0	15	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	31	768	0	0	538	224	225	0	15	0	0	0				
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:	31	768	0	0	538	0	225	0	15	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	768	0	0	538	0	225	0	15	0	0	0				
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:	31	768	0	0	538	0	225	0	15	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24	0.00	0.00	0.17	0.00	0.08	0.00	0.01	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:		****			****				****							

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	204	5	243	214	2	38	41	269	271	465	163	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:	204	5	243	214	2	38	41	269	271	465	163	335				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	204	5	0	214	2	38	41	269	271	465	163	335				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	204	5	0	214	2	38	41	269	271	465	163	335				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	204	5	0	214	2	38	41	269	271	465	163	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	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1121	479	1600	1600	1600	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.00	0.13	0.00	0.08	0.03	0.17	0.17	0.16	0.10	0.21				
Crit Moves:	****			****				****		****						

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	1	0	1	0		0	1	1	0	0		0	0	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				137	0	49				80	537	0				0	457	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				137	0	49				80	537	0				0	457	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				137	0	49				80	537	0				0	457	225			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				137	0	49				80	537	0				0	457	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				137	0	49				80	537	0				0	457	225			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00				1.00	0.47	0.53				0.26	1.74	0.00				0.00	2.00	1.00			
Final Sat.:	0	0	0				445	234	261				145	981	0				0	1049	583			
Capacity Analysis Module:																								
Vol/Sat:	xxxx	xxxx	xxxx				0.31	0.00	0.19				0.55	0.55	xxxx				xxxx	0.44	0.39			
Crit Moves:							****						****							****				
Delay/Veh:	0.0	0.0	0.0				13.6	11.0	11.0				16.3	16.0	0.0				0.0	14.3	12.3			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				13.6	11.0	11.0				16.3	16.0	0.0				0.0	14.3	12.3			
LOS by Move:	*	*	*				B	B	B				C	C	*				*	B	B			
ApproachDel:	xxxxxx						12.5						16.0						13.7					
Delay Adj:	xxxxx						1.00						1.00						1.00					
ApprAdjDel:	xxxxxx						12.5						16.0						13.7					
LOS by Appr:	*						B						C						B					
AllWayAvgQ:	0.0	0.0	0.0				0.4	0.2	0.2				1.1	1.1	0.0				0.0	0.7	0.6			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

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: 40 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:	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	2	0	1	
Volume Module:																								
Base Vol:	0	0	0				14	0	283				166	1262	0				0	851	16			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				14	0	283				166	1262	0				0	851	16			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				14	0	283				166	1262	0				0	851	16			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				14	0	283				166	1262	0				0	851	16			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	0	0	0				14	0	283				166	1262	0				0	851	16			
Saturation Flow Module:																								
Sat/Lane:	1425	1425	1425				1425	1425	1425				1425	1425	1425				1425	1425	1425			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	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	0.20				0.12	0.30	0.00				0.00	0.30	0.01			
Crit Vol:	0								283				0							426				
Crit Moves:									****				****							****				

Middle Harbor EIR
Future Year 2030
315-Acre

Scenario Report

Scenario:	2030 315-Acre PM
Command:	2030 315-Acre PM
Volume:	2030 315-Acre 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:	315-Acre

Middle Harbor EIR
Future Year 2030
315-Acre

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 Pico Ave / Pier G St & Harbor	F	53.2	1.073	F	53.2	1.073	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	F	52.0	1.156	F	52.0	1.156	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	E	35.1	0.000	E	35.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	13.0	0.000	B	13.0	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	26.9	0.932	D	26.9	0.932	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	16.9	0.637	C	16.9	0.637	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	396	125	53	341	186	280	164	8	46	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	396	125	53	341	186	280	164	8	46	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	396	125	53	341	186	280	164	8	46	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	396	125	53	341	186	280	164	8	46	0	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	396	125	53	341	186	280	164	8	46	0	390
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	323	529	170	327	352	372	326	644	31	312	324	364
Capacity Analysis Module:												
Vol/Sat:	0.01	0.75	0.73	0.16	0.97	0.50	0.86	0.25	0.25	0.15	0.00	1.07
Crit Moves:		****			****		****					****
Delay/Veh:	13.7	37.2	35.1	15.4	72.2	21.0	53.4	16.6	16.5	15.6	0.0	100.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	37.2	35.1	15.4	72.2	21.0	53.4	16.6	16.5	15.6	0.0	100.1
LOS by Move:	B	E	E	C	F	C	F	C	C	C	*	F
ApproachDel:		36.5			50.6			39.4			91.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		36.5			50.6			39.4			91.2	
LOS by Appr:		E			F			E			F	
AllWayAvgQ:	0.0	2.4	2.2	0.2	5.8	5.8	3.6	0.3	0.3	0.2	0.0	8.8

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	569	3	238	166	172	268	111	0	403	27	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	3	238	166	172	268	111	0	403	27	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	3	238	166	172	268	111	0	403	27	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	3	238	166	172	268	111	0	403	27	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	569	3	238	166	172	268	111	0	403	27	129
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	327	702	4	334	348	373	355	369	0	349	23	410
Capacity Analysis Module:												
Vol/Sat:	0.00	0.81	0.81	0.71	0.48	0.46	0.75	0.30	xxxx	1.16	1.16	0.31
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	43.9	43.9	35.1	21.5	19.7	36.8	16.1	0.0	126.7	127	14.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.9	43.9	35.1	21.5	19.7	36.8	16.1	0.0	126.7	127	14.9
LOS by Move:	*	E	E	E	C	C	E	C	*	F	F	B
ApproachDel:		43.9			26.6			30.8			100.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		43.9			26.6			30.8			100.9	
LOS by Appr:		E			D			D			F	
AllWayAvgQ:	0.0	3.0	3.0	2.0	0.8	0.8	2.4	0.4	0.4	11.8	11.8	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E[35.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0 937		0	0 705		0	0 0		0	39	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 937		0	0 705		0	0 0		0	39	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0 937		0	0 705		0	0 0		0	39	0	0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 937		0	0 705		0	0 0		0	39	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8 xxxx		6.9
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1290 xxxx		468
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	158 xxxx		547
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	158 xxxx		547
Volume/Cap:	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.25 xxxx		0.00
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.9 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	35.1 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	E	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.1		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[13.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	456 387		0	0 705		123	0 0		0	0	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	456 387		0	0 705		123	0 0		0	0	0	0
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:	456 387		0	0 705		0	0 0		0	0	0	0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	456 387		0	0 705		0	0 0		0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	705 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	902 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	902 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.51 xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	2.9 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Control Del:	13.0 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	850	0				5	707	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	850	0				5	707	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	850	0				5	707	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	850	0				5	707	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				850	xxxx	xxxxx				1142	xxxx		354			1214	1567		425		
Potent Cap.:	xxxx	xxxx	xxxxx				797	xxxx	xxxxx				158	xxxx		649			140	112		583		
Move Cap.:	xxxx	xxxx	xxxxx				797	xxxx	xxxxx				157	xxxx		649			138	112		583		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				9.5	xxxx	xxxxx				xxxxx	xxxx		10.6			xxxxx	xxxx		11.2		
LOS by Move:	*	*	*				A	*	*				*	*		B			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						10.6						11.2					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0	0					0	0	0					0	0	0					0	0	0				
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	97	336	3					4	537	163					403	0	118					37	2	54				
Growth Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
Initial Bse:	97	336	3					4	537	163					403	0	118					37	2	54				
User Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
PHF Volume:	97	336	3					4	537	163					403	0	118					37	2	54				
Reduct Vol:	0	0	0					0	0	0					0	0	0					0	0	0				
Reduced Vol:	97	336	3					4	537	163					403	0	118					37	2	54				
PCE Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
FinalVolume:	97	336	3					4	537	163					403	0	118					37	2	54				
Saturation Flow Module:																												
Adjustment:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
Lanes:	1.00	1.98	0.02					0.01	1.99	1.00					1.00	0.00	1.00					0.95	0.05	1.00				
Final Sat.:	376	791	7					6	858	465					432	0	491					345	19	413				
Capacity Analysis Module:																												
Vol/Sat:	0.26	0.42	0.42					0.63	0.63	0.35					0.93	xxxx	0.24					0.11	0.11	0.13				
Crit Moves:		****						****							****									****				
Delay/Veh:	14.9	17.3	17.2					23.1	23.1	14.0					55.8	0.0	11.9					13.1	13.1	12.0				
Delay Adj:	1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00					1.00	1.00	1.00				
AdjDel/Veh:	14.9	17.3	17.2					23.1	23.1	14.0					55.8	0.0	11.9					13.1	13.1	12.0				
LOS by Move:	B	C	C					C	C	B					F	*	B					B	B	B				
ApproachDel:	16.7							21.0							45.9							12.4						
Delay Adj:	1.00							1.00							1.00							1.00						
ApprAdjDel:	16.7							21.0							45.9							12.4						
LOS by Appr:	C							C							E							B						
AllWayAvgQ:	0.3	0.7	0.7					1.5	1.5	0.5					5.4	5.4	0.3					0.1	0.1	0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ignore					Ovl					Include				
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	2	0	0	1	0	0	0	0	0	0
Volume Module:																				
Base Vol:	29		707		0	0		602		133	199		0		30	0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	29		707		0	0		602		133	199		0		30	0		0		0
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:	29		707		0	0		602		0	199		0		30	0		0		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	29		707		0	0		602		0	199		0		30	0		0		0
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:	29		707		0	0		602		0	199		0		30	0		0		0
OvlAdjVol:															1					
Saturation Flow Module:																				
Sat/Lane:	1600		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:	1.00		2.00		0.00	0.00		2.00		2.00	2.00		0.00		1.00	0.00		0.00		0.00
Final Sat.:	1600		3200		0	0		3200		3200	2880		0		1600	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.22		0.00	0.00		0.19		0.00	0.07		0.00		0.02	0.00		0.00		0.00
OvlAdjV/S:															0.00					
Crit Moves:		****				****					****									

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Ignore					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	1	0	1	0	1	0	1	0	1	0	1	1	0	2	0	1	0	1
Volume Module:																				
Base Vol:	115		2		298	201		1		17	57		262		274	489		106		329
Growth Adj:	1.00		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		2		298	201		1		17	57		262		274	489		106		329
User Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	115		2		0	201		1		17	57		262		274	489		106		329
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	115		2		0	201		1		17	57		262		274	489		106		329
PCE Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	115		2		0	201		1		17	57		262		274	489		106		329
Saturation Flow Module:																				
Sat/Lane:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	0.90		1.00		1.00
Lanes:	1.00		1.00		1.00	1.00		0.84		0.16	1.00		1.00		1.00	2.00		1.00		1.00
Final Sat.:	1600		1600		1600	1600		1352		248	1600		1600		1600	2880		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.07		0.00		0.00	0.13		0.00		0.07	0.04		0.16		0.17	0.17		0.07		0.21
Crit Moves:	****					****									****	****				

Middle Harbor EIR
Future Year 2030
315-Acre

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0
Volume Module:																
Base Vol:	0	0	0	0	293	0	13	0	68	462	0	0	0	128	341	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	293	0	13	0	68	462	0	0	0	128	341	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	293	0	13	0	68	462	0	0	0	128	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	293	0	13	0	68	462	0	0	0	128	341	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	293	0	13	0	68	462	0	0	0	128	341	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.92	0.08	0.26	1.74	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00
Final Sat.:	0	0	0	0	476	467	43	133	915	0	0	0	955	536	0	0
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.62	0.00	0.30	0.51	0.50	xxxx	xxxx	0.13	0.64				
Crit Moves:				****			****					****				
Delay/Veh:	0.0	0.0	0.0	20.6	12.3	12.3	16.0	15.8	0.0	0.0	11.1	19.6				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	20.6	12.3	12.3	16.0	15.8	0.0	0.0	11.1	19.6				
LOS by Move:	*	*	*	C	B	B	C	C	*	*	B	C				
ApproachDel:	xxxxxx			17.8			15.8				17.3					
Delay Adj:	xxxxx			1.00			1.00				1.00					
ApprAdjDel:	xxxxxx			17.8			15.8				17.3					
LOS by Appr:	*			C			C				C					
AllWayAvgQ:	0.0	0.0	0.0	1.4	0.4	0.4	0.9	0.9	0.0	0.0	0.1	1.5				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
315-Acre

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0	29	0	367	211	1403	0	0	1178	18				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	29	0	367	211	1403	0	0	1178	18				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	29	0	367	211	1403	0	0	1178	18				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	29	0	367	211	1403	0	0	1178	18				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	29	0	367	211	1403	0	0	1178	18				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.26	0.15	0.33	0.00	0.00	0.41	0.01				
Crit Vol:	0					367	0				589					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2030
NEPA

Scenario Report

Scenario:	2030 NEPA AM
Command:	2030 NEPA AM
Volume:	2030 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2030
NEPA

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 Pico Ave / Pier G St & Harbor	F	84.5	1.286	F	84.5	1.286	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	20.1	0.780	C	20.1	0.780	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	19.8	0.000	C	19.8	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.4	0.000	B	10.4	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	13.4	0.000	B	13.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	57.8	1.241	F	57.8	1.241	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	15.4	0.538	C	15.4	0.538	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.286
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 84.5
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	416	167	100	419	222	362	95	5	207	102	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	416	167	100	419	222	362	95	5	207	102	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	416	167	100	419	222	362	95	5	207	102	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	167	100	419	222	362	95	5	207	102	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	416	167	100	419	222	362	95	5	207	102	258
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.57	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	300	462	190	304	326	343	296	569	30	303	313	338
Capacity Analysis Module:												
Vol/Sat:	0.00	0.90	0.88	0.33	1.29	0.65	1.22	0.17	0.17	0.68	0.33	0.76
Crit Moves:		****			****		****					****
Delay/Veh:	14.5	61.9	56.6	19.6	181	29.6	160.5	16.5	16.5	36.0	19.2	39.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	61.9	56.6	19.6	181	29.6	160.5	16.5	16.5	36.0	19.2	39.9
LOS by Move:	B	F	F	C	F	D	F	C	C	E	C	E
ApproachDel:		60.3			113.7			129.4			34.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		60.3			113.7			129.4			34.8	
LOS by Appr:		F			F			F			D	
AllWayAvgQ:	0.0	4.5	4.0	0.5	15.1	15.1	12.0	0.2	0.2	1.8	0.5	2.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	431	2	43	214	188	128	85	0	315	27	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	431	2	43	214	188	128	85	0	315	27	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	431	2	43	214	188	128	85	0	315	27	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	431	2	43	214	188	128	85	0	315	27	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	431	2	43	214	188	128	85	0	315	27	128
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.06	0.94	1.00	1.00	0.00	0.92	0.08	1.00
Final Sat.:	389	837	4	390	448	423	394	414	0	404	35	501
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.11	0.48	0.44	0.33	0.21	xxxx	0.78	0.78	0.26
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	19.0	18.9	12.5	17.9	15.9	15.2	12.8	0.0	32.9	32.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	18.9	12.5	17.9	15.9	15.2	12.8	0.0	32.9	32.9	11.9
LOS by Move:	*	C	C	B	C	C	C	B	*	D	D	B
ApproachDel:		19.0			16.5			14.2			27.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.0			16.5			14.2			27.2	
LOS by Appr:		C			C			B			D	
AllWayAvgQ:	0.0	0.9	0.9	0.1	0.8	0.7	0.4	0.2	0.2	2.7	2.7	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[19.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	634	0	0	714	0	0	0	0	97	0	101				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	634	0	0	714	0	0	0	0	97	0	101				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	634	0	0	714	0	0	0	0	97	0	101				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	634	0	0	714	0	0	0	0	97	0	101				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	991	xxxx	317				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	685				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	xxxx	685				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	0.15				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	0.5				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.8	xxxx	11.2				
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	B				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.8						
ApproachLOS:	*			*			*			C						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	229	507	0	0	714	91	0	0	0	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	229	507	0	0	714	91	0	0	0	0	0	0				
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:	229	507	0	0	714	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	229	507	0	0	714	0	0	0	0	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	714	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[13.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	660		8			6	698		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	660		8			6	698		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	660		8			6	698		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	660		8			6	698		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	698	xxxx	xxxxx				668	xxxx	xxxxx				1066	1404		349			1052	1400		334		
Potent Cap.:	908	xxxx	xxxxx				931	xxxx	xxxxx				179	141		653			184	142		668		
Move Cap.:	908	xxxx	xxxxx				931	xxxx	xxxxx				176	138		653			171	139		668		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	9.0	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.4		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				138	xxxx		526			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				31.5	xxxx		12.3			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			D	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						13.4						10.4					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 57.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	120	307		1			6	683		258			522		0		65		19		1		37	
Growth Adj:	1.00	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	307		1			6	683		258			522		0		65		19		1		37	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	307		1			6	683		258			522		0		65		19		1		37	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	120	307		1			6	683		258			522		0		65		19		1		37	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	120	307		1			6	683		258			522		0		65		19		1		37	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	369	775		3			8	876		481			420		0		470		333		18		396	
Capacity Analysis Module:																								
Vol/Sat:	0.33	0.40		0.40			0.78	0.78		0.54			1.24	xxxx		0.14			0.06	0.06		0.09		
Crit Moves:		****					****						****									****		
Delay/Veh:	16.7	17.4		17.4			33.9	33.8		18.2			153.0		0.0		11.2		13.0		13.0		12.1	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	16.7	17.4		17.4			33.9	33.8		18.2			153.0		0.0		11.2		13.0		13.0		12.1	
LOS by Move:	C		C		C		D		D		C		F		*		B		B		B		B	
ApproachDel:		17.2						29.6						137.3						12.4				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		17.2						29.6						137.3						12.4				
LOS by Appr:		C						D						F						B				
AllWayAvgQ:	0.5	0.6		0.6			2.8	2.8		1.1			16.6	16.6		0.1			0.1	0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	33	791	0	0	891	222	185	0	13	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	33	791	0	0	891	222	185	0	13	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	33	791	0	0	891	0	185	0	13	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	791	0	0	891	0	185	0	13	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	33	791	0	0	891	0	185	0	13	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	0.90	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25	0.00	0.00	0.00	0.28	0.00	0.06	0.00	0.01	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	256	2	560	278	0	24	86	264	88	433	275	243
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	256	2	560	278	0	24	86	264	88	433	275	243
User Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	256	2	0	278	0	24	86	264	88	433	275	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	2	0	278	0	24	86	264	88	433	275	243
PCE Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	256	2	0	278	0	24	86	264	88	433	275	243
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.90	1.00
Lanes:	1.00 1.00	1.00	1.00	1.00 0.84	0.16	1.00	1.00 1.50	0.50	2.00	1.00	1.00	
Final Sat.:	1600 1600	1600	1600	1600 1346	254	1600	2400	800	2880	1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.16 0.00	0.00	0.17	0.00	0.09	0.05	0.11	0.11	0.15	0.17	0.15	
Crit Moves:	****			****			****		****			

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	0	1	0	1 0	0	1	1	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		246	0	59		38	388	0		0	493	277	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		246	0	59		38	388	0		0	493	277	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		246	0	59		38	388	0		0	493	277	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		246	0	59		38	388	0		0	493	277	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		246	0	59		38	388	0		0	493	277	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.61	0.39		0.18	1.82	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		457	308	194		89	914	0		0	1011	561	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.54	0.00	0.30		0.43	0.42	xxxx		xxxx	0.49	0.49	
Crit Moves:					****				****						****	
Delay/Veh:	0.0	0.0	0.0		18.4	12.4	12.4		14.6	14.4	0.0		0.0	16.0	14.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		18.4	12.4	12.4		14.6	14.4	0.0		0.0	16.0	14.8	
LOS by Move:	*	*	*		C	B	B		B	B	*		*	C	B	
ApproachDel:	xxxxxx				16.1				14.5				15.5			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				16.1				14.5				15.5			
LOS by Appr:	*				C				B				C			
AllWayAvgQ:	0.0	0.0	0.0		1.0	0.4	0.4		0.7	0.7	0.0		0.0	0.9	0.9	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		3	0	270		263	1024	0		0	968	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		3	0	270		263	1024	0		0	968	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		3	0	270		263	1024	0		0	968	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		3	0	270		263	1024	0		0	968	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		3	0	270		263	1024	0		0	968	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		0.00	0.00	0.19		0.18	0.24	0.00		0.00	0.34	0.01	
Crit Vol:	0						270		0					484		
Crit Moves:							****		****					****		

Middle Harbor EIR
Future Year 2030
NEPA

Scenario Report

Scenario:	2030 NEPA MD
Command:	2030 NEPA MD
Volume:	2030 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2030
NEPA

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 Pico Ave / Pier G St & Harbor	F	151.4	1.609	F	151.4	1.609	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	35.9	1.034	E	35.9	1.034	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	25.5	0.000	D	25.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	C	15.2	0.000	C	15.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	E	48.7	1.161	E	48.7	1.161	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	15.4	0.611	C	15.4	0.611	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.609
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 151.4
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	518	217	138	454	183	455	167	5	247	98	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:	6	518	217	138	454	183	455	167	5	247	98	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	518	217	138	454	183	455	167	5	247	98	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	518	217	138	454	183	455	167	5	247	98	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	518	217	138	454	183	455	167	5	247	98	296
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	288	433	186	289	303	320	283	566	17	291	303	324
Capacity Analysis Module:												
Vol/Sat:	0.02	1.20	1.17	0.48	1.50	0.57	1.61	0.29	0.29	0.85	0.32	0.91
Crit Moves:	****			****			****					****
Delay/Veh:	15.3	149	136.8	25.7	269	27.5	319.6	19.9	19.8	57.0	20.0	64.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	149	136.8	25.7	269	27.5	319.6	19.9	19.8	57.0	20.0	64.9
LOS by Move:	C	F	F	D	F	D	F	C	C	F	C	F
ApproachDel:	144.2			168.4			237.3			55.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	144.2			168.4			237.3			55.0		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	11.7	10.7	0.9	21.4	21.4	23.9	0.4	0.4	3.4	0.5	4.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.034
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	537	6	92	305	55	91	43	0	438	12	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	537	6	92	305	55	91	43	0	438	12	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	537	6	92	305	55	91	43	0	438	12	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	537	6	92	305	55	91	43	0	438	12	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	537	6	92	305	55	91	43	0	438	12	148
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.69	0.31	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	387	824	9	380	690	126	372	390	0	423	12	496
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.24	0.44	0.44	0.24	0.11	xxxx	1.03	1.03	0.30
Crit Moves:	****			****			****				****	
Delay/Veh:	0.0	25.5	25.5	14.8	17.9	17.5	14.8	12.5	0.0	81.3	81.3	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.5	14.8	17.9	17.5	14.8	12.5	0.0	81.3	81.3	12.7
LOS by Move:	*	D	D	B	C	C	B	B	*	F	F	B
ApproachDel:	25.5			17.2			14.1			64.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.5			17.2			14.1			64.3		
LOS by Appr:	D			C			B			F		
AllWayAvgQ:	0.0	1.7	1.7	0.3	0.7	0.7	0.3	0.1	0.1	8.5	8.5	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[25.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	740		0			0	794		0			0	0		0			23	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	740		0			0	794		0			0	0		0			23	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	740		0			0	794		0			0	0		0			23	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	740		0			0	794		0			0	0		0			23	0		0		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1137	xxxx		370		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										198	xxxx		633		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										198	xxxx		633		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.12	xxxx		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.4	xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										25.5	xxxx		xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*										D	*		*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT										LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												25.5					
ApproachLOS:	*			*			*												D					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	259	429		0			0	794		116			0	0		0			0	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	259	429		0			0	794		116			0	0		0			0	0		0		
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:	259	429		0			0	794		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	259	429		0			0	794		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	794	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	836	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	836	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[15.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	630		1			0	800		0			0		2		17		1		0		4	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	630		1			0	800		0			0		2		17		1		0		4	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	630		1			0	800		0			0		2		17		1		0		4	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	630		1			0	800		0			0		2		17		1		0		4	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9		7.5	6.5	6.9					
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3		3.5	4.0	3.3					
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1115	1431		400	1032	1431		316				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							165	136		605	190	136		686				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							164	136		605	183	136		686				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.03	0.01	0.00		0.01				
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.0											
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		10.3											
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*		B											
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	444	183	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.9	xxxx	13.5	24.8	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			15.2			13.2														
ApproachLOS:	*			*			C			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.161
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 48.7
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	87	282		1			5	450		184			535		0		102		7		5		30	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	87	282		1			5	450		184			535		0		102		7		5		30	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	87	282		1			5	450		184			535		0		102		7		5		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	87	282		1			5	450		184			535		0		102		7		5		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:	87	282		1			5	450		184			535		0		102		7		5		30	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.58		0.42		1.00	
Final Sat.:	398	842		3			10	897		497			461		0		529		226		161		434	
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.33		0.33			0.50	0.50		0.37			1.16	xxxx		0.19			0.03		0.03		0.07	
Crit Moves:		****					****						****											****
Delay/Veh:	13.9	15.1		15.1			18.1	18.1		13.9			120.4		0.0		10.8		11.8		11.8		11.1	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.9	15.1		15.1			18.1	18.1		13.9			120.4		0.0		10.8		11.8		11.8		11.1	
LOS by Move:	B	C		C			C	C		B			F		*		B		B		B		B	
ApproachDel:		14.8						16.9						102.8						11.3				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		14.8						16.9						102.8						11.3				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.3	0.5		0.5			0.9	0.9		0.6			14.1	14.1		0.2			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	31	768	0		0	542	223		223	0	17		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	768	0		0	542	223		223	0	17		0	0	0	
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:	31	768	0		0	542	0		223	0	17		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	768	0		0	542	0		223	0	17		0	0	0	
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:	31	768	0		0	542	0		223	0	17		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24	0.00		0.00	0.17	0.00		0.08	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:		****			****				****							

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	226	5	235		224	2	38		47	269	273		464	132	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:	226	5	235		224	2	38		47	269	273		464	132	364	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	226	5	0		224	2	38		47	269	273		464	132	364	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	226	5	0		224	2	38		47	269	273		464	132	364	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	226	5	0		224	2	38		47	269	273		464	132	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		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.71	0.29		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1139	461		1600	1600	1600		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.00		0.14	0.00	0.08		0.03	0.17	0.17		0.16	0.08	0.23	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	131	0	49	81	605	0	0	409	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	131	0	49	81	605	0	0	409	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	131	0	49	81	605	0	0	409	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	49	81	605	0	0	409	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	131	0	49	81	605	0	0	409	275
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.46	0.54	0.24	1.76	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	438	223	266	133	1000	0	0	1032	575
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.30	0.00	0.18	0.61	0.60	xxxx	xxxx	0.40	0.48
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	13.6	11.1	11.1	18.1	17.7	0.0	0.0	13.8	14.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.6	11.1	11.1	18.1	17.7	0.0	0.0	13.8	14.1
LOS by Move:	*	*	*	B	B	B	C	C	*	*	B	B
ApproachDel:	xxxxxx			12.6			17.8			13.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.6			17.8			13.9		
LOS by Appr:	*			B			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.2	0.2	1.4	1.4	0.0	0.0	0.6	0.8

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

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: 42 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	333	160	1266	0	0	822	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	333	160	1266	0	0	822	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	333	160	1266	0	0	822	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	333	160	1266	0	0	822	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	14	0	333	160	1266	0	0	822	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.23	0.11	0.30	0.00	0.00	0.29	0.01
Crit Vol:	0					333	0				411	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
NEPA

Scenario Report

Scenario:	2030 NEPA PM
Command:	2030 NEPA PM
Volume:	2030 NEPA 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:	NEPA

Middle Harbor EIR
Future Year 2030
NEPA

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 Pico Ave / Pier G St & Harbor	F	53.9	1.060	F	53.9	1.060	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	F	50.9	1.155	F	50.9	1.155	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	E	35.2	0.000	E	35.2	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	12.9	0.000	B	12.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	31.9	1.003	D	31.9	1.003	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	16.5	0.610	C	16.5	0.610	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 D/V

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 53.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	380	141	53	337	208	292	198	8	46	0	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	380	141	53	337	208	292	198	8	46	0	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	380	141	53	337	208	292	198	8	46	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	380	141	53	337	208	292	198	8	46	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	380	141	53	337	208	292	198	8	46	0	375
Saturation Flow Module:												
Adjustment:	1.00	1.00	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	0.54	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	316	497	189	321	346	366	324	644	26	304	316	354
Capacity Analysis Module:												
Vol/Sat:	0.01	0.76	0.75	0.17	0.97	0.57	0.90	0.31	0.31	0.15	0.00	1.06
Crit Moves:		****			****		****					****
Delay/Veh:	13.9	39.5	36.9	15.7	74.6	24.0	61.5	17.7	17.7	16.0	0.0	97.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	39.5	36.9	15.7	74.6	24.0	61.5	17.7	17.7	16.0	0.0	97.4
LOS by Move:	B	E	E	C	F	C	F	C	C	C	*	F
ApproachDel:	38.6			51.8			43.4			88.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	38.6			51.8			43.4			88.5		
LOS by Appr:	E			F			E			F		
AllWayAvgQ:	0.0	2.6	2.3	0.2	5.9	5.9	4.3	0.4	0.4	0.2	0.0	8.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.155
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	561	3	216	167	174	273	112	0	405	27	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	3	216	167	174	273	112	0	405	27	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	3	216	167	174	273	112	0	405	27	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	3	216	167	174	273	112	0	405	27	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	3	216	167	174	273	112	0	405	27	131
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	329	704	4	334	349	374	358	372	0	351	23	414
Capacity Analysis Module:												
Vol/Sat:	0.00	0.80	0.80	0.65	0.48	0.47	0.76	0.30	xxxx	1.15	1.15	0.32
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	41.9	41.8	30.3	21.5	19.8	37.4	16.0	0.0	125.6	126	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.9	41.8	30.3	21.5	19.8	37.4	16.0	0.0	125.6	126	14.8
LOS by Move:	*	E	E	D	C	C	E	C	*	F	F	B
ApproachDel:	41.9			24.4			31.2			99.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	41.9			24.4			31.2			99.8		
LOS by Appr:	E			C			D			F		
AllWayAvgQ:	0.0	2.9	2.9	1.6	0.8	0.8	2.5	0.4	0.4	11.8	11.8	0.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E[35.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0 931		0	0 712		0	0 0		0	40	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 931		0	0 712		0	0 0		0	40	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0 931		0	0 712		0	0 0		0	40	0	0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 931		0	0 712		0	0 0		0	40	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8 xxxx		6.9
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1287 xxxx		466
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	159 xxxx		549
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	159 xxxx		549
Volume/Cap:	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.25 xxxx		0.00
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1.0 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	35.2 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	E	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.2		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[12.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	444 382		0	0 712		123	0 0		0	0 0		0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	444 382		0	0 712		123	0 0		0	0 0		0
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:	444 382		0	0 712		0	0 0		0	0 0		0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
FinalVolume:	444 382		0	0 712		0	0 0		0	0 0		0
Critical Gap Module:												
Critical Gp:	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	712 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	897 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	897 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.49 xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	2.8 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Control Del:	12.9 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	834		0			5	714		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	834		0			5	714		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	834		0			5	714		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	834		0			5	714		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5		6.5		6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5		4.0		3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				834	xxxx	xxxxx				1141	xxxx		357			1201		1558		417	
Potent Cap.:	xxxx	xxxx	xxxxx				808	xxxx	xxxxx				158	xxxx		645			143		114		590	
Move Cap.:	xxxx	xxxx	xxxxx				808	xxxx	xxxxx				157	xxxx		645			141		113		590	
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00		0.00		0.00	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx		xxxx		0.0	
Control Del:	xxxxx	xxxx	xxxxx				9.5	xxxx	xxxxx				xxxxx	xxxx		10.6			xxxxx		xxxx		11.1	
LOS by Move:	*	*	*				A	*	*				*	*		B			*		*		B	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0		xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx		xxxx		xxxxx	
Shared LOS:	*	*	*				*	*	*				*	*	*				*		*		*	
ApproachDel:	xxxxxx						xxxxxx						10.6						11.1					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	97	331		3			4	542		163			433		0		121		37		2		54	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	97	331		3			4	542		163			433		0		121		37		2		54	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	97	331		3			4	542		163			433		0		121		37		2		54	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	97	331		3			4	542		163			433		0		121		37		2		54	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	97	331		3			4	542		163			433		0		121		37		2		54	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.98		0.02			0.01	1.99		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	376	789		7			6	852		465			432		0		490		345		19		413	
Capacity Analysis Module:																								
Vol/Sat:	0.26	0.42		0.42			0.64	0.64		0.35			1.00	xxxx		0.25			0.11		0.11		0.13	
Crit Moves:		****					****						****										****	
Delay/Veh:	15.2	17.6		17.6			24.2	24.2		14.3			72.7		0.0		12.1		13.2		13.2		12.1	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	15.2	17.6		17.6			24.2	24.2		14.3			72.7		0.0		12.1		13.2		13.2		12.1	
LOS by Move:	C		C		C		C		C		B		F		*		B		B		B		B	
ApproachDel:		17.0						21.9						59.4						12.6				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		17.0						21.9						59.4						12.6				
LOS by Appr:		C						C						F						B				
AllWayAvgQ:	0.3	0.7		0.7			1.6	1.6		0.5			7.4	7.4		0.3			0.1		0.1		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	28	737	0	0	607	129	198	0	31	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	28	737	0	0	607	129	198	0	31	0	0	0				
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:	28	737	0	0	607	0	198	0	31	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	28	737	0	0	607	0	198	0	31	0	0	0				
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:	28	737	0	0	607	0	198	0	31	0	0	0				
OvlAdjVol:									3							
Saturation Flow Module:																
Sat/Lane:	1600	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:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.23	0.00	0.00	0.19	0.00	0.07	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	115	2	318	194	1	18	57	255	267	515	102	336				
Growth Adj:	1.00	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	2	318	194	1	18	57	255	267	515	102	336				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	115	2	0	194	1	18	57	255	267	515	102	336				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	115	2	0	194	1	18	57	255	267	515	102	336				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	115	2	0	194	1	18	57	255	267	515	102	336				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00				
Final Sat.:	1600	1600	1600	1600	1330	270	1600	1600	1600	2880	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00	0.12	0.00	0.07	0.04	0.16	0.17	0.18	0.06	0.21				
Crit Moves:	****			****					****	****						

Middle Harbor EIR
Future Year 2030
NEPA

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	286	0	13	69	476	0	0	129	327
Growth Adj:	1.00	1.00	1.00	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	13	69	476	0	0	129	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	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	13	69	476	0	0	129	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	13	69	476	0	0	129	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	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	13	69	476	0	0	129	327
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.25	1.75	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	476	466	44	133	925	0	0	955	536
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.60	0.00	0.29	0.52	0.51	xxxx	xxxx	0.14	0.61
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	20.0	12.2	12.2	16.2	15.9	0.0	0.0	11.1	18.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	12.2	12.2	16.2	15.9	0.0	0.0	11.1	18.6
LOS by Move:	*	*	*	C	B	B	C	C	*	*	B	C
ApproachDel:	xxxxxx			17.3			16.0			16.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.3			16.0			16.5		
LOS by Appr:	*			C			C			C		
AllWayAvgQ:	0.0	0.0	0.0	1.3	0.4	0.4	1.0	1.0	0.0	0.0	0.1	1.4

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
NEPA

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	354	205	1411	0	0	1165	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	354	205	1411	0	0	1165	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	354	205	1411	0	0	1165	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	354	205	1411	0	0	1165	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	354	205	1411	0	0	1165	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.25	0.14	0.33	0.00	0.00	0.41	0.01
Crit Vol:	0					354	0				583	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
No Project

Scenario Report

Scenario:	2030 NP AM
Command:	2030 NP AM
Volume:	2030 NP 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:	NP

Middle Harbor EIR
Future Year 2030
No 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 Pico Ave / Pier G St & Harbor	F	133.5	1.587	F	133.5	1.587	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	D	26.3	0.897	D	26.3	0.897	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	16.5	0.000	C	16.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.9	0.000	B	11.9	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	14.2	0.000	B	14.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	67.1	1.291	F	67.1	1.291	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	13.9	0.533	B	13.9	0.533	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	1.587
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	133.5
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	510	142	106	471	273	358	51	8	284	195	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	510	142	106	471	273	358	51	8	284	195	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	510	142	106	471	273	358	51	8	284	195	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	510	142	106	471	273	358	51	8	284	195	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	510	142	106	471	273	358	51	8	284	195	328
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	280	466	132	283	297	315	274	494	78	297	307	329
Capacity Analysis Module:												
Vol/Sat:	0.01	1.09	1.08	0.37	1.59	0.87	1.31	0.10	0.10	0.96	0.63	1.00
Crit Moves:		****			****		****					****
Delay/Veh:	15.5	116	109.6	22.6	307	57.0	196.4	16.7	16.6	78.3	32.3	83.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	116	109.6	22.6	307	57.0	196.4	16.7	16.6	78.3	32.3	83.0
LOS by Move:	C	F	F	C	F	F	F	C	C	F	D	F
ApproachDel:	114.1			191.3			171.0			69.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	114.1			191.3			171.0			69.1		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	8.6	8.0	0.6	24.1	24.1	13.7	0.1	0.1	5.2	1.5	6.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	0	577	2	37	261	91	64	43	0	386	14	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	577	2	37	261	91	64	43	0	386	14	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	577	2	37	261	91	64	43	0	386	14	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	577	2	37	261	91	64	43	0	386	14	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	577	2	37	261	91	64	43	0	386	14	136
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.48	0.52	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	404	879	3	384	619	222	377	398	0	431	16	512
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.10	0.42	0.41	0.17	0.11	xxxx	0.90	0.90	0.27
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	24.2	24.2	12.5	16.6	16.0	13.4	12.1	0.0	47.9	47.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	24.2	12.5	16.6	16.0	13.4	12.1	0.0	47.9	47.9	11.9
LOS by Move:	*	C	C	B	C	C	B	B	*	E	E	B
ApproachDel:		24.2			16.1			12.9			38.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.2			16.1			12.9			38.7	
LOS by Appr:		C			C			B			E	
AllWayAvgQ:	0.0	1.7	1.6	0.1	0.7	0.6	0.2	0.1	0.1	4.6	4.6	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	682		0			0	800		0			0	0		0			47	0		88		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	682		0			0	800		0			0	0		0			47	0		88		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	682		0			0	800		0			0	0		0			47	0		88		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	682		0			0	800		0			0	0		0			47	0		88		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1082	xxxx		341		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										215	xxxx		661		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										215	xxxx		661		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.22	xxxx		0.13		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.8	xxxx		0.5		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										26.3	xxxx		11.3		
LOS by Move:	*	*	*	*	*	*	*	*	*										D	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*		*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												16.5					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[11.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	310	457		0			0	800		104			0	0		0			0	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	310	457		0			0	800		104			0	0		0			0	0		0		
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:	310	457		0			0	800		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	310	457		0			0	800		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	832	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	832	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	655		8			6	786		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	655		8			6	786		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	655		8			6	786		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	655		8			6	786		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	786	xxxx	xxxxx				663	xxxx	xxxxx				1152	1487		393			1091	1483		332		
Potent Cap.:	842	xxxx	xxxxx				935	xxxx	xxxxx				155	126		612			172	126		670		
Move Cap.:	842	xxxx	xxxxx				935	xxxx	xxxxx				152	123		612			159	123		670		
Volume/Cap:	0.02	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.02		0.05			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	9.3	xxxx	xxxxx				8.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.4		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				123	xxxx		487			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				34.8	xxxx		12.9			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			D	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						14.2						10.4					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0	0		0				0	0		0				0	0		0				0	0		0			
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	114	255		1				6	768		265				540		0		64			26		1		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:	114	255		1				6	768		265				540		0		64			26		1		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:	114	255		1				6	768		265				540		0		64			26		1		40		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	114	255		1				6	768		265				540		0		64			26		1		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:	114	255		1				6	768		265				540		0		64			26		1		40		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.99		0.01				0.02	1.98		1.00				1.00		0.00		1.00			0.96		0.04		1.00		
Final Sat.:	359	754		3				7	888		487				418		0		466			341		13		400		
Capacity Analysis Module:																												
Vol/Sat:	0.32	0.34		0.34				0.87	0.86		0.54				1.29	xxxx		0.14		0.08		0.08		0.10				
Crit Moves:		****						****							****										****			
Delay/Veh:	16.8	16.4		16.4				43.8	43.7		18.3				172.6		0.0		11.2			13.2		13.2		12.1		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	16.8	16.4		16.4				43.8	43.7		18.3				172.6		0.0		11.2			13.2		13.2		12.1		
LOS by Move:	C		C		C			E		E		C			F		*		B			B		B		B		
ApproachDel:		16.5							37.2							155.5							12.6					
Delay Adj:		1.00							1.00							1.00							1.00					
ApprAdjDel:		16.5							37.2							155.5							12.6					
LOS by Appr:		C							E							F							B					
AllWayAvgQ:	0.4	0.5		0.5				4.1	4.1		1.1				18.7	18.7		0.1		0.1		0.1		0.1				

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	36	762	0	0	973	264	205	0	16	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Initial Bse:	36	762	0	0	973	264	205	0	16	0	0	0
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	36	762	0	0	973	0	205	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	762	0	0	973	0	205	0	16	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
FinalVolume:	36	762	0	0	973	0	205	0	16	0	0	0
OvlAdjVol:									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	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
Lanes:	1.00 2.00	0.00	0.00	2.00	2.00	2.00 0.00	1.00	0.00	0.00	0.00		
Final Sat.:	1600 3200	0	0	3200	3200	3200 0	1600	0	0	0		
Capacity Analysis Module:												
Vol/Sat:	0.02 0.24	0.00	0.00	0.30	0.00	0.06 0.00	0.01	0.00	0.00	0.00		
OvlAdjV/S:							0.00					
Crit Moves:	****			****		****						

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	235	2	641	280	0	16	59	292	76	430	295	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 1.00	1.00	1.00	
Initial Bse:	235	2	641	280	0	16	59	292	76	430	295	209
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
PHF Volume:	235	2	0	280	0	16	59	292	76	430	295	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2	0	280	0	16	59	292	76	430	295	209
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	
FinalVolume:	235	2	0	280	0	16	59	292	76	430	295	209
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	1.00 1.00	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	1.00	1.00 0.89	0.11	1.00	1.59	0.41	2.00	1.00	1.00		
Final Sat.:	1600 1600	1600	1600 1427	173	1600	2539	661	3200	1600	1600		
Capacity Analysis Module:												
Vol/Sat:	0.15 0.00	0.00	0.17 0.00	0.09	0.04	0.12	0.11	0.13	0.18	0.13		
Crit Moves:	****		****			****		****				

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	257	0	55	26	268	0	0	404	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	257	0	55	26	268	0	0	404	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	257	0	55	26	268	0	0	404	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	257	0	55	26	268	0	0	404	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	257	0	55	26	268	0	0	404	298
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.65	0.35	0.18	1.82	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	482	344	187	89	927	0	0	1057	592
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.53	0.00	0.29	0.29	0.29	xxxx	xxxx	0.38	0.50
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	17.5	11.8	11.8	12.2	12.1	0.0	0.0	13.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	11.8	11.8	12.2	12.1	0.0	0.0	13.3	14.3
LOS by Move:	*	*	*	C	B	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			15.4			12.1			13.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.4			12.1			13.7		
LOS by Appr:	*			C			B			B		
AllWayAvgQ:	0.0	0.0	0.0	1.0	0.4	0.4	0.4	0.4	0.0	0.0	0.6	0.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	281	269	1108	0	0	963	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	281	269	1108	0	0	963	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	281	269	1108	0	0	963	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	281	269	1108	0	0	963	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	281	269	1108	0	0	963	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.20	0.19	0.26	0.00	0.00	0.34	0.01
Crit Volume:	0					281	0				482	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
No Project

Scenario Report

Scenario:	2030 NP MD
Command:	2030 NP MD
Volume:	2030 NP 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:	NP

Middle Harbor EIR
Future Year 2030
No 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 Pico Ave / Pier G St & Harbor	F	191.2	1.854	F	191.2	1.854	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	F	64.0	1.261	F	64.0	1.261	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	28.1	0.000	D	28.1	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	C	15.3	0.000	C	15.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	C	16.9	0.000	C	16.9	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	133.8	1.657	F	133.8	1.657	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	13.8	0.547	B	13.8	0.547	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.854
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 191.2
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	552	275	148	561	265	348	173	6	215	91	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	552	275	148	561	265	348	173	6	215	91	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	552	275	148	561	265	348	173	6	215	91	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	552	275	148	561	265	348	173	6	215	91	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	552	275	148	561	265	348	173	6	215	91	411
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	284	401	206	290	303	322	278	558	19	285	295	315
Capacity Analysis Module:												
Vol/Sat:	0.02	1.38	1.34	0.51	1.85	0.82	1.25	0.31	0.31	0.76	0.31	1.31
Crit Moves:		****			****		****					****
Delay/Veh:	15.6	219	201.4	27.2	422	49.6	174.1	20.6	20.5	45.6	20.1	189.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	219	201.4	27.2	422	49.6	174.1	20.6	20.5	45.6	20.1	189.1
LOS by Move:	C	F	F	D	F	E	F	C	C	E	C	F
ApproachDel:	211.4			260.5			122.0			124.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	211.4			260.5			122.0			124.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	17.4	16.1	1.0	34.2	34.2	12.2	0.4	0.4	2.4	0.4	15.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.261
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 64.0
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	677	6	95	360	26	40	26	1	536	6	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	677	6	95	360	26	40	26	1	536	6	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	677	6	95	360	26	40	26	1	536	6	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	6	95	360	26	40	26	1	536	6	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	677	6	95	360	26	40	26	1	536	6	167
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	0.96	0.04	0.99	0.01	1.00
Final Sat.:	392	843	7	379	755	55	356	361	14	425	5	490
Capacity Analysis Module:												
Vol/Sat:	0.00	0.80	0.80	0.25	0.48	0.47	0.11	0.07	0.07	1.26	1.26	0.34
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	37.1	37.0	15.0	19.0	18.8	13.5	12.5	12.5	160.3	160	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.1	37.0	15.0	19.0	18.8	13.5	12.5	12.5	160.3	160	13.4
LOS by Move:	*	E	E	C	C	C	B	B	B	F	F	B
ApproachDel:	37.1			18.2			13.1			125.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	37.1			18.2			13.1			125.7		
LOS by Appr:	E			C			B			F		
AllWayAvgQ:	0.0	3.1	3.1	0.3	0.9	0.8	0.1	0.1	0.1	17.8	17.8	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: D[28.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	800	0				0	939	0				0	0	0				7	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	800	0				0	939	0				0	0	0				7	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	800	0				0	939	0				0	0	0				7	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	800	0				0	939	0				0	0	0				7	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				1270	xxxx	400			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				163	xxxx	605			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				163	xxxx	605			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.04	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				28.1	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				*	*	*				D	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						28.1					
ApproachLOS:	*						*						*						D					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: C[15.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	394	333	0				0	939	153				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	394	333	0				0	939	153				0	0	0				0	0	0			
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:	394	333	0				0	939	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	394	333	0				0	939	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	939	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	738	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	738	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.53	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	3.2	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	15.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	C	*	*				*	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[16.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	630		2			0	947		0			0		2		18		1		0		5	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	630		2			0	947		0			0		2		18		1		0		5	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	630		2			0	947		0			0		2		18		1		0		5	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	630		2			0	947		0			0		2		18		1		0		5	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5	6.9	7.5	6.5	6.9						
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1262	1579	474	1106	1578	316						
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							129	110	543	168	110	686						
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							128	110	543	160	110	686						
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.02	0.03	0.01	0.00	0.01						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B												
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT												
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	110	xxxx	390	160	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	0.2	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.2	xxxx	14.7	27.6	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	E	*	B	D	*	*												
ApproachDel:	xxxxxx			xxxxxx			16.9			13.2														
ApproachLOS:	*			*			C			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 133.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	80	189		1			5	564		190			761		0		171		9		5		34	
Growth Adj:	1.00	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	189		1			5	564		190			761		0		171		9		5		34	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	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	189		1			5	564		190			761		0		171		9		5		34	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	80	189		1			5	564		190			761		0		171		9		5		34	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	80	189		1			5	564		190			761		0		171		9		5		34	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.64		0.36		1.00	
Final Sat.:	378	796		4			8	915		505			459		0		530		247		137		432	
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.24		0.24			0.62	0.62		0.38			1.66	xxxx		0.32			0.04		0.04		0.08	
Crit Moves:		****					****						****										****	
Delay/Veh:	14.3	14.0		14.0			21.9	21.9		13.8			324.9		0.0		12.4		11.9		11.9		11.2	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.3	14.0		14.0			21.9	21.9		13.8			324.9		0.0		12.4		11.9		11.9		11.2	
LOS by Move:	B	B		B			C	C		B			F		*		B		B		B		B	
ApproachDel:		14.1						19.9						267.6						11.4				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		14.1						19.9						267.6						11.4				
LOS by Appr:		B						C						F						B				
AllWayAvgQ:	0.2	0.3		0.3			1.5	1.5		0.6			40.1	40.1		0.4			0.0		0.0		0.1	

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	44	876	0	0	647	235	248	0	26	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Initial Bse:	44	876	0	0	647	235	248	0	26	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	44	876	0	0	647	0	248	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	876	0	0	647	0	248	0	26	0	0	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	0.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
FinalVolume:	44	876	0	0	647	0	248	0	26	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	2.00	0.00 1.00	0.00	0.00	0.00 0.00	0.00	0.00	0.00
Final Sat.:	1600 3200	0	0 3200	3200	3200	0 1600	0	0	0 0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.27	0.00	0.00 0.20	0.00	0.08	0.00 0.02	0.00	0.00	0.00 0.00	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****		****			****						

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	199	6	310	256	2	33	87	279	213	579	164	333
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Initial Bse:	199	6	310	256	2	33	87	279	213	579	164	333
User Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	199	6	0	256	2	33	87	279	213	579	164	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	6	0	256	2	33	87	279	213	579	164	333
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
FinalVolume:	199	6	0	256	2	33	87	279	213	579	164	333
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600 1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00 0.77	0.23	1.00	1.13 0.87	2.00	1.00	1.00			
Final Sat.:	1600 1600	1600	1600 1237	363	1600	1815 1385	3200	1600	1600			
Capacity Analysis Module:												
Vol/Sat:	0.12 0.00	0.00	0.16 0.00	0.09	0.05	0.15 0.15	0.18	0.10	0.21			
Crit Moves:	****		****			****	****					

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	182	0	49	90	403	0	0	317	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	182	0	49	90	403	0	0	317	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	182	0	49	90	403	0	0	317	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	0	49	90	403	0	0	317	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	182	0	49	90	403	0	0	317	321
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.58	0.42	0.37	1.63	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	463	295	217	197	894	0	0	1046	587
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.39	0.00	0.23	0.46	0.45	xxxx	xxxx	0.30	0.55
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	14.6	11.2	11.2	14.4	14.0	0.0	0.0	12.2	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	11.2	11.2	14.4	14.0	0.0	0.0	12.2	15.5
LOS by Move:	*	*	*	B	B	B	B	B	*	*	B	C
ApproachDel:	xxxxxx			13.3			14.1			13.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.3			14.1			13.8		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.3	0.3	0.8	0.7	0.0	0.0	0.4	1.1

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	384	208	1255	0	0	866	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	384	208	1255	0	0	866	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	384	208	1255	0	0	866	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	384	208	1255	0	0	866	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	384	208	1255	0	0	866	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.27	0.15	0.29	0.00	0.00	0.30	0.01
Crit Volume:	0					384	0				433	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
No Project

Scenario Report

Scenario:	2030 NP PM
Command:	2030 NP PM
Volume:	2030 NP 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:	NP

Middle Harbor EIR
Future Year 2030
No 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 Pico Ave / Pier G St & Harbor	F	97.7	1.317	F	97.7	1.317	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	F	71.6	1.302	F	71.6	1.302	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	D	32.7	0.000	D	32.7	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	C	17.1	0.000	C	17.1	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	F	88.8	1.456	F	88.8	1.456	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	15.1	0.583	C	15.1	0.583	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.317
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 97.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	461	104	56	379	273	361	178	9	62	26	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	461	104	56	379	273	361	178	9	62	26	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	461	104	56	379	273	361	178	9	62	26	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	461	104	56	379	273	361	178	9	62	26	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	461	104	56	379	273	361	178	9	62	26	441
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	307	535	122	312	331	353	309	606	31	295	306	335
Capacity Analysis Module:												
Vol/Sat:	0.02	0.86	0.85	0.18	1.14	0.77	1.17	0.29	0.29	0.21	0.08	1.32
Crit Moves:		****			****		****					****
Delay/Veh:	14.5	54.5	51.9	16.5	127	39.8	139.3	18.3	18.2	17.7	15.2	191.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	54.5	51.9	16.5	127	39.8	139.3	18.3	18.2	17.7	15.2	191.9
LOS by Move:	B	F	F	C	F	E	F	C	C	C	C	F
ApproachDel:		53.6			84.5			98.0			162.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		53.6			84.5			98.0			162.8	
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	0.0	3.8	3.6	0.2	10.4	10.4	10.7	0.4	0.4	0.3	0.1	16.6

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 71.6
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	713	3	220	205	83	127	64	2	504	13	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	713	3	220	205	83	127	64	2	504	13	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	3	220	205	83	127	64	2	504	13	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	3	220	205	83	127	64	2	504	13	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	3	220	205	83	127	64	2	504	13	164
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.42	0.58	1.00	0.97	0.03	0.97	0.03	1.00
Final Sat.:	359	778	3	352	529	221	351	358	11	387	10	446
Capacity Analysis Module:												
Vol/Sat:	0.00	0.92	0.92	0.62	0.39	0.38	0.36	0.18	0.18	1.30	1.30	0.37
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	56.9	56.8	27.8	17.9	17.2	18.0	14.1	14.1	179.2	179	14.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.9	56.8	27.8	17.9	17.2	18.0	14.1	14.1	179.2	179	14.9
LOS by Move:	*	F	F	D	C	C	C	B	B	F	F	B
ApproachDel:		56.9			22.0			16.6			139.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		56.9			22.0			16.6			139.6	
LOS by Appr:		F			C			C			F	
AllWayAvgQ:	0.0	4.9	4.9	1.5	0.6	0.6	0.5	0.2	0.2	18.5	18.5	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[32.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0	0	1
Volume Module:												
Base Vol:	0 959		0	0 741		0	0 0		0	19	0	0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	0 959		0	0 741		0	0 0		0	19	0	0
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	0 959		0	0 741		0	0 0		0	19	0	0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 959		0	0 741		0	0 0		0	19	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8 xxxx		6.9
FollowUpTim:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5 xxxx		3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	1329 xxxx		480
Potent Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	149 xxxx		538
Move Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	149 xxxx		538
Volume/Cap:	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.13 xxxx		0.00
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.4 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	32.7 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	D	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			32.7		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: C[17.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Ignore			Include			Include		
Lanes:	1 0 2	0	0	0 0 1	1	0	0 0 0	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	587 325		0	0 741		172	0 0		0	0 0		0
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	587 325		0	0 741		172	0 0		0	0 0		0
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:	587 325		0	0 741		0	0 0		0	0 0		0
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
FinalVolume:	587 325		0	0 741		0	0 0		0	0 0		0
Critical Gap Module:												
Critical Gp:	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	741 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Potent Cap.:	875 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Move Cap.:	875 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Volume/Cap:	0.67 xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	5.3 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
Control Del:	17.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	888	0				7	744	0				0	0	7				0	0	1			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	888	0				7	744	0				0	0	7				0	0	1			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	888	0				7	744	0				0	0	7				0	0	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	888	0				7	744	0				0	0	7				0	0	1			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	6.5		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				888	xxxx	xxxxx				1202	xxxx		372			1274	1646		444		
Potent Cap.:	xxxx	xxxx	xxxxx				771	xxxx	xxxxx				143	xxxx		631			126	100		567		
Move Cap.:	xxxx	xxxx	xxxxx				771	xxxx	xxxxx				141	xxxx		631			124	99		567		
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				0.00	xxxx		0.01			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx		0.0			xxxx	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx				9.7	xxxx	xxxxx				xxxxx	xxxx		10.8			xxxxx	xxxx		11.4		
LOS by Move:	*	*	*				A	*	*				*	*		B			*	*		B		
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						10.8						11.4					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.456
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 88.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	98	260	3				4	584	159				631	0	156				44	2	61			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	98	260	3				4	584	159				631	0	156				44	2	61			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	98	260	3				4	584	159				631	0	156				44	2	61			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	98	260	3				4	584	159				631	0	156				44	2	61			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	98	260	3				4	584	159				631	0	156				44	2	61			
Saturation Flow Module:																								
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.98	0.02				0.01	1.99	1.00				1.00	0.00	1.00				0.96	0.04	1.00			
Final Sat.:	366	766	9				6	860	468				434	0	494				350	16	416			
Capacity Analysis Module:																								
Vol/Sat:	0.27	0.34	0.34				0.68	0.68	0.34				1.46	xxxx	0.32				0.13	0.13	0.15			
Crit Moves:		****					****						****								****			
Delay/Veh:	15.6	16.1	16.1				26.4	26.4	14.0				239.2	0.0	12.9				13.4	13.4	12.2			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	15.6	16.1	16.1				26.4	26.4	14.0				239.2	0.0	12.9				13.4	13.4	12.2			
LOS by Move:	C		C		C		D		D		B		F	*		B			B		B			
ApproachDel:	16.0						23.7						194.3						12.7					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	16.0						23.7						194.3						12.7					
LOS by Appr:	C						C						F						B					
AllWayAvgQ:	0.3	0.5	0.5				1.9	1.9	0.5				27.5	27.5	0.4				0.1	0.1	0.2			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ovl			Include		
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	2 0	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	44	832	0	0	639	136	209	0	43	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	832	0	0	639	136	209	0	43	0	0	0
User Adj:	1.00 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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	832	0	0	639	0	209	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	832	0	0	639	0	209	0	43	0	0	0
PCE Adj:	1.00 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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	832	0	0	639	0	209	0	43	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600 3200		0	0	3200	3200	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03 0.26	0.00	0.00	0.00	0.20	0.00	0.07	0.00	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****			****			****					

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	9th Street						Pico Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0	1 0	1 0	1	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	119	3	329	201	1	19	60	267	269	625	92	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	1.00
Initial Bse:	119	3	329	201	1	19	60	267	269	625	92	346
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	3	0	201	1	19	60	267	269	625	92	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	3	0	201	1	19	60	267	269	625	92	346
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	3	0	201	1	19	60	267	269	625	92	346
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00	
Final Sat.:	1600 1600	1600	1600	1325	275	1600	1600	1600	3200	1600	1600	
Capacity Analysis Module:												
Vol/Sat:	0.07 0.00	0.00	0.13	0.00	0.07	0.04	0.17	0.17	0.20	0.06	0.22	
Crit Moves:	****			****				****		****		

Middle Harbor EIR
Future Year 2030
No Project

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	287	0	13	50	391	0	0	40	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	0	287	0	13	50	391	0	0	40	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	287	0	13	50	391	0	0	40	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	287	0	13	50	391	0	0	40	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	287	0	13	50	391	0	0	40	326
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.23	1.77	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	501	492	47	122	964	0	0	993	560
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	0.00	0.28	0.41	0.41	xxxx	xxxx	0.04	0.58
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	18.2	11.5	11.5	13.4	13.2	0.0	0.0	10.0	16.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.2	11.5	11.5	13.4	13.2	0.0	0.0	10.0	16.9
LOS by Move:	*	*	*	C	B	B	B	B	*	*	A	C
ApproachDel:	xxxxxx			15.9			13.3			16.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.9			13.3			16.2		
LOS by Appr:	*			C			B			C		
AllWayAvgQ:	0.0	0.0	0.0	1.2	0.4	0.4	0.6	0.6	0.0	0.0	0.0	1.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
No Project

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	30	0	336	203	1425	0	0	1234	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	336	203	1425	0	0	1234	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	336	203	1425	0	0	1234	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	336	203	1425	0	0	1234	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	336	203	1425	0	0	1234	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.24	0.14	0.33	0.00	0.00	0.43	0.01
Crit Volume:	0					336	0				617	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Scenario Report

Scenario:	2030 Future Year Baseline AM
Command:	2030 Future Year Baseline AM
Volume:	2030 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	90.8	1.312	F	90.8	1.312	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	C	17.7	0.719	C	17.7	0.719	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	A	9.3	0.000	A	9.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.7	0.000	B	11.7	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	D	32.2	1.008	D	32.2	1.008	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	14.8	0.501	B	14.8	0.501	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.312
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 90.8
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	456	127	102	423	275	359	52	5	203	140	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	456	127	102	423	275	359	52	5	203	140	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	456	127	102	423	275	359	52	5	203	140	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	456	127	102	423	275	359	52	5	203	140	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	456	127	102	423	275	359	52	5	203	140	281
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.82	0.18	1.00	1.00	1.00
Final Sat.:	293	496	140	300	322	341	288	532	51	301	312	337
Capacity Analysis Module:												
Vol/Sat:	0.00	0.92	0.90	0.34	1.31	0.81	1.25	0.10	0.10	0.67	0.45	0.84
Crit Moves:		****			****		****					****
Delay/Veh:	14.7	66.5	62.6	20.0	191	44.2	171.5	15.9	15.8	35.4	22.7	48.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	66.5	62.6	20.0	191	44.2	171.5	15.9	15.8	35.4	22.7	48.9
LOS by Move:	B	F	F	C	F	E	F	C	C	E	C	E
ApproachDel:		65.6			119.0			150.2			38.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		65.6			119.0			150.2			38.6	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	0.0	4.8	4.4	0.5	15.9	15.9	12.5	0.1	0.1	1.7	0.7	3.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	495	2	38	316	32	19	11	0	335	6	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	495	2	38	316	32	19	11	0	335	6	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	495	2	38	316	32	19	11	0	335	6	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	495	2	38	316	32	19	11	0	335	6	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	495	2	38	316	32	19	11	0	335	6	112
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.82	0.18	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	446	964	4	433	850	87	396	418	0	466	8	555
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.09	0.37	0.37	0.05	0.03	xxxx	0.72	0.72	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	17.0	17.0	11.4	14.2	14.0	11.5	10.8	0.0	26.1	26.1	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	17.0	11.4	14.2	14.0	11.5	10.8	0.0	26.1	26.1	10.5
LOS by Move:	*	C	C	B	B	B	B	B	*	D	D	B
ApproachDel:		17.0			13.9			11.2			22.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.0			13.9			11.2			22.3	
LOS by Appr:		C			B			B			C	
AllWayAvgQ:	0.0	0.9	0.9	0.1	0.5	0.5	0.0	0.0	0.0	2.1	2.1	0.2

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	587	0				0	521	0				0	0	0				10	0	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:	0	587	0				0	521	0				0	0	0				10	0	87			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	587	0				0	521	0				0	0	0				10	0	87			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	587	0				0	521	0				0	0	0				10	0	87			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					6.8	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				848	xxxx	294			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				305	xxxx	709			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				305	xxxx	709			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.03	xxxx	0.12			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	0.4			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				17.2	xxxx	10.8			
LOS by Move:	*	*	*				*	*	*				*	*	*				C	*	B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						11.5					
ApproachLOS:	*						*						*						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	212	462	0				0	521	101				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	212	462	0				0	521	101				0	0	0				0	0	0			
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:	212	462	0				0	521	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	212	462	0				0	521	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx					xxxx	xxxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	521	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	1056	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	1056	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.20	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	0.7	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	9.3	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*				*	*	*				*	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	13	600		8			6	505		0			0		2		29		0		0		3	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13	600		8			6	505		0			0		2		29		0		0		3	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	13	600		8			6	505		0			0		2		29		0		0		3	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	13	600		8			6	505		0			0		2		29		0		0		3	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	505	xxxx	xxxxx				608	xxxx	xxxxx				843	1151		253			896	1147		304		
Potent Cap.:	1070	xxxx	xxxxx				980	xxxx	xxxxx				260	200		753			238	201		698		
Move Cap.:	1070	xxxx	xxxxx				980	xxxx	xxxxx				256	196		753			224	197		698		
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.01		0.04			0.00	0.00		0.00		
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx		0.0		
Control Del:	8.4	xxxx	xxxxx				8.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx		10.2		
LOS by Move:	A	*		*			A	*		*			*	*		*			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				196	xxxx		636			0	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx		0.2			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				23.6	xxxx		10.9			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			C	*		B			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						11.7						10.2					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	95	288		1			6	511		284			444		0		54		19		1		37	
Growth Adj:	1.00	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	288		1			6	511		284			444		0		54		19		1		37	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	95	288		1			6	511		284			444		0		54		19		1		37	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	95	288		1			6	511		284			444		0		54		19		1		37	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	95	288		1			6	511		284			444		0		54		19		1		37	
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	1.99		0.01			0.02	1.98		1.00			1.00		0.00		1.00		0.95		0.05		1.00	
Final Sat.:	384	811		3			10	891		494			440		0		498		350		18		419	
Capacity Analysis Module:																								
Vol/Sat:	0.25	0.36		0.36			0.57	0.57		0.57			1.01	xxxx		0.11			0.05	0.05		0.09		
Crit Moves:		****								****			****									****		
Delay/Veh:	14.8	15.9		15.9			20.6	20.6		19.1			73.7		0.0		10.5		12.5		12.5		11.6	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.8	15.9		15.9			20.6	20.6		19.1			73.7		0.0		10.5		12.5		12.5		11.6	
LOS by Move:	B	C		C			C	C		C			F		*		B		B		B		B	
ApproachDel:	15.6						20.1						66.8						11.9					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	15.6						20.1						66.8						11.9					
LOS by Appr:	C						C						F						B					
AllWayAvgQ:	0.3	0.5		0.5			1.3	1.2		1.3			7.7	7.7		0.1			0.1	0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0 0	1	0	0	0 0	0	0
Volume Module:																
Base Vol:	29	696	0		0	744	227		185	0	13		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	29	696	0		0	744	227		185	0	13		0	0	0	
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:	29	696	0		0	744	0		185	0	13		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	696	0		0	744	0		185	0	13		0	0	0	
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:	29	696	0		0	744	0		185	0	13		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.00		0.00	0.23	0.00		0.06	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****					****			****							

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 1	0	1	0	1 0	1	0	1	0 1	1	0	2	0 1	0	1
Volume Module:																
Base Vol:	258	2	416		270	0	23		66	268	88		371	260	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:	258	2	416		270	0	23		66	268	88		371	260	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	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	258	2	0		270	0	23		66	268	88		371	260	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	258	2	0		270	0	23		66	268	88		371	260	225	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	258	2	0		270	0	23		66	268	88		371	260	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	1.00	1.00		1.00	0.84	0.16		1.00	1.51	0.49		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1349	251		1600	2409	791		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.00		0.17	0.00	0.09		0.04	0.11	0.11		0.13	0.16	0.14	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0
Volume Module:																
Base Vol:	0	0	0	0	230	0	50	39	395	0	0	0	491	249	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	230	0	50	39	395	0	0	0	491	249	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	230	0	50	39	395	0	0	0	491	249	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	230	0	50	39	395	0	0	0	491	249	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	230	0	50	39	395	0	0	0	491	249	0	0
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.64	0.36	0.18	1.82	0.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	0	0	0	0	459	324	180	91	933	0	0	0	1024	568	0	0
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.50	0.00	0.28	0.43	0.42	xxxx	xxxx	0.48	0.44	0.00	0.00	0.00	0.00
Crit Moves:				****			****				****					
Delay/Veh:	0.0	0.0	0.0	17.3	12.0	12.0	14.3	14.2	0.0	0.0	15.6	13.5	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	12.0	12.0	14.3	14.2	0.0	0.0	15.6	13.5	0.0	0.0	0.0	0.0
LOS by Move:	*	*	*	C	B	B	B	B	*	*	C	B	A	A	A	A
ApproachDel:	xxxxxx			15.3			14.2				14.9		0.0			
Delay Adj:	xxxxx			1.00			1.00				1.00		1.00			
ApprAdjDel:	xxxxxx			15.3			14.2				14.9		0.0			
LOS by Appr:	*			C			B				B		A			
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.3	0.3	0.7	0.7	0.0	0.0	0.9	0.7	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0
Volume Module:																
Base Vol:	0	0	0	3	0	243	240	1009	0	0	965	10	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	243	240	1009	0	0	965	10	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	243	240	1009	0	0	965	10	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	243	240	1009	0	0	965	10	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	243	240	1009	0	0	965	10	0	0	0	0
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425	0	0	0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.24	0.00	0.00	0.34	0.01	0.00	0.00	0.00	0.00
Crit Volume:	0					243	0				483					
Crit Moves:						****	****				****					

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Scenario Report

Scenario:	2030 Future Year Baseline MD
Command:	2030 Future Year Baseline MD
Volume:	2030 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	141.3	1.503	F	141.3	1.503	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	D	31.9	0.962	D	31.9	0.962	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	B	12.0	0.000	B	12.0	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	10.3	0.000	B	10.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	14.2	0.000	B	14.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	19.4	0.815	C	19.4	0.815	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	B	14.4	0.587	B	14.4	0.587	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.503
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 141.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	529	205	140	436	216	418	130	6	261	135	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	529	205	140	436	216	418	130	6	261	135	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	529	205	140	436	216	418	130	6	261	135	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	529	205	140	436	216	418	130	6	261	135	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	529	205	140	436	216	418	130	6	261	135	311
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	284	436	173	286	301	317	278	549	25	291	302	323
Capacity Analysis Module:												
Vol/Sat:	0.02	1.21	1.19	0.49	1.45	0.68	1.50	0.24	0.24	0.90	0.45	0.96
Crit Moves:		****			****		****					****
Delay/Veh:	15.5	156	145.3	26.4	251	34.6	275.8	18.9	18.8	65.8	23.7	75.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	156	145.3	26.4	251	34.6	275.8	18.9	18.8	65.8	23.7	75.5
LOS by Move:	C	F	F	D	F	D	F	C	C	F	C	F
ApproachDel:	152.0			152.1			212.8			62.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	152.0			152.1			212.8			62.0		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	0.0	12.2	11.3	0.9	19.7	19.7	20.1	0.3	0.3	4.1	0.8	5.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	614	6	102	426	10	19	9	0	421	2	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	614	6	102	426	10	19	9	0	421	2	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:	0	614	6	102	426	10	19	9	0	421	2	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	614	6	102	426	10	19	9	0	421	2	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:	0	614	6	102	426	10	19	9	0	421	2	115
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.95	0.05	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	402	861	8	398	830	20	358	377	0	438	2	502
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.71	0.26	0.51	0.51	0.05	0.02	xxxx	0.96	0.96	0.23
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	28.0	28.0	14.4	19.1	19.0	12.6	11.9	0.0	61.9	61.9	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.0	28.0	14.4	19.1	19.0	12.6	11.9	0.0	61.9	61.9	11.7
LOS by Move:	*	D	D	B	C	C	B	B	*	F	F	B
ApproachDel:	28.0			18.2			12.4			51.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.0			18.2			12.4			51.1		
LOS by Appr:	D			C			B			F		
AllWayAvgQ:	0.0	2.1	2.1	0.3	1.0	0.9	0.0	0.0	0.0	6.2	6.2	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	748	0		0	650	0		0	0	0		1	0	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	748	0		0	650	0		0	0	0		1	0	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	748	0		0	650	0		0	0	0		1	0	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	748	0		0	650	0		0	0	0		1	0	8	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1073	xxxx	374	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		218	xxxx	629	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		218	xxxx	629	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.00	xxxx	0.01	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	0.0	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		21.6	xxxx	10.8	
LOS by Move:	*	*	*		*	*	*		*	*	*		C	*	B	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				12.0			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.3]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Ignore				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	261	497	0		0	650	140		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	261	497	0		0	650	140		0	0	0		0	0	0	
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:	261	497	0		0	650	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	261	497	0		0	650	0		0	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	650	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	946	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	946	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.28	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.1	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[14.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		0	1	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	699		1		0	0	657		0		0	0	2		17		1	0			4		
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
Initial Bse:	0	699		1		0	0	657		0		0	0	2		17		1	0			4		
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00			1.00		
PHF Volume:	0	699		1		0	0	657		0		0	0	2		17		1	0			4		
Reduct Vol:	0	0		0		0	0	0		0		0	0	0		0		0	0			0		
FinalVolume:	0	699		1		0	0	657		0		0	0	2		17		1	0			4		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							7.5	6.5		6.9		7.5	6.5			6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0		3.3		3.5	4.0			3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							1007	1357		329		1029	1357			350		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							198	150		673		191	150			652		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							197	150		673		184	150			652		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx							0.00	0.01		0.03		0.01	0.00			0.01		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0												
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.6												
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	493	184	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	0.1	0.0	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.3	xxxx	12.6	24.7	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	D	*	B	C	*	*												
ApproachDel:	xxxxxx			xxxxxx			14.2			13.4														
ApproachLOS:	*			*			B			B														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0		0	0	0		0		0	0	0		0		0	0			0		
Lanes:	1	0	1	1	0		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	74	364		1		5	338		196		378		0		92		7		5			30		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
Initial Bse:	74	364		1		5	338		196		378		0		92		7		5			30		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
PHF Volume:	74	364		1		5	338		196		378		0		92		7		5			30		
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0			0		
Reduced Vol:	74	364		1		5	338		196		378		0		92		7		5			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:	74	364		1		5	338		196		378		0		92		7		5			30		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
Lanes:	1.00	1.99		0.01		0.03	1.97		1.00		1.00		0.00		1.00		0.58		0.42			1.00		
Final Sat.:	420	898		2		13	905		505		464		0		536		228		163			438		
Capacity Analysis Module:																								
Vol/Sat:	0.18	0.41		0.41		0.37	0.37		0.39		0.82		xxxx		0.17		0.03		0.03			0.07		
Crit Moves:		****							****		****											****		
Delay/Veh:	12.6	15.3		15.3		14.6	14.5		13.7		35.1		0.0		10.5		11.4		11.4			10.6		
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00			1.00		
AdjDel/Veh:	12.6	15.3		15.3		14.6	14.5		13.7		35.1		0.0		10.5		11.4		11.4			10.6		
LOS by Move:	B	C		C		B	B		B		E		*		B		B		B			B		
ApproachDel:		14.9					14.2						30.3						10.9					
Delay Adj:		1.00					1.00						1.00						1.00					
ApprAdjDel:		14.9					14.2						30.3						10.9					
LOS by Appr:		B					B						D						B					
AllWayAvgQ:	0.2	0.6		0.6		0.5	0.5		0.6		3.2		3.2		0.2		0.0		0.0			0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	31	695	0		0	446	209		224	0	16		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	695	0		0	446	209		224	0	16		0	0	0	
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:	31	695	0		0	446	0		224	0	16		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	695	0		0	446	0		224	0	16		0	0	0	
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:	31	695	0		0	446	0		224	0	16		0	0	0	
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		0.90	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	2.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1600	3200	0		0	3200	3200		2880	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.22	0.00		0.00	0.14	0.00		0.08	0.00	0.01		0.00	0.00	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****				****				****							

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	145	5	70		240	2	17		32	312	245		338	262	293	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	145	5	70		240	2	17		32	312	245		338	262	293	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	145	5	0		240	2	17		32	312	245		338	262	293	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	5	0		240	2	17		32	312	245		338	262	293	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	5	0		240	2	17		32	312	245		338	262	293	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.90	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.87	0.13		1.00	1.12	0.88		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1390	210		1600	1792	1408		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00		0.15	0.00	0.08		0.02	0.17	0.17		0.12	0.16	0.18	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	93	0	58	80	609	0	0	442	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	0	93	0	58	80	609	0	0	442	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	93	0	58	80	609	0	0	442	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	93	0	58	80	609	0	0	442	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	93	0	58	80	609	0	0	442	208
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.23	0.77	0.23	1.77	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	441	117	386	136	1049	0	0	1071	597
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.21	0.00	0.15	0.59	0.58	xxxx	xxxx	0.41	0.35
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	12.3	10.5	10.5	16.6	16.3	0.0	0.0	13.7	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	10.5	10.5	16.6	16.3	0.0	0.0	13.7	11.6
LOS by Move:	*	*	*	B	B	B	C	C	*	*	B	B
ApproachDel:	xxxxxx			11.5			16.4			13.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			11.5			16.4			13.0		
LOS by Appr:	*			B			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.3	1.2	0.0	0.0	0.7	0.5

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

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: 40 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:	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 2	0 1
Volume Module:												
Base Vol:	0	0	0	14	0	266	130	1226	0	0	894	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	266	130	1226	0	0	894	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	266	130	1226	0	0	894	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	266	130	1226	0	0	894	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	266	130	1226	0	0	894	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.19	0.09	0.29	0.00	0.00	0.31	0.01
Crit Volume:	0					266	0				447	
Crit Moves:						****	****				****	

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Scenario Report

Scenario:	2030 Future Year Baseline PM
Command:	2030 Future Year Baseline PM
Volume:	2030 Future Year Baseline 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:	Future Year Baseline

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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 Pico Ave / Pier G St & Harbor	F	68.7	1.207	F	68.7	1.207	+ 0.000 V/C
# 2 Pico Ave & Pier E St / Ocean B	E	42.7	1.002	E	42.7	1.002	+ 0.000 V/C
# 3 Pico Ave & Ocean Blvd WB Off-R	C	23.6	0.000	C	23.6	0.000	+ 0.000 D/V
# 4 Pico Ave & Ocean Blvd WB On-Ra	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 5 Pico Avenue, Broadway	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 6 Pico Avenue, Pier D Street	C	17.0	0.689	C	17.0	0.689	+ 0.000 V/C
# 7 Pico Avenue, Pier C Street	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
# 8 Pico Avenue, Pier B Street & 9	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 9 Anaheim Way & Pier B St	C	16.6	0.662	C	16.6	0.662	+ 0.000 V/C
# 10 Farragut Ave & Anaheim St	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec): 100 Critical Vol./Cap.(X): 1.207
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 68.7
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	382	139	57	330	264	314	178	10	48	18	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:	4	382	139	57	330	264	314	178	10	48	18	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:	4	382	139	57	330	264	314	178	10	48	18	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	382	139	57	330	264	314	178	10	48	18	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:	4	382	139	57	330	264	314	178	10	48	18	415
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	311	487	181	319	340	361	318	619	35	300	312	344
Capacity Analysis Module:												
Vol/Sat:	0.01	0.78	0.77	0.18	0.97	0.73	0.99	0.29	0.29	0.16	0.06	1.21
Crit Moves:		****			****		****					****
Delay/Veh:	14.2	42.8	40.0	16.1	74.7	34.6	82.3	17.7	17.6	16.5	14.5	148.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	42.8	40.0	16.1	74.7	34.6	82.3	17.7	17.6	16.5	14.5	148.2
LOS by Move:	B	E	E	C	F	D	F	C	C	C	B	F
ApproachDel:		41.8			53.3			58.1			130.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		41.8			53.3			58.1			130.0	
LOS by Appr:		E			F			F			F	
AllWayAvgQ:	0.0	2.8	2.5	0.2	5.8	5.8	6.0	0.4	0.4	0.2	0.1	12.9

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	697	3	307	206	20	57	23	0	416	3	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	697	3	307	206	20	57	23	0	416	3	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	697	3	307	206	20	57	23	0	416	3	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	3	307	206	20	57	23	0	416	3	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	697	3	307	206	20	57	23	0	416	3	107
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.82	0.18	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	386	831	4	383	734	72	352	369	0	415	3	472
Capacity Analysis Module:												
Vol/Sat:	0.00	0.84	0.84	0.80	0.28	0.28	0.16	0.06	xxxx	1.00	1.00	0.23
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	42.0	42.0	40.2	14.8	14.7	14.3	12.6	0.0	74.1	74.1	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.0	42.0	40.2	14.8	14.7	14.3	12.6	0.0	74.1	74.1	12.2
LOS by Move:	*	E	E	E	B	B	B	B	*	F	F	B
ApproachDel:		42.0			29.4			13.8			61.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		42.0			29.4			13.8			61.5	
LOS by Appr:		E			D			B			F	
AllWayAvgQ:	0.0	3.6	3.6	3.0	0.4	0.4	0.2	0.1	0.1	7.3	7.3	0.3

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: C[23.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	2	0	0		0	0	2	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	857		0			0	576		0			0	0		0			3	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0	857		0			0	576		0			0	0		0			3	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0	857		0			0	576		0			0	0		0			3	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	857		0			0	576		0			0	0		0			3	0		0		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										6.8	xxxx		6.9		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										1145	xxxx		429		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										196	xxxx		580		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										196	xxxx		580		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.02	xxxx		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.0	xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										23.6	xxxx		xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*										C	*		*		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*										*	*		*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx												23.6					
ApproachLOS:	*			*			*												C					

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Pico Ave & Ocean Blvd WB On-Ramp (Future Condition)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[11.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Ignore						Include						Include					
Lanes:	1	0	2	0	0		0	0	1	1	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	435	417		0			0	576		120			0	0		0			0	0		0		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	435	417		0			0	576		120			0	0		0			0	0		0		
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:	435	417		0			0	576		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	435	417		0			0	576		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Capacity Module:																								
Cnflict Vol:	576	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Potent Cap.:	1007	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Move Cap.:	1007	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Volume/Cap:	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx												
Level Of Service Module:																								
2Way95thQ:	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Pico Avenue, Broadway

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	0	858		0			5	578		0			0		0		7		0		0		1	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	858		0			5	578		0			0		0		7		0		0		1	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	858		0			5	578		0			0		0		7		0		0		1	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
FinalVolume:	0	858		0			5	578		0			0		0		7		0		0		1	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx		4.1		xxxx	xxxxx		7.5			xxxx		6.9		7.5		6.5		6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2		xxxx	xxxxx		3.5			xxxx		3.3		3.5		4.0		3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx		858		xxxx	xxxxx		1017			xxxx		289		1157		1446		429			
Potent Cap.:	xxxx	xxxx	xxxxx		791		xxxx	xxxxx		195			xxxx		714		154		133		580			
Move Cap.:	xxxx	xxxx	xxxxx		791		xxxx	xxxxx		193			xxxx		714		152		132		580			
Volume/Cap:	xxxx	xxxx	xxxx		0.01		xxxx	xxxx		0.00			xxxx		0.01		0.00		0.00		0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		0.0		xxxx	xxxxx		xxxx			xxxx		0.0		xxxx		xxxx		0.0			
Control Del:	xxxxx	xxxx	xxxxx		9.6		xxxx	xxxxx		xxxxx			xxxx		10.1		xxxxx		xxxx		11.2			
LOS by Move:	*	*	*		A		*	*		*			*		B		*		*		B			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx			xxxx		xxxxx		0		xxxx		xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx		xxxxx			xxxx		xxxxx		xxxxx		xxxx		xxxxx			
Shared LOS:	*	*	*		*		*	*		*			*		*		*		*		*			
ApproachDel:	xxxxxx				xxxxxx					10.1					11.2									
ApproachLOS:	*				*					B					B									

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound							South Bound							East Bound							West Bound						
Movement:	L	-	T	-	R			L	-	T	-	R			L	-	T	-	R			L	-	T	-	R		
Control:	Stop Sign							Stop Sign							Stop Sign							Stop Sign						
Rights:	Include							Include							Include							Include						
Min. Green:	0		0		0			0		0		0			0		0		0			0		0		0		
Lanes:	1	0	1	1	0			0	1	1	0	1			0	1	0	0	1			0	1	0	0	1		
Volume Module:																												
Base Vol:	98	364		3				4	419		177				304		0		107			37		2		54		
Growth Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Initial Bse:	98	364		3				4	419		177				304		0		107			37		2		54		
User Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
PHF Volume:	98	364		3				4	419		177				304		0		107			37		2		54		
Reduct Vol:	0	0		0				0	0		0				0		0		0			0		0		0		
Reduced Vol:	98	364		3				4	419		177				304		0		107			37		2		54		
PCE Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
FinalVolume:	98	364		3				4	419		177				304		0		107			37		2		54		
Saturation Flow Module:																												
Adjustment:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
Lanes:	1.00	1.98		0.02				0.02	1.98		1.00				1.00		0.00		1.00			0.95		0.05		1.00		
Final Sat.:	412	873		7				9	902		498				441		0		506			363		20		438		
Capacity Analysis Module:																												
Vol/Sat:	0.24	0.42		0.42				0.46	0.46		0.36				0.69	xxxx			0.21			0.10		0.10		0.12		
Crit Moves:		****						****							****											****		
Delay/Veh:	13.6	15.8		15.8				16.6	16.6		13.3				25.8		0.0		11.2			12.3		12.3		11.2		
Delay Adj:	1.00	1.00		1.00				1.00	1.00		1.00				1.00		1.00		1.00			1.00		1.00		1.00		
AdjDel/Veh:	13.6	15.8		15.8				16.6	16.6		13.3				25.8		0.0		11.2			12.3		12.3		11.2		
LOS by Move:	B		C		C			C		C		B			D		*		B			B		B		B		
ApproachDel:			15.3							15.6							22.0							11.7				
Delay Adj:			1.00							1.00							1.00							1.00				
ApprAdjDel:			15.3							15.6							22.0							11.7				
LOS by Appr:			C							C							C							B				
AllWayAvgQ:	0.3	0.6		0.6				0.8	0.8		0.5				1.8	1.8			0.2			0.1		0.1		0.1		

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #7 Pico Avenue, Pier C Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Ovl				Include			
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	2	0	0	1 0	0	0	0	0 0
Volume Module:																
Base Vol:	30	639	0	0	500	127	200	0	29	0	0	0				
Growth Adj:	1.00	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	639	0	0	500	127	200	0	29	0	0	0				
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:	30	639	0	0	500	0	200	0	29	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	639	0	0	500	0	200	0	29	0	0	0				
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:	30	639	0	0	500	0	200	0	29	0	0	0				
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	0.90	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1600	3200	0	0	3200	3200	2880	0	1600	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.00	0.00	0.16	0.00	0.07	0.00	0.02	0.00	0.00	0.00				
OvlAdjV/S:									0.00							
Crit Moves:	****			****				****								

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #8 Pico Avenue, Pier B Street & 9th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	9th Street								Pico Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	0	1	0	1 0	1	0	1	1 0	2	0	1	0 1
Volume Module:																
Base Vol:	111	2	177		219	1	19		54	261	264		383	136	337	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	2	177		219	1	19		54	261	264		383	136	337	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	2	0		219	1	19		54	261	264		383	136	337	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	2	0		219	1	19		54	261	264		383	136	337	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	111	2	0		219	1	19		54	261	264		383	136	337	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.90	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.84	0.16		1.00	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	1600	1600	1600		1600	1346	254		1600	1600	1600		2880	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.00		0.14	0.00	0.07		0.03	0.16	0.17		0.13	0.09	0.21	
Crit Moves:	****				****					****			****			

Middle Harbor EIR
Future Year 2030
Future Year Baseline

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Anaheim Way & Pier B St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	1 0	1 0	0	1 1	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	280	0	13	64	441	0	0	119	362
Growth Adj:	1.00	1.00	1.00	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	13	64	441	0	0	119	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	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	13	64	441	0	0	119	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	0	13	64	441	0	0	119	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	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	13	64	441	0	0	119	362
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.91	0.09	0.25	1.75	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	477	466	45	133	924	0	0	971	547
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.59	0.00	0.29	0.48	0.48	xxxx	xxxx	0.12	0.66
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	19.4	12.1	12.1	15.3	15.0	0.0	0.0	10.8	20.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.4	12.1	12.1	15.3	15.0	0.0	0.0	10.8	20.4
LOS by Move:	*	*	*	C	B	B	C	C	*	*	B	C
ApproachDel:	xxxxxx			16.9			15.0			18.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.9			15.0			18.0		
LOS by Appr:	*			C			C			C		
AllWayAvgQ:	0.0	0.0	0.0	1.2	0.4	0.4	0.8	0.8	0.0	0.0	0.1	1.7

Note: Queue reported is the number of cars per lane.

Middle Harbor EIR
Future Year 2030
Future Year Baseline

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

Intersection #10 Farragut Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			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 2	0 1
Volume Module:												
Base Vol:	0	0	0	29	0	385	198	1409	0	0	1145	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	385	198	1409	0	0	1145	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	385	198	1409	0	0	1145	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	385	198	1409	0	0	1145	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	385	198	1409	0	0	1145	18
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.27	0.14	0.33	0.00	0.00	0.40	0.01
Crit Volume:	0					385	0				572	
Crit Moves:						****	****				****	

Appendix H: Mitigated Intersection Peak-Hour Capacity Analysis Worksheets

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Prefered Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
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:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	166	101		40	229	209		315	18	4		145	192	153	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	166	101		40	229	209		315	18	4		145	192	153	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	166	101		40	229	209		315	18	4		145	192	153	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	166	101		40	229	209		315	18	4		145	192	153	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	166	101		40	229	209		315	18	4		145	192	153	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.24	0.76		1.00	1.00	1.00		1.00	1.64	0.36		1.00	1.11	0.89	
Final Sat.:	1600	1990	1210		1600	1600	1600		1600	2618	582		1600	1781	1419	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.03	0.14	0.13		0.20	0.01	0.01		0.09	0.11	0.11	
Crit Moves:	****					****				****				****		

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	6	364	92		65	242	141		468	37	4		159	175	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:	6	364	92		65	242	141		468	37	4		159	175	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	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	364	92		65	242	141		468	37	4		159	175	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	364	92		65	242	141		468	37	4		159	175	191	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	6	364	92		65	242	141		468	37	4		159	175	191	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	0.40		1.00	1.00	1.00		1.00	1.80	0.20		1.00	1.00	1.00	
Final Sat.:	1600	2554	646		1600	1600	1600		1600	2888	312		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.04	0.15	0.09		0.29	0.01	0.01		0.10	0.11	0.12	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	4	268	20		48	148	163		418	40	8		109	97	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:	4	268	20		48	148	163		418	40	8		109	97	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:	4	268	20		48	148	163		418	40	8		109	97	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	268	20		48	148	163		418	40	8		109	97	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	
Final Vol.:	4	268	20		48	148	163		418	40	8		109	97	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	1.86	0.14		1.00	0.95	1.05		1.00	1.67	0.33		1.00	1.00	1.00	
Final Sat.:	1600	2978	222		1600	1523	1677		1600	2667	533		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.03	0.10	0.10		0.26	0.01	0.02		0.07	0.06	0.08	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Prefered Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	215	2	17	111	60	63	9	0	205	11	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	2	17	111	60	63	9	0	205	11	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	2	17	111	60	63	9	0	205	11	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	2	17	111	60	63	9	0	205	11	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	215	2	17	111	60	63	9	0	205	11	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.30	0.70	1.00	1.00	0.00	0.95	0.05	1.00
Final Sat.:	1600	3171	29	1600	2077	1123	1600	1600	0	1519	81	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.05	0.05	0.04	0.01	0.00	0.13	0.14	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
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:	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 1	1	0	1	0 1	1	0	1	0 0	1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	294	6		66	126	19		34	12	0		256	4	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	294	6		66	126	19		34	12	0		256	4	133	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	294	6		66	126	19		34	12	0		256	4	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	294	6		66	126	19		34	12	0		256	4	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	294	6		66	126	19		34	12	0		256	4	133	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.74	0.26		1.00	1.00	0.00		0.98	0.02	1.00	
Final Sat.:	1600	3136	64		1600	2781	419		1600	1600	0		1575	25	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.04	0.05	0.05		0.02	0.01	0.00		0.16	0.16	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	248	3		105	52	56		99	31	0		263	9	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	248	3		105	52	56		99	31	0		263	9	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	248	3		105	52	56		99	31	0		263	9	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	248	3		105	52	56		99	31	0		263	9	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	
Final Vol.:	0	248	3		105	52	56		99	31	0		263	9	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	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.97	0.03	1.00	
Final Sat.:	1600	3162	38		1600	1600	1600		1600	1600	0		1547	53	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.07	0.03	0.04		0.06	0.02	0.00		0.16	0.17	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Prefered Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	35	226	0	0	465	93	0		0	0	0		17	0	54	
Growth Adj:	1.00	1.00	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	226	0	0	465	93	0		0	0	0		17	0	54	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	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	226	0	0	465	93	0		0	0	0		17	0	54	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	226	0	0	465	93	0		0	0	0		17	0	54	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	35	226	0	0	465	93	0		0	0	0		17	0	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0	0	3200	1600	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00	0.00	0.15	0.06	0.00		0.00	0.00	0.00		0.01	0.00	0.03	
Crit Moves:	****				****										****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
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:	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	2 0	0		0 0	2 0	1		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	17	295	0		0	523	100		0	0	0		1	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	295	0		0	523	100		0	0	0		1	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	17	295	0		0	523	100		0	0	0		1	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	295	0		0	523	100		0	0	0		1	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	17	295	0		0	523	100		0	0	0		1	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.00		0.00	0.16	0.06		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
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:	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	2 0	0		0 0	2 0	1		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	47	197	0		0	388	88		0	0	0		8	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	197	0		0	388	88		0	0	0		8	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	197	0		0	388	88		0	0	0		8	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	197	0		0	388	88		0	0	0		8	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	47	197	0		0	388	88		0	0	0		8	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00		0.00	0.12	0.06		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Prefered Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	0	1	1	0	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	92	52	1		6	449	304		464	0	52		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	52	1		6	449	304		464	0	52		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	52	1		6	449	304		464	0	52		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	52	1		6	449	304		464	0	52		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	52	1		6	449	304		464	0	52		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3140	60		42	3158	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.02	0.02		0.00	0.14	0.19		0.29	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	61	29	1		5	164	194		580	0	98		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	29	1		5	164	194		580	0	98		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	29	1		5	164	194		580	0	98		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	29	1		5	164	194		580	0	98		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	29	1		5	164	194		580	0	98		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.93	0.07		0.06	1.94	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3093	107		95	3105	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.01		0.00	0.05	0.12		0.36	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1	0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	92	1	3		4	198	164		465	0	107		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	1	3		4	198	164		465	0	107		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	1	3		4	198	164		465	0	107		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	1	3		4	198	164		465	0	107		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	1	3		4	198	164		465	0	107		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	1.00		0.04	1.96	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	1600	1600		63	3137	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.00		0.00	0.06	0.10		0.29	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
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:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	166	101	40	226	191	313	18	4	150	184	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	166	101	40	226	191	313	18	4	150	184	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	166	101	40	226	191	313	18	4	150	184	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	166	101	40	226	191	313	18	4	150	184	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	166	101	40	226	191	313	18	4	150	184	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.09	0.91
Final Sat.:	1600	1990	1210	1600	1600	1600	1600	2618	582	1600	1747	1453
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.03	0.14	0.12	0.20	0.01	0.01	0.09	0.11	0.11
Crit Moves:	****			****			****			****		

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	366	93	65	240	139	458	34	4	159	162	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:	6	366	93	65	240	139	458	34	4	159	162	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	366	93	65	240	139	458	34	4	159	162	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	366	93	65	240	139	458	34	4	159	162	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	366	93	65	240	139	458	34	4	159	162	191
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	2552	648	1600	1600	1600	1600	2863	337	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.15	0.09	0.29	0.01	0.01	0.10	0.10	0.12
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	271	20	48	148	160	408	42	7	111	99	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:	3	271	20	48	148	160	408	42	7	111	99	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:	3	271	20	48	148	160	408	42	7	111	99	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	271	20	48	148	160	408	42	7	111	99	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
Final Vol.:	3	271	20	48	148	160	408	42	7	111	99	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	1.86	0.14	1.00	0.96	1.04	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	2980	220	1600	1538	1662	1600	2743	457	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.03	0.10	0.10	0.26	0.02	0.02	0.07	0.06	0.08
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	215	2	17	111	57	59	10	0	216	10	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	2	17	111	57	59	10	0	216	10	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	2	17	111	57	59	10	0	216	10	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	2	17	111	57	59	10	0	216	10	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	215	2	17	111	57	59	10	0	216	10	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.32	0.68	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	1600	3171	29	1600	2114	1086	1600	1600	0	1529	71	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.05	0.05	0.04	0.01	0.00	0.14	0.14	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	292	6		67	123	19		32	12	0		256	3	132	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	292	6		67	123	19		32	12	0		256	3	132	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	292	6		67	123	19		32	12	0		256	3	132	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	292	6		67	123	19		32	12	0		256	3	132	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	292	6		67	123	19		32	12	0		256	3	132	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.73	0.27		1.00	1.00	0.00		0.99	0.01	1.00	
Final Sat.:	1600	3136	64		1600	2772	428		1600	1600	0		1581	19	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.04	0.04	0.04		0.02	0.01	0.00		0.16	0.16	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	262	3	100	52	53	94	30	0	263	8	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	3	100	52	53	94	30	0	263	8	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	3	100	52	53	94	30	0	263	8	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	3	100	52	53	94	30	0	263	8	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
Final Vol.:	0	262	3	100	52	53	94	30	0	263	8	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	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3164	36	1600	1600	1600	1600	1600	0	1553	47	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.06	0.03	0.03	0.06	0.02	0.00	0.16	0.17	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	2	0	0	0 0	2	0	1	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	37	223	0	0	451	88	0	0	0	0	16	0	52			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	37	223	0	0	451	88	0	0	0	0	16	0	52			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	37	223	0	0	451	88	0	0	0	0	16	0	52			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	37	223	0	0	451	88	0	0	0	0	16	0	52			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	37	223	0	0	451	88	0	0	0	0	16	0	52			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00	0.00	0.14	0.06	0.00	0.00	0.00	0.01	0.00	0.03				
Crit Moves:	****				****							****				

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.267
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:	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	2 0	0		0 0	2 0	1		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	16	293	0		0	501	95		0	0	0		1	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	293	0		0	501	95		0	0	0		1	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	293	0		0	501	95		0	0	0		1	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	293	0		0	501	95		0	0	0		1	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	16	293	0		0	501	95		0	0	0		1	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.00		0.00	0.16	0.06		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

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:	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	2 0	0		0 0	2 0	1		0 0	0 0	0		1 0	0 0	1	
Volume Module:																
Base Vol:	54	201	0		0	377	86		0	0	0		8	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	201	0		0	377	86		0	0	0		8	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	201	0		0	377	86		0	0	0		8	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	201	0		0	377	86		0	0	0		8	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	54	201	0		0	377	86		0	0	0		8	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00		0.00	0.12	0.05		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	91	50	1		6	432	307		447	0	50		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	50	1		6	432	307		447	0	50		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	50	1		6	432	307		447	0	50		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	50	1		6	432	307		447	0	50		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	91	50	1		6	432	307		447	0	50		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3137	63		44	3156	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.02	0.02		0.00	0.14	0.19		0.28	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	60	27	1		5	144	195		573	0	93		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	60	27	1		5	144	195		573	0	93		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	27	1		5	144	195		573	0	93		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	27	1		5	144	195		573	0	93		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	27	1		5	144	195		573	0	93		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.93	0.07		0.07	1.93	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3086	114		107	3093	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.01		0.00	0.05	0.12		0.36	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1			1 0 1			0 1 0			0 1 0		
Volume Module:												
Base Vol:	92	7	3	4	189	165	464	0	104	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	7	3	4	189	165	464	0	104	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	7	3	4	189	165	464	0	104	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	7	3	4	189	165	464	0	104	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	7	3	4	189	165	464	0	104	37	2	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	0.04	1.96	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	2240	960	66	3134	1600	1600	0	1600	1518	82	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.06	0.10	0.29	0.00	0.07	0.02	0.02	0.03
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
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:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	166	101	40	231	200	314	18	4	145	184	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:	1	166	101	40	231	200	314	18	4	145	184	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:	1	166	101	40	231	200	314	18	4	145	184	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	166	101	40	231	200	314	18	4	145	184	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	166	101	40	231	200	314	18	4	145	184	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	1.24	0.76	1.00	1.00	1.00	1.00	1.64	0.36	1.00	1.09	0.91
Final Sat.:	1600	1990	1210	1600	1600	1600	1600	2618	582	1600	1737	1463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.03	0.14	0.13	0.20	0.01	0.01	0.09	0.11	0.11
Crit Moves:	****			****			****			****		

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	366	93	65	240	141	461	35	4	159	170	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	366	93	65	240	141	461	35	4	159	170	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	366	93	65	240	141	461	35	4	159	170	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	366	93	65	240	141	461	35	4	159	170	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	366	93	65	240	141	461	35	4	159	170	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	2552	648	1600	1600	1600	1600	2872	328	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.15	0.09	0.29	0.01	0.01	0.10	0.11	0.12
Crit Moves:		****		****			****					****

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	271	20	48	148	162	409	42	7	110	95	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:	3	271	20	48	148	162	409	42	7	110	95	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	271	20	48	148	162	409	42	7	110	95	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	271	20	48	148	162	409	42	7	110	95	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	271	20	48	148	162	409	42	7	110	95	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	1.86	0.14	1.00	0.95	1.05	1.00	1.71	0.29	1.00	1.00	1.00
Final Sat.:	1600	2980	220	1600	1528	1672	1600	2743	457	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.03	0.10	0.10	0.26	0.02	0.02	0.07	0.06	0.08
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	216	2	16	112	59	59	11	0	219	10	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	216	2	16	112	59	59	11	0	219	10	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	216	2	16	112	59	59	11	0	219	10	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	2	16	112	59	59	11	0	219	10	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	216	2	16	112	59	59	11	0	219	10	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.31	0.69	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	1600	3171	29	1600	2096	1104	1600	1600	0	1530	70	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.01	0.05	0.05	0.04	0.01	0.00	0.14	0.14	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	293	6		66	126	19		32	12	0		256	3	132	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	293	6		66	126	19		32	12	0		256	3	132	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	293	6		66	126	19		32	12	0		256	3	132	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	293	6		66	126	19		32	12	0		256	3	132	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	293	6		66	126	19		32	12	0		256	3	132	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		1.00	1.74	0.26		1.00	1.00	0.00		0.99	0.01	1.00	
Final Sat.:	1600	3136	64		1600	2781	419		1600	1600	0		1581	19	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.04	0.05	0.05		0.02	0.01	0.00		0.16	0.16	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	249	3	107	52	53	93	32	0	263	8	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	3	107	52	53	93	32	0	263	8	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	249	3	107	52	53	93	32	0	263	8	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	3	107	52	53	93	32	0	263	8	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	249	3	107	52	53	93	32	0	263	8	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3162	38	1600	1600	1600	1600	1600	0	1553	47	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.08	0.07	0.03	0.03	0.06	0.02	0.00	0.16	0.17	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	37	222	0		0	455	91		0	0	0		15	0	53	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	37	222	0		0	455	91		0	0	0		15	0	53	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	37	222	0		0	455	91		0	0	0		15	0	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	222	0		0	455	91		0	0	0		15	0	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	37	222	0		0	455	91		0	0	0		15	0	53	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.00		0.00	0.14	0.06		0.00	0.00	0.00		0.01	0.00	0.03	
Crit Moves:	****					****									****	

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.268
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:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	17	292	0		0	503	95		0	0	0		1	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	17	292	0		0	503	95		0	0	0		1	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	17	292	0		0	503	95		0	0	0		1	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	292	0		0	503	95		0	0	0		1	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	17	292	0		0	503	95		0	0	0		1	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0		0	3200	1600		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.00		0.00	0.16	0.06		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

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:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	50	192	0	0	387	85	0		0	0	0		8	0	0	
Growth Adj:	1.00	1.00	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	192	0	0	387	85	0		0	0	0		8	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	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	192	0	0	387	85	0		0	0	0		8	0	0	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	192	0	0	387	85	0		0	0	0		8	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	50	192	0	0	387	85	0		0	0	0		8	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0	0	3200	1600	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.00	0.00	0.12	0.05	0.00		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:	****				****								****			

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	91	50	1		6	439	303		447	0	50		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	50	1		6	439	303		447	0	50		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	50	1		6	439	303		447	0	50		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	50	1		6	439	303		447	0	50		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	91	50	1		6	439	303		447	0	50		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3137	63		43	3157	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.02	0.02		0.00	0.14	0.19		0.28	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	61	25	1		5	147	194		574	0	95		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	25	1		5	147	194		574	0	95		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	25	1		5	147	194		574	0	95		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	25	1		5	147	194		574	0	95		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	25	1		5	147	194		574	0	95		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08		0.07	1.93	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3077	123		105	3095	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.01	0.01		0.00	0.05	0.12		0.36	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1 0		0 1	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	92	0	3	4	196	165	465	0	106	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	0	3	4	196	165	465	0	106	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	0	3	4	196	165	465	0	106	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	3	4	196	165	465	0	106	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	0	3	4	196	165	465	0	106	37	2	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	0.04	1.96	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	1600	1600	64	3136	1600	1600	0	1600	1518	82	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.06	0.10	0.29	0.00	0.07	0.02	0.02	0.03
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	176	124	41	263	260	323	21	6	155	229	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	176	124	41	263	260	323	21	6	155	229	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	176	124	41	263	260	323	21	6	155	229	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	176	124	41	263	260	323	21	6	155	229	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	176	124	41	263	260	323	21	6	155	229	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.02	0.98
Final Sat.:	1600	1877	1323	1600	1600	1600	1600	2489	711	1600	1625	1575
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.03	0.16	0.16	0.20	0.01	0.01	0.10	0.14	0.14
Crit Moves:	****				****		****				****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	388	111	69	294	177	499	40	6	176	205	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	388	111	69	294	177	499	40	6	176	205	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	388	111	69	294	177	499	40	6	176	205	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	388	111	69	294	177	499	40	6	176	205	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	388	111	69	294	177	499	40	6	176	205	289
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00
Final Sat.:	1600	2488	712	1600	1600	1600	1600	2783	417	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.18	0.11	0.31	0.01	0.01	0.11	0.13	0.18
Crit Moves:		****		****			****					****

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	6	320	25		50	192	212		468	50	9		83	83	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:	6	320	25		50	192	212		468	50	9		83	83	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:	6	320	25		50	192	212		468	50	9		83	83	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	320	25		50	192	212		468	50	9		83	83	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	
Final Vol.:	6	320	25		50	192	212		468	50	9		83	83	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	1.86	0.14		1.00	0.95	1.05		1.00	1.69	0.31		1.00	1.00	1.00	
Final Sat.:	1600	2968	232		1600	1521	1679		1600	2712	488		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.03	0.13	0.13		0.29	0.02	0.02		0.05	0.05	0.14	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	306	2	17	133	49	45	9	0	256	8	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	2	17	133	49	45	9	0	256	8	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	306	2	17	133	49	45	9	0	256	8	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	2	17	133	49	45	9	0	256	8	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
Final Vol.:	0	306	2	17	133	49	45	9	0	256	8	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	1.99	0.01	1.00	1.46	0.54	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3179	21	1600	2338	862	1600	1600	0	1552	48	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.01	0.06	0.06	0.03	0.01	0.00	0.16	0.16	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	455	6	63	204	18	26	8	0	357	3	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	455	6	63	204	18	26	8	0	357	3	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	455	6	63	204	18	26	8	0	357	3	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	6	63	204	18	26	8	0	357	3	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	455	6	63	204	18	26	8	0	357	3	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	1.97	0.03	1.00	1.84	0.16	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3158	42	1600	2941	259	1600	1600	0	1587	13	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.07	0.07	0.02	0.01	0.00	0.22	0.23	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	433	3	128	62	65	74	24	0	349	6	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	433	3	128	62	65	74	24	0	349	6	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	433	3	128	62	65	74	24	0	349	6	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	433	3	128	62	65	74	24	0	349	6	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	433	3	128	62	65	74	24	0	349	6	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	1600	3178	22	1600	1600	1600	1600	1600	0	1573	27	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.08	0.04	0.04	0.05	0.02	0.00	0.22	0.22	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	39	203	0	0	459	100	0		0	0	0		14	0	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	39	203	0	0	459	100	0		0	0	0		14	0	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	39	203	0	0	459	100	0		0	0	0		14	0	0	51
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	0
Reduced Vol:	39	203	0	0	459	100	0		0	0	0		14	0	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Final Vol.:	39	203	0	0	459	100	0		0	0	0		14	0	0	51
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	0.00	1.00
Final Sat.:	1600	3200	0	0	3200	1600	0		0	0	0		1600	0	0	1600
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.00	0.00	0.14	0.06	0.00		0.00	0.00	0.00		0.01	0.00	0.00	0.03
Crit Moves:	****				****											****

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 2	0	0	0	0 2	0	1	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	56	317	0	0	545	101	0		0	0	0		2	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	317	0	0	545	101	0		0	0	0		2	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	317	0	0	545	101	0		0	0	0		2	0	0	
Reduct Vol:	0	0	0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	317	0	0	545	101	0		0	0	0		2	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	317	0	0	545	101	0		0	0	0		2	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1600	3200	0	0	3200	1600	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.00	0.00	0.17	0.06	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****				****								****			

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
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:	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	2	0	0	0 0	2	0	1	0 0	0	0	0	1 0	0	0	1
Volume Module:																
Base Vol:	103	260	0	0	408	88	0	0	0	0	11	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	103	260	0	0	408	88	0	0	0	11	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	103	260	0	0	408	88	0	0	0	11	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	103	260	0	0	408	88	0	0	0	11	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	103	260	0	0	408	88	0	0	0	11	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	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	1600	3200	0	0	3200	1600	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.00	0.00	0.13	0.06	0.00	0.00	0.00	0.01	0.00	0.00				
Crit Moves:	****				****					****						

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	87	20	1	6	439	310	449	0	53	26	1	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:	87	20	1	6	439	310	449	0	53	26	1	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:	87	20	1	6	439	310	449	0	53	26	1	40				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	87	20	1	6	439	310	449	0	53	26	1	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				
Final Vol.:	87	20	1	6	439	310	449	0	53	26	1	40				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.90	0.10	0.03	1.97	1.00	1.00	0.00	1.00	0.96	0.04	1.00				
Final Sat.:	1600	3048	152	43	3157	1600	1600	0	1600	1541	59	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.01	0.01	0.00	0.14	0.19	0.28	0.00	0.03	0.02	0.02	0.03				
Crit Moves:	****					****	****				****					

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	61	47	1		5	183	208		540	0	100		9	5	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	47	1		5	183	208		540	0	100		9	5	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	47	1		5	183	208		540	0	100		9	5	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	47	1		5	183	208		540	0	100		9	5	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	61	47	1		5	183	208		540	0	100		9	5	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.96	0.04		0.05	1.95	1.00		1.00	0.00	1.00		0.64	0.36	1.00	
Final Sat.:	1600	3133	67		85	3115	1600		1600	0	1600		1029	571	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.02	0.01		0.00	0.06	0.13		0.34	0.00	0.06		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2010 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	89	44	3	4	213	160	436	0	109	44	2	61				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	89	44	3	4	213	160	436	0	109	44	2	61				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	89	44	3	4	213	160	436	0	109	44	2	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	89	44	3	4	213	160	436	0	109	44	2	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	89	44	3	4	213	160	436	0	109	44	2	61				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.87	0.13	0.04	1.96	1.00	1.00	0.00	1.00	0.96	0.04	1.00				
Final Sat.:	1600	2996	204	59	3141	1600	1600	0	1600	1530	70	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.01	0.01	0.00	0.07	0.10	0.27	0.00	0.07	0.03	0.03	0.04				
Crit Moves:	****					****	****					****				

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	1	238	102	49	251	145	299	16	4	173	119	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:	1	238	102	49	251	145	299	16	4	173	119	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	238	102	49	251	145	299	16	4	173	119	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	238	102	49	251	145	299	16	4	173	119	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	238	102	49	251	145	299	16	4	173	119	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1600	2240	960	1600	1600	1600	1600	2560	640	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.16	0.09	0.19	0.01	0.01	0.11	0.07	0.09
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	5	426	112	75	314	110	448	57	4	188	85	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	426	112	75	314	110	448	57	4	188	85	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	426	112	75	314	110	448	57	4	188	85	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	426	112	75	314	110	448	57	4	188	85	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
Final Vol.:	5	426	112	75	314	110	448	57	4	188	85	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	1.58	0.42	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	1600	2534	666	1600	1600	1600	1600	2990	210	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.20	0.07	0.28	0.02	0.02	0.12	0.05	0.14
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	4	315	35		51	204	168		338	60	7		78	22	231	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	315	35		51	204	168		338	60	7		78	22	231	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	315	35		51	204	168		338	60	7		78	22	231	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	315	35		51	204	168		338	60	7		78	22	231	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	315	35		51	204	168		338	60	7		78	22	231	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.80	0.20		1.00	1.00	1.00		1.00	1.79	0.21		1.00	1.00	1.00	
Final Sat.:	1600	2880	320		1600	1600	1600		1600	2866	334		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.03	0.13	0.11		0.21	0.02	0.02		0.05	0.01	0.14	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	236	2		19	128	143		130	32	0		247	25	139	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	236	2		19	128	143		130	32	0		247	25	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	236	2		19	128	143		130	32	0		247	25	139	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	236	2		19	128	143		130	32	0		247	25	139	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	236	2		19	128	143		130	32	0		247	25	139	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.91	0.09	1.00	
Final Sat.:	1600	3173	27		1600	1600	1600		1600	1600	0		1453	147	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.01	0.08	0.09		0.08	0.02	0.00		0.15	0.17	0.09	
Crit Moves:	****						****		****					****		

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	378	6	86	207	54	73	30	0	297	8	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	378	6	86	207	54	73	30	0	297	8	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	6	86	207	54	73	30	0	297	8	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	378	6	86	207	54	73	30	0	297	8	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	378	6	86	207	54	73	30	0	297	8	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	1.97	0.03	1.00	1.59	0.41	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3150	50	1600	2538	662	1600	1600	0	1558	42	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.08	0.08	0.05	0.02	0.00	0.19	0.19	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	363	3	156	58	116	218	75	0	323	22	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	363	3	156	58	116	218	75	0	323	22	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	363	3	156	58	116	218	75	0	323	22	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	363	3	156	58	116	218	75	0	323	22	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	363	3	156	58	116	218	75	0	323	22	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	1600	3174	26	1600	1600	1600	1600	1600	0	1498	102	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.10	0.04	0.07	0.14	0.05	0.00	0.20	0.22	0.09
Crit Moves:		****		****			****				****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				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 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	451	0		0	476	0		0	0	0		49	0	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	451	0		0	476	0		0	0	0		49	0	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	451	0		0	476	0		0	0	0		49	0	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	451	0		0	476	0		0	0	0		49	0	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	451	0		0	476	0		0	0	0		49	0	57	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.15	0.00		0.00	0.00	0.00		0.03	0.00	0.04	
Crit Moves:	****					****									****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.286
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	572	0	0	564	0	0	0	0	16	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	572	0	0	564	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	572	0	0	564	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	572	0	0	564	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	572	0	0	564	0	0	0	0	16	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
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:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	688	0	0	429	0	0	0	0	19	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	688	0	0	429	0	0	0	0	19	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	688	0	0	429	0	0	0	0	19	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	688	0	0	429	0	0	0	0	19	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	688	0	0	429	0	0	0	0	19	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	92	159	1		6	488	286		425	0	46		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	159	1		6	488	286		425	0	46		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	159	1		6	488	286		425	0	46		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	159	1		6	488	286		425	0	46		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	159	1		6	488	286		425	0	46		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3180	20		39	3161	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.00	0.15	0.18		0.27	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	63	160	1		5	314	201		451	0	89		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	160	1		5	314	201		451	0	89		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	160	1		5	314	201		451	0	89		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	160	1		5	314	201		451	0	89		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	160	1		5	314	201		451	0	89		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.03	1.97	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3180	20		50	3150	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05	0.05		0.00	0.10	0.13		0.28	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	96	193	3		4	283	172		376	0	104		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	96	193	3		4	283	172		376	0	104		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	96	193	3		4	283	172		376	0	104		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	193	3		4	283	172		376	0	104		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	96	193	3		4	283	172		376	0	104		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3151	49		45	3155	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.00	0.09	0.11		0.24	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	239	101	50	244	136	296	16	5	183	131	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:	1	239	101	50	244	136	296	16	5	183	131	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	239	101	50	244	136	296	16	5	183	131	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	239	101	50	244	136	296	16	5	183	131	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	239	101	50	244	136	296	16	5	183	131	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	1600	2249	951	1600	1600	1600	1600	2438	762	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.15	0.09	0.19	0.01	0.01	0.11	0.08	0.09
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	430	112	76	315	114	445	57	4	186	80	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	430	112	76	315	114	445	57	4	186	80	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	430	112	76	315	114	445	57	4	186	80	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	430	112	76	315	114	445	57	4	186	80	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	430	112	76	315	114	445	57	4	186	80	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.41	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	1600	2539	661	1600	1600	1600	1600	2990	210	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.20	0.07	0.28	0.02	0.02	0.12	0.05	0.14
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	3	316	37		53	200	164		335	57	8		81	25	234	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	316	37		53	200	164		335	57	8		81	25	234	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	316	37		53	200	164		335	57	8		81	25	234	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	316	37		53	200	164		335	57	8		81	25	234	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	316	37		53	200	164		335	57	8		81	25	234	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.79	0.21		1.00	1.00	1.00		1.00	1.75	0.25		1.00	1.00	1.00	
Final Sat.:	1600	2865	335		1600	1600	1600		1600	2806	394		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.11		0.03	0.13	0.10		0.21	0.02	0.02		0.05	0.02	0.15	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
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:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	234	2		19	128	144		129	30	1		248	23	141	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	234	2		19	128	144		129	30	1		248	23	141	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	234	2		19	128	144		129	30	1		248	23	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	234	2		19	128	144		129	30	1		248	23	141	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	234	2		19	128	144		129	30	1		248	23	141	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	0.97	0.03		0.92	0.08	1.00	
Final Sat.:	1600	3173	27		1600	1600	1600		1600	1548	52		1464	136	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.01	0.08	0.09		0.08	0.02	0.02		0.16	0.17	0.09	
Crit Moves:	****						****		****					****		

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	381	6	86	224	54	70	31	0	300	8	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	381	6	86	224	54	70	31	0	300	8	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	381	6	86	224	54	70	31	0	300	8	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	381	6	86	224	54	70	31	0	300	8	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	381	6	86	224	54	70	31	0	300	8	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	1.97	0.03	1.00	1.61	0.39	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3150	50	1600	2578	622	1600	1600	0	1558	42	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.09	0.09	0.04	0.02	0.00	0.19	0.19	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	367	3	155	59	114	217	72	0	320	22	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	367	3	155	59	114	217	72	0	320	22	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	367	3	155	59	114	217	72	0	320	22	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	367	3	155	59	114	217	72	0	320	22	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	367	3	155	59	114	217	72	0	320	22	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	1600	3174	26	1600	1600	1600	1600	1600	0	1497	103	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.04	0.07	0.14	0.05	0.00	0.20	0.21	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	447	0	0	472	0	0	0	0	48	0	58
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	0	0	472	0	0	0	0	48	0	58
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	447	0	0	472	0	0	0	0	48	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	0	0	472	0	0	0	0	48	0	58
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	447	0	0	472	0	0	0	0	48	0	58
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00 2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Final Sat.:	0 3200	0	0	3200	0	0	0	0	1600	0	1600	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.04	
Crit Moves:	****			****							****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.291
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	571	0	0	578	0	0	0	0	16	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	571	0	0	578	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	571	0	0	578	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	571	0	0	578	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	571	0	0	578	0	0	0	0	16	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****			****						****		

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	694	0	0	429	0	0	0	0	19	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	694	0	0	429	0	0	0	0	19	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	694	0	0	429	0	0	0	0	19	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	694	0	0	429	0	0	0	0	19	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	694	0	0	429	0	0	0	0	19	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	94	156	1		6	482	285		427	0	44		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	156	1		6	482	285		427	0	44		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	156	1		6	482	285		427	0	44		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	156	1		6	482	285		427	0	44		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	94	156	1		6	482	285		427	0	44		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3180	20		39	3161	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.00	0.15	0.18		0.27	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	63	160		1	5	330		201	449		0		87		7	5	30
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
Initial Bse:	63	160		1	5	330		201	449		0		87		7	5	30
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
PHF Volume:	63	160		1	5	330		201	449		0		87		7	5	30
Reduct Vol:	0	0		0	0	0		0	0		0		0		0	0	0
Reduced Vol:	63	160		1	5	330		201	449		0		87		7	5	30
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
Final Vol.:	63	160		1	5	330		201	449		0		87		7	5	30
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600		1600		1600		1600	1600	1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00	1.00
Lanes:	1.00	1.99		0.01	0.03	1.97		1.00	1.00		0.00		1.00		0.58	0.42	1.00
Final Sat.:	1600	3180		20	48	3152		1600	1600		0		1600		933	667	1600
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05		0.05	0.00	0.10		0.13	0.28	0.00		0.05	0.00		0.01		0.02
Crit Moves:	****							****	****								****

Middle Harbor EIR
Future Year 2015 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	95	198	3		4	286	174		372	0	103		37	2	54	
Growth Adj:	1.00	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	198	3		4	286	174		372	0	103		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	95	198	3		4	286	174		372	0	103		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	198	3		4	286	174		372	0	103		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	95	198	3		4	286	174		372	0	103		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3152	48		44	3156	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.00	0.09	0.11		0.23	0.00	0.06		0.02	0.02	0.03	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
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:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	1	239	101	50	250	158	315	17	4	173	139	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:	1	239	101	50	250	158	315	17	4	173	139	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	239	101	50	250	158	315	17	4	173	139	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	239	101	50	250	158	315	17	4	173	139	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	239	101	50	250	158	315	17	4	173	139	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	1600	2249	951	1600	1600	1600	1600	2590	610	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.16	0.10	0.20	0.01	0.01	0.11	0.09	0.09
Crit Moves:	****				****		****				****	

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	385	157	75	305	122	433	115	5	186	109	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	385	157	75	305	122	433	115	5	186	109	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	385	157	75	305	122	433	115	5	186	109	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	385	157	75	305	122	433	115	5	186	109	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	385	157	75	305	122	433	115	5	186	109	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.58	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	1600	2273	927	1600	1600	1600	1600	3067	133	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.19	0.08	0.27	0.04	0.04	0.12	0.07	0.14
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	3	313	39	52	196	177	370	58	8	82	37	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:	3	313	39	52	196	177	370	58	8	82	37	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:	3	313	39	52	196	177	370	58	8	82	37	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	313	39	52	196	177	370	58	8	82	37	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
Final Vol.:	3	313	39	52	196	177	370	58	8	82	37	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	1.78	0.22	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00
Final Sat.:	1600	2845	355	1600	1600	1600	1600	2812	388	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.12	0.11	0.23	0.02	0.02	0.05	0.02	0.14
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	233	2		19	118	140		129	30	0		246	24	144	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	233	2		19	118	140		129	30	0		246	24	144	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	233	2		19	118	140		129	30	0		246	24	144	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	233	2		19	118	140		129	30	0		246	24	144	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	233	2		19	118	140		129	30	0		246	24	144	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.91	0.09	1.00	
Final Sat.:	1600	3173	27		1600	1600	1600		1600	1600	0		1458	142	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.01	0.07	0.09		0.08	0.02	0.00		0.15	0.17	0.09	
Crit Moves:	****						****		****					****		

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	386	6	85	208	52	70	29	0	301	7	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	386	6	85	208	52	70	29	0	301	7	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	6	85	208	52	70	29	0	301	7	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	6	85	208	52	70	29	0	301	7	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	386	6	85	208	52	70	29	0	301	7	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.60	0.40	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	1600	3151	49	1600	2560	640	1600	1600	0	1564	36	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.05	0.08	0.08	0.04	0.02	0.00	0.19	0.19	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 1	1	0	1	0 0	1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	371	3		161	57	113		212	75	0		318	22	144	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	371	3		161	57	113		212	75	0		318	22	144	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	371	3		161	57	113		212	75	0		318	22	144	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	371	3		161	57	113		212	75	0		318	22	144	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	371	3		161	57	113		212	75	0		318	22	144	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	0.00		0.94	0.06	1.00	
Final Sat.:	1600	3174	26		1600	1600	1600		1600	1600	0		1496	104	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.10	0.04	0.07		0.13	0.05	0.00		0.20	0.21	0.09	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	449	0	0	498	0	0	0	0	55	0	58
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	449	0	0	498	0	0	0	0	55	0	58
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	449	0	0	498	0	0	0	0	55	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	449	0	0	498	0	0	0	0	55	0	58
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	0	449	0	0	498	0	0	0	0	55	0	58
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	0.00		0.00 2.00	0.00		0.00 0.00	0.00		1.00 0.00	1.00	
Final Sat.:	0 3200	0		0 3200	0		0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14	0.00		0.00 0.16	0.00		0.00 0.00	0.00		0.03 0.00	0.04	
Crit Moves:	****			****							****	

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	577	0	0	615	0	0	0	0	0	15	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	577	0	0	615	0	0	0	0	15	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	577	0	0	615	0	0	0	0	15	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	577	0	0	615	0	0	0	0	15	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	577	0	0	615	0	0	0	0	15	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	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.00				
Crit Moves:	****				****					****						

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	692	0	0	455	0	0	0	0	19	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	692	0	0	455	0	0	0	0	19	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	692	0	0	455	0	0	0	0	19	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	692	0	0	455	0	0	0	0	19	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	692	0	0	455	0	0	0	0	19	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1			1 0	1 1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	94	159	1	6	505	286	438	0	49	19	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	159	1	6	505	286	438	0	49	19	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	159	1	6	505	286	438	0	49	19	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	159	1	6	505	286	438	0	49	19	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	159	1	6	505	286	438	0	49	19	1	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.02	1.98	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	3180	20	38	3162	1600	1600	0	1600	1520	80	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.00	0.16	0.18	0.27	0.00	0.03	0.01	0.01	0.02
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1 0		0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	63	147	1	5	366	201	488	0	89	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	147	1	5	366	201	488	0	89	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	147	1	5	366	201	488	0	89	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	147	1	5	366	201	488	0	89	7	5	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	147	1	5	366	201	488	0	89	7	5	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.03	1.97	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	1600	3178	22	43	3157	1600	1600	0	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.00	0.12	0.13	0.31	0.00	0.06	0.00	0.01	0.02
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2015 With GDB Project
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	95	197	3		4	309	175		397	0	106		37	2	54	
Growth Adj:	1.00	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	197	3		4	309	175		397	0	106		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	95	197	3		4	309	175		397	0	106		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	197	3		4	309	175		397	0	106		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	95	197	3		4	309	175		397	0	106		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		0.03	1.97	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3152	48		41	3159	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.00	0.10	0.11		0.25	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	257	125		51	309	199		307	25	8		228	206	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:	1	257	125		51	309	199		307	25	8		228	206	209	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	257	125		51	309	199		307	25	8		228	206	209	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	257	125		51	309	199		307	25	8		228	206	209	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	257	125		51	309	199		307	25	8		228	206	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	1.35	0.65		1.00	1.00	1.00		1.00	1.52	0.48		1.00	1.00	1.00	
Final Sat.:	1600	2153	1047		1600	1600	1600		1600	2424	776		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.12		0.03	0.19	0.12		0.19	0.01	0.01		0.14	0.13	0.13	
Crit Moves:	****					****			****					****		

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	5	469	132		80	365	165		406	64	6		195	152	320	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	469	132		80	365	165		406	64	6		195	152	320	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	469	132		80	365	165		406	64	6		195	152	320	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	469	132		80	365	165		406	64	6		195	152	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	
Final Vol.:	5	469	132		80	365	165		406	64	6		195	152	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	1.56	0.44		1.00	1.00	1.00		1.00	1.83	0.17		1.00	1.00	1.00	
Final Sat.:	1600	2497	703		1600	1600	1600		1600	2926	274		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.05	0.23	0.10		0.25	0.02	0.02		0.12	0.10	0.20	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	368	43	55	201	182	400	76	9	108	85	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	368	43	55	201	182	400	76	9	108	85	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	368	43	55	201	182	400	76	9	108	85	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	368	43	55	201	182	400	76	9	108	85	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	368	43	55	201	182	400	76	9	108	85	283
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	2865	335	1600	1600	1600	1600	2861	339	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.13	0.11	0.25	0.03	0.03	0.07	0.05	0.18
Crit Moves:		****		****			****					****

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	336	2	19	142	76	58	13	0	312	11	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	336	2	19	142	76	58	13	0	312	11	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	336	2	19	142	76	58	13	0	312	11	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	2	19	142	76	58	13	0	312	11	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	336	2	19	142	76	58	13	0	312	11	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.30	0.70	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3181	19	1600	2084	1116	1600	1600	0	1546	54	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.01	0.07	0.07	0.04	0.01	0.00	0.20	0.20	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	529	6	82	255	24	31	14	0	403	4	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	529	6	82	255	24	31	14	0	403	4	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	529	6	82	255	24	31	14	0	403	4	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	529	6	82	255	24	31	14	0	403	4	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	529	6	82	255	24	31	14	0	403	4	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:	1.00	1.98	0.02	1.00	1.83	0.17	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	1600	3164	36	1600	2925	275	1600	1600	0	1584	16	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.09	0.09	0.02	0.01	0.00	0.25	0.25	0.10
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	518	3	156	68	54	96	32	0	397	9	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	3	156	68	54	96	32	0	397	9	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	3	156	68	54	96	32	0	397	9	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	3	156	68	54	96	32	0	397	9	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	518	3	156	68	54	96	32	0	397	9	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.11	0.89	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	1600	3182	18	1600	1784	1416	1600	1600	0	1565	35	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.10	0.04	0.04	0.06	0.02	0.00	0.25	0.25	0.10
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	447	0	0	530	0	0	0	0	25	0	53
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	447	0	0	530	0	0	0	0	25	0	53
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	447	0	0	530	0	0	0	0	25	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	0	0	530	0	0	0	0	25	0	53
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Final Vol.:	0	447	0	0	530	0	0	0	0	25	0	53
Saturation Flow Module:												
Sat/Lane:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.00 2.00	0.00		0.00 2.00	0.00		0.00 0.00	0.00		1.00 0.00	1.00	
Final Sat.:	0 3200	0		0 3200	0		0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.14	0.00		0.00 0.17	0.00		0.00 0.00	0.00		0.02 0.00	0.03	
Crit Moves:	****			****							****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				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	2	0 0		0 0	2	0 0		0 0	0	0 0		1 0	0	0 1	
Volume Module:																
Base Vol:	0	646	0		0	643	0		0	0	0		7	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	646	0		0	643	0		0	0	0		7	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	646	0		0	643	0		0	0	0		7	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	646	0		0	643	0		0	0	0		7	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	646	0		0	643	0		0	0	0		7	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****								****		

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	734	0	0	427	0	0	0	0	8	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	734	0	0	427	0	0	0	0	8	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	734	0	0	427	0	0	0	0	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	734	0	0	427	0	0	0	0	8	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	734	0	0	427	0	0	0	0	8	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****			****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	88	87	1		6	538	286		474	0	50		26	1	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:	88	87	1		6	538	286		474	0	50		26	1	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:	88	87	1		6	538	286		474	0	50		26	1	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	87	1		6	538	286		474	0	50		26	1	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	
Final Vol.:	88	87	1		6	538	286		474	0	50		26	1	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.02	1.98	1.00		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	1600	3164	36		35	3165	1600		1600	0	1600		1541	59	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.03	0.03		0.00	0.17	0.18		0.30	0.00	0.03		0.02	0.02	0.03	
Crit Moves:	****						****		****					****		

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	64	95	1		5	411	193		619	0	113		9	5	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	64	95	1		5	411	193		619	0	113		9	5	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	95	1		5	411	193		619	0	113		9	5	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	95	1		5	411	193		619	0	113		9	5	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	64	95	1		5	411	193		619	0	113		9	5	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.02	1.98	1.00		1.00	0.00	1.00		0.64	0.36	1.00	
Final Sat.:	1600	3167	33		38	3162	1600		1600	0	1600		1029	571	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.03	0.03		0.00	0.13	0.12		0.39	0.00	0.07		0.01	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2015 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	92	126	3	4	290	177	501	0	130	44	2	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	126	3	4	290	177	501	0	130	44	2	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	126	3	4	290	177	501	0	130	44	2	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	126	3	4	290	177	501	0	130	44	2	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	126	3	4	290	177	501	0	130	44	2	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	0.03	1.97	1.00	1.00	0.00	1.00	0.96	0.04	1.00
Final Sat.:	1600	3126	74	44	3156	1600	1600	0	1600	1530	70	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.00	0.09	0.11	0.31	0.00	0.08	0.03	0.03	0.04
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	2	399	102		49	363	185		370	26	4		188	102	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:	2	399	102		49	363	185		370	26	4		188	102	219	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	399	102		49	363	185		370	26	4		188	102	219	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	399	102		49	363	185		370	26	4		188	102	219	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	399	102		49	363	185		370	26	4		188	102	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	1.59	0.41		1.00	1.00	1.00		1.00	1.73	0.27		1.00	1.00	1.00	
Final Sat.:	1600	2549	651		1600	1600	1600		1600	2773	427		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.03	0.23	0.12		0.23	0.01	0.01		0.12	0.06	0.14	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	424	201	83	420	188	404	149	5	166	52	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:	6	424	201	83	420	188	404	149	5	166	52	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:	6	424	201	83	420	188	404	149	5	166	52	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	424	201	83	420	188	404	149	5	166	52	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
Final Vol.:	6	424	201	83	420	188	404	149	5	166	52	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	1.36	0.64	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	2171	1029	1600	1600	1600	1600	3096	104	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.26	0.12	0.25	0.05	0.05	0.10	0.03	0.19
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	3	360	120		53	284	192		269	163	8		46	0	373	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	360	120		53	284	192		269	163	8		46	0	373	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	360	120		53	284	192		269	163	8		46	0	373	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	360	120		53	284	192		269	163	8		46	0	373	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	360	120		53	284	192		269	163	8		46	0	373	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.50	0.50		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.00	1.00	
Final Sat.:	1600	2400	800		1600	1600	1600		1600	3050	150		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.03	0.18	0.12		0.17	0.05	0.05		0.03	0.00	0.23	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	364	2	30	158	183	127	81	1	295	29	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	364	2	30	158	183	127	81	1	295	29	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	364	2	30	158	183	127	81	1	295	29	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	2	30	158	183	127	81	1	295	29	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	364	2	30	158	183	127	81	1	295	29	127
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.99	0.01	0.91	0.09	1.00
Final Sat.:	1600	3183	17	1600	1600	1600	1600	1580	20	1457	143	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.10	0.11	0.08	0.05	0.05	0.18	0.20	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	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 1	1 0	0	1 0 1	1 0		1 0 0 1	0		0 1 0	0	1
Volume Module:												
Base Vol:	0	480	6	96	258	64	90	41	0	330	8	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	480	6	96	258	64	90	41	0	330	8	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	480	6	96	258	64	90	41	0	330	8	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	480	6	96	258	64	90	41	0	330	8	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	480	6	96	258	64	90	41	0	330	8	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.60	0.40	1.00	1.00	0.00	0.98	0.02	1.00
Final Sat.:	1600	3160	40	1600	2564	636	1600	1600	0	1562	38	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.06	0.10	0.10	0.06	0.03	0.00	0.21	0.21	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	546	3		195	141	158		267	109	0		373	26	137	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	546	3		195	141	158		267	109	0		373	26	137	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	546	3		195	141	158		267	109	0		373	26	137	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	546	3		195	141	158		267	109	0		373	26	137	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	546	3		195	141	158		267	109	0		373	26	137	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	1.00	0.00		0.93	0.07	1.00	
Final Sat.:	1600	3183	17		1600	1600	1600		1600	1600	0		1496	104	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.12	0.09	0.10		0.17	0.07	0.00		0.23	0.25	0.09	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				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	2	0 0		0 0	2	0 0		0 0	0	0 0		1 0	0	0 1	
Volume Module:																
Base Vol:	0	566	0		0	571	0		0	0	0		88	0	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	566	0		0	571	0		0	0	0		88	0	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	566	0		0	571	0		0	0	0		88	0	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	566	0		0	571	0		0	0	0		88	0	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	566	0		0	571	0		0	0	0		88	0	78	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00		0.00	0.18	0.00		0.00	0.00	0.00		0.06	0.00	0.05	
Crit Moves:	****					****							****			

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
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:	Permitted				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 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	685	0		0	688	0		0	0	0		16	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	685	0		0	688	0		0	0	0		16	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	685	0		0	688	0		0	0	0		16	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	685	0		0	688	0		0	0	0		16	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	685	0		0	688	0		0	0	0		16	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.00	0.22	0.00		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:	****					****							****			

Middle Harbor EIR
Future Year 2020 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	915	0	0	620	0	0	0	0	28	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	915	0	0	620	0	0	0	0	28	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	915	0	0	620	0	0	0	0	28	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	915	0	0	620	0	0	0	0	28	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	915	0	0	620	0	0	0	0	28	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	113	250	1		6	562	285		485	0	53		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	113	250	1		6	562	285		485	0	53		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	113	250	1		6	562	285		485	0	53		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	113	250	1		6	562	285		485	0	53		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	113	250	1		6	562	285		485	0	53		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3187	13		34	3166	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.08	0.08		0.00	0.18	0.18		0.30	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	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 1	1 0		0 1	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	70	260	1	5	338	204	489	0	90	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	260	1	5	338	204	489	0	90	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	260	1	5	338	204	489	0	90	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	260	1	5	338	204	489	0	90	7	5	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	260	1	5	338	204	489	0	90	7	5	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.03	1.97	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	1600	3188	12	47	3153	1600	1600	0	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.11	0.13	0.31	0.00	0.06	0.00	0.01	0.02
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
Preferred Project

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

Intersection #6 Pico Avenue, Pier D Street

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	97	371	3		4	449	170		392	0	118		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	371	3		4	449	170		392	0	118		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	371	3		4	449	170		392	0	118		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	371	3		4	449	170		392	0	118		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	371	3		4	449	170		392	0	118		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3174	26		28	3172	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.12		0.00	0.14	0.11		0.25	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	2	400	101		47	393	194		319	24	5		156	69	223	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	400	101		47	393	194		319	24	5		156	69	223	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	400	101		47	393	194		319	24	5		156	69	223	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	400	101		47	393	194		319	24	5		156	69	223	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	2	400	101		47	393	194		319	24	5		156	69	223	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	0.40		1.00	1.00	1.00		1.00	1.66	0.34		1.00	1.00	1.00	
Final Sat.:	1600	2555	645		1600	1600	1600		1600	2648	552		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.03	0.25	0.12		0.20	0.01	0.01		0.10	0.04	0.14	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	5	440	186		84	434	170		359	124	4		160	34	281	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	440	186		84	434	170		359	124	4		160	34	281	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	440	186		84	434	170		359	124	4		160	34	281	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	440	186		84	434	170		359	124	4		160	34	281	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	440	186		84	434	170		359	124	4		160	34	281	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	0.59		1.00	1.00	1.00		1.00	1.94	0.06		1.00	1.00	1.00	
Final Sat.:	1600	2249	951		1600	1600	1600		1600	3100	100		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.05	0.27	0.11		0.22	0.04	0.04		0.10	0.02	0.18	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	4	392	111		53	288	169		270	141	8		48	0	369	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	392	111		53	288	169		270	141	8		48	0	369	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	392	111		53	288	169		270	141	8		48	0	369	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	392	111		53	288	169		270	141	8		48	0	369	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	392	111		53	288	169		270	141	8		48	0	369	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.56	0.44		1.00	1.00	1.00		1.00	1.89	0.11		1.00	1.00	1.00	
Final Sat.:	1600	2494	706		1600	1600	1600		1600	3028	172		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.03	0.18	0.11		0.17	0.05	0.05		0.03	0.00	0.23	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
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:	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 1	1 0	0	1 0 1	1 0		1 0 0 1	0		0 1 0	0	1
Volume Module:												
Base Vol:	0	366	2	28	180	156	122	60	0	292	24	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	366	2	28	180	156	122	60	0	292	24	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	366	2	28	180	156	122	60	0	292	24	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	366	2	28	180	156	122	60	0	292	24	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	366	2	28	180	156	122	60	0	292	24	127
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.07	0.93	1.00	1.00	0.00	0.92	0.08	1.00
Final Sat.:	1600	3183	17	1600	1714	1486	1600	1600	0	1478	122	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.12	0.02	0.11	0.10	0.08	0.04	0.00	0.18	0.20	0.08
Crit Moves:			****	****			****				****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	471	6		93	288	58		81	33	0		336	7	131	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	471	6		93	288	58		81	33	0		336	7	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	471	6		93	288	58		81	33	0		336	7	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	471	6		93	288	58		81	33	0		336	7	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	471	6		93	288	58		81	33	0		336	7	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		1.00	1.66	0.34		1.00	1.00	0.00		0.98	0.02	1.00	
Final Sat.:	1600	3160	40		1600	2664	536		1600	1600	0		1567	33	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.15		0.06	0.11	0.11		0.05	0.02	0.00		0.21	0.21	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 1	1	0	1	0	0 1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	545	3		201	146	142		232	96	0		377	22	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	545	3		201	146	142		232	96	0		377	22	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	545	3		201	146	142		232	96	0		377	22	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	545	3		201	146	142		232	96	0		377	22	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	
Final Vol.:	0	545	3		201	146	142		232	96	0		377	22	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	1.99	0.01		1.00	1.01	0.99		1.00	1.00	0.00		0.94	0.06	1.00	
Final Sat.:	1600	3182	18		1600	1622	1578		1600	1600	0		1512	88	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.17		0.13	0.09	0.09		0.15	0.06	0.00		0.24	0.25	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	563	0	0	523	0	0	0	0	74	0	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:	0	563	0	0	523	0	0	0	0	74	0	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	563	0	0	523	0	0	0	0	74	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	563	0	0	523	0	0	0	0	74	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	563	0	0	523	0	0	0	0	74	0	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.04
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	665	0	0	649	0	0	0	0	14	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	665	0	0	649	0	0	0	0	14	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	665	0	0	649	0	0	0	0	14	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	0	0	649	0	0	0	0	14	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	665	0	0	649	0	0	0	0	14	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	880	0	0	581	0	0	0	0	26	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	880	0	0	581	0	0	0	0	26	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	880	0	0	581	0	0	0	0	26	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	0	0	581	0	0	0	0	26	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	880	0	0	581	0	0	0	0	26	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	106	253	1		6	518	298		444	0	52		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	253	1		6	518	298		444	0	52		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	253	1		6	518	298		444	0	52		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	253	1		6	518	298		444	0	52		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	106	253	1		6	518	298		444	0	52		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3187	13		37	3163	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.08	0.08		0.00	0.16	0.19		0.28	0.00	0.03		0.01	0.01	0.02	
Crit Moves:	****						****		****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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 1	1 0		0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	68	267	1	5	311	200	437	0	86	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	267	1	5	311	200	437	0	86	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	267	1	5	311	200	437	0	86	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	267	1	5	311	200	437	0	86	7	5	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	267	1	5	311	200	437	0	86	7	5	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.03	1.97	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	1600	3188	12	51	3149	1600	1600	0	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.10	0.13	0.27	0.00	0.05	0.00	0.01	0.02
Crit Moves:	****					****	****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	96	346	3		4	424	171		378	0	112		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	96	346	3		4	424	171		378	0	112		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	96	346	3		4	424	171		378	0	112		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	346	3		4	424	171		378	0	112		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	96	346	3		4	424	171		378	0	112		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3172	28		30	3170	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.11	0.11		0.00	0.13	0.11		0.24	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	2	387	114	50	385	221	364	38	4	162	78	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:	2	387	114	50	385	221	364	38	4	162	78	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:	2	387	114	50	385	221	364	38	4	162	78	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	387	114	50	385	221	364	38	4	162	78	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
Final Vol.:	2	387	114	50	385	221	364	38	4	162	78	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	1.54	0.46	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00
Final Sat.:	1600	2472	728	1600	1600	1600	1600	2895	305	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.24	0.14	0.23	0.01	0.01	0.10	0.05	0.15
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	430	196	78	432	182	407	146	5	160	48	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	430	196	78	432	182	407	146	5	160	48	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	430	196	78	432	182	407	146	5	160	48	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	430	196	78	432	182	407	146	5	160	48	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
Final Vol.:	5	430	196	78	432	182	407	146	5	160	48	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	1.37	0.63	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	1600	2198	1002	1600	1600	1600	1600	3094	106	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.27	0.11	0.25	0.05	0.05	0.10	0.03	0.18
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	404	94	53	287	188	312	128	8	48	0	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:	4	404	94	53	287	188	312	128	8	48	0	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	404	94	53	287	188	312	128	8	48	0	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	404	94	53	287	188	312	128	8	48	0	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	404	94	53	287	188	312	128	8	48	0	326
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	1600	2596	604	1600	1600	1600	1600	3012	188	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.18	0.12	0.20	0.04	0.04	0.03	0.00	0.20
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	412	2	34	240	157	112	73	0	191	26	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	412	2	34	240	157	112	73	0	191	26	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	412	2	34	240	157	112	73	0	191	26	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	412	2	34	240	157	112	73	0	191	26	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	412	2	34	240	157	112	73	0	191	26	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.21	0.79	1.00	1.00	0.00	0.88	0.12	1.00
Final Sat.:	1600	3185	15	1600	1935	1265	1600	1600	0	1408	192	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.12	0.12	0.07	0.05	0.00	0.12	0.14	0.06
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	484	6	96	270	59	77	38	1	336	7	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	484	6	96	270	59	77	38	1	336	7	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	484	6	96	270	59	77	38	1	336	7	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	484	6	96	270	59	77	38	1	336	7	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	484	6	96	270	59	77	38	1	336	7	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.64	0.36	1.00	0.97	0.03	0.98	0.02	1.00
Final Sat.:	1600	3161	39	1600	2626	574	1600	1559	41	1567	33	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.06	0.10	0.10	0.05	0.02	0.02	0.21	0.21	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	515	3	215	137	144	236	97	0	375	22	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:	0	515	3	215	137	144	236	97	0	375	22	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	515	3	215	137	144	236	97	0	375	22	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	515	3	215	137	144	236	97	0	375	22	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	515	3	215	137	144	236	97	0	375	22	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	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	1600	3181	19	1600	1600	1600	1600	1600	0	1511	89	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.13	0.09	0.09	0.15	0.06	0.00	0.23	0.25	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	581	0	0	644	0	0	0	0	0	0	0	106	0	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	581	0	0	644	0	0	0	0	0	0	0	106	0	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	581	0	0	644	0	0	0	0	0	0	0	106	0	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	581	0	0	644	0	0	0	0	0	0	0	106	0	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	581	0	0	644	0	0	0	0	0	0	0	106	0	0	79
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Final Sat.:	0	3200	0	0	3200	0	0	0	0	0	0	0	1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.05	
Crit Moves:	****				****								****			

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	674	0	0	706	0	0	0	0	16	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	674	0	0	706	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	674	0	0	706	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	674	0	0	706	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	674	0	0	706	0	0	0	0	16	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	858	0	0	631	0	0	0	0	26	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	858	0	0	631	0	0	0	0	26	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	858	0	0	631	0	0	0	0	26	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	858	0	0	631	0	0	0	0	26	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	858	0	0	631	0	0	0	0	26	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0	1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	114	257	1	6	608	290	487	0	56	19	1	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	257	1	6	608	290	487	0	56	19	1	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	257	1	6	608	290	487	0	56	19	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	257	1	6	608	290	487	0	56	19	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	257	1	6	608	290	487	0	56	19	1	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.02	1.98	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	3188	12	31	3169	1600	1600	0	1600	1520	80	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.00	0.19	0.18	0.30	0.00	0.04	0.01	0.01	0.02
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1 0		0 1	1 0	1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	70	258	1	5	391	198	487	0	90	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	258	1	5	391	198	487	0	90	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	258	1	5	391	198	487	0	90	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	258	1	5	391	198	487	0	90	7	5	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	258	1	5	391	198	487	0	90	7	5	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.03	1.97	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	1600	3188	12	40	3160	1600	1600	0	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.12	0.12	0.30	0.00	0.06	0.00	0.01	0.02
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	98	307	3		4	461	171		403	0	116		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	307	3		4	461	171		403	0	116		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	98	307	3		4	461	171		403	0	116		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	307	3		4	461	171		403	0	116		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	98	307	3		4	461	171		403	0	116		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3169	31		28	3172	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10		0.00	0.15	0.11		0.25	0.00	0.07		0.02	0.02	0.03	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	437	127		49	435	265		316	40	8		196	136	286	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	437	127		49	435	265		316	40	8		196	136	286	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	437	127		49	435	265		316	40	8		196	136	286	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	437	127		49	435	265		316	40	8		196	136	286	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	437	127		49	435	265		316	40	8		196	136	286	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.55	0.45		1.00	1.00	1.00		1.00	1.67	0.33		1.00	1.00	1.00	
Final Sat.:	1600	2479	721		1600	1600	1600		1600	2667	533		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.03	0.27	0.17		0.20	0.01	0.02		0.12	0.09	0.18	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	5	536	195		82	502	221		345	111	6		196	71	358	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	536	195		82	502	221		345	111	6		196	71	358	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	536	195		82	502	221		345	111	6		196	71	358	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	536	195		82	502	221		345	111	6		196	71	358	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	5	536	195		82	502	221		345	111	6		196	71	358	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.47	0.53		1.00	1.00	1.00		1.00	1.90	0.10		1.00	1.00	1.00	
Final Sat.:	1600	2346	854		1600	1600	1600		1600	3036	164		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.23		0.05	0.31	0.14		0.22	0.04	0.04		0.12	0.04	0.22	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	4	411	68	56	266	203	351	129	9	109	62	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	411	68	56	266	203	351	129	9	109	62	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	411	68	56	266	203	351	129	9	109	62	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	411	68	56	266	203	351	129	9	109	62	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	411	68	56	266	203	351	129	9	109	62	376
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	1600	2746	454	1600	1600	1600	1600	2991	209	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.04	0.17	0.13	0.22	0.04	0.04	0.07	0.04	0.24
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	488	2	29	185	81	60	33	0	326	13	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:	0	488	2	29	185	81	60	33	0	326	13	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	488	2	29	185	81	60	33	0	326	13	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	2	29	185	81	60	33	0	326	13	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	488	2	29	185	81	60	33	0	326	13	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	1.99	0.01	1.00	1.39	0.61	1.00	1.00	0.00	0.96	0.04	1.00
Final Sat.:	1600	3187	13	1600	2226	974	1600	1600	0	1539	61	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.08	0.08	0.04	0.02	0.00	0.20	0.21	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	599	6		89	335	28		39	20	0		412	4	158	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	599	6		89	335	28		39	20	0		412	4	158	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	599	6		89	335	28		39	20	0		412	4	158	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	599	6		89	335	28		39	20	0		412	4	158	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	599	6		89	335	28		39	20	0		412	4	158	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		1.00	1.85	0.15		1.00	1.00	0.00		0.99	0.01	1.00	
Final Sat.:	1600	3168	32		1600	2953	247		1600	1600	0		1585	15	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.06	0.11	0.11		0.02	0.01	0.00		0.26	0.26	0.10	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	610	3	182	129	71	117	49	1	432	11	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	3	182	129	71	117	49	1	432	11	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	610	3	182	129	71	117	49	1	432	11	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	3	182	129	71	117	49	1	432	11	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	610	3	182	129	71	117	49	1	432	11	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.29	0.71	1.00	0.98	0.02	0.98	0.02	1.00
Final Sat.:	1600	3184	16	1600	2064	1136	1600	1568	32	1560	40	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.11	0.06	0.06	0.07	0.03	0.03	0.27	0.28	0.10
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	588	0	0	654	0	0	0	0	39	0	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	588	0	0	654	0	0	0	0	39	0	74				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	588	0	0	654	0	0	0	0	39	0	74				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	588	0	0	654	0	0	0	0	39	0	74				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	588	0	0	654	0	0	0	0	39	0	74				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.02	0.00	0.05				
Crit Moves:	****				****							****				

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	714	0	0	847	0	0	0	0	0	8	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	714	0	0	847	0	0	0	0	8	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	714	0	0	847	0	0	0	0	8	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	714	0	0	847	0	0	0	0	8	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	714	0	0	847	0	0	0	0	8	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	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.01	0.00	0.00				
Crit Moves:	****				****						****					

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	846	0	0	587	0	0	0	0	13	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	846	0	0	587	0	0	0	0	13	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	846	0	0	587	0	0	0	0	13	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	846	0	0	587	0	0	0	0	13	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	846	0	0	587	0	0	0	0	13	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	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00				
Crit Moves:		****		****						****						

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	108	188	1		6	636	285		524	0	60		26	1	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:	108	188	1		6	636	285		524	0	60		26	1	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:	108	188	1		6	636	285		524	0	60		26	1	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	188	1		6	636	285		524	0	60		26	1	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	
Final Vol.:	108	188	1		6	636	285		524	0	60		26	1	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	1600	3183	17		30	3170	1600		1600	0	1600		1541	59	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.00	0.20	0.18		0.33	0.00	0.04		0.02	0.02	0.03	
Crit Moves:	****					****				****				****		

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1		1 0	0 1		1 0 1	0 1		0 0 1	0 1		0 0 1
Volume Module:												
Base Vol:	81	163	1	5	537	183	746	0	122	9	5	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	163	1	5	537	183	746	0	122	9	5	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	163	1	5	537	183	746	0	122	9	5	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	163	1	5	537	183	746	0	122	9	5	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	163	1	5	537	183	746	0	122	9	5	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.02	1.98	1.00	1.00	0.00	1.00	0.64	0.36	1.00
Final Sat.:	1600	3180	20	30	3170	1600	1600	0	1600	1029	571	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.00	0.17	0.11	0.47	0.00	0.08	0.01	0.01	0.02
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2020 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	88	221	3		4	441	161		565	0	144		44	2	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	88	221	3		4	441	161		565	0	144		44	2	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	88	221	3		4	441	161		565	0	144		44	2	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	221	3		4	441	161		565	0	144		44	2	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	88	221	3		4	441	161		565	0	144		44	2	61	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03		0.02	1.98	1.00		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	1600	3157	43		29	3171	1600		1600	0	1600		1530	70	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.07	0.07		0.00	0.14	0.10		0.35	0.00	0.09		0.03	0.03	0.04	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	421	162		99	438	243		369	88	4		186	101	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:	1	421	162		99	438	243		369	88	4		186	101	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:	1	421	162		99	438	243		369	88	4		186	101	257	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	421	162		99	438	243		369	88	4		186	101	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	
Final Vol.:	1	421	162		99	438	243		369	88	4		186	101	257	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.44	0.56		1.00	1.00	1.00		1.00	1.91	0.09		1.00	1.00	1.00	
Final Sat.:	1600	2311	889		1600	1600	1600		1600	3061	139		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.06	0.27	0.15		0.23	0.03	0.03		0.12	0.06	0.16	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With GDB Project
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	514	221	140	482	199	452	170	5	222	80	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	514	221	140	482	199	452	170	5	222	80	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	514	221	140	482	199	452	170	5	222	80	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	514	221	140	482	199	452	170	5	222	80	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	514	221	140	482	199	452	170	5	222	80	306
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	2238	962	1600	1600	1600	1600	3109	91	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.30	0.12	0.28	0.05	0.05	0.14	0.05	0.19
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2030 With GDB Project
345 Acre (Preferred Project)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	0	1 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	4	384	137		53	324	211		327	208	9		48	0	401	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	384	137		53	324	211		327	208	9		48	0	401	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	384	137		53	324	211		327	208	9		48	0	401	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	384	137		53	324	211		327	208	9		48	0	401	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	384	137		53	324	211		327	208	9		48	0	401	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.47	0.53		1.00	1.00	1.00		1.00	1.92	0.08		1.00	1.00	1.00	
Final Sat.:	1600	2359	841		1600	1600	1600		1600	3067	133		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.16		0.03	0.20	0.13		0.20	0.07	0.07		0.03	0.00	0.25	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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 1	1	0	1	0 1	1	0	1	0	0 1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	428	2		42	212	218		145	99	1		312	32	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	428	2		42	212	218		145	99	1		312	32	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	428	2		42	212	218		145	99	1		312	32	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	428	2		42	212	218		145	99	1		312	32	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	428	2		42	212	218		145	99	1		312	32	124	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	0.99	0.01		0.91	0.09	1.00	
Final Sat.:	1600	3185	15		1600	1600	1600		1600	1584	16		1451	149	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.03	0.13	0.14		0.09	0.06	0.06		0.20	0.21	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	534	6	92	303	66	99	54	0	430	14	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	534	6	92	303	66	99	54	0	430	14	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	534	6	92	303	66	99	54	0	430	14	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	534	6	92	303	66	99	54	0	430	14	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	534	6	92	303	66	99	54	0	430	14	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.64	0.36	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3164	36	1600	2628	572	1600	1600	0	1550	50	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.12	0.12	0.06	0.03	0.00	0.27	0.28	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 1	1	0	1	0 0	1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	590	3		202	172	199		302	137	0		400	30	140	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	590	3		202	172	199		302	137	0		400	30	140	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	590	3		202	172	199		302	137	0		400	30	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	590	3		202	172	199		302	137	0		400	30	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	590	3		202	172	199		302	137	0		400	30	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	1.00	0.00		0.93	0.07	1.00	
Final Sat.:	1600	3184	16		1600	1600	1600		1600	1600	0		1488	112	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.13	0.11	0.12		0.19	0.09	0.00		0.25	0.27	0.09	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				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 2	0	0	0	0 2	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	643	0		0	726	0		0	0	0		114	0	95	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	643	0		0	726	0		0	0	0		114	0	95	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	643	0		0	726	0		0	0	0		114	0	95	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	643	0		0	726	0		0	0	0		114	0	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	
Final Vol.:	0	643	0		0	726	0		0	0	0		114	0	95	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.00	0.23	0.00		0.00	0.00	0.00		0.07	0.00	0.06	
Crit Moves:	****					****							****			

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	745	0	0	822	0	0	0	0	24	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	745	0	0	822	0	0	0	0	24	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	745	0	0	822	0	0	0	0	24	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	745	0	0	822	0	0	0	0	24	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	745	0	0	822	0	0	0	0	24	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:	****			****						****		

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
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:	Permitted			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 2	0	0	0 0 2	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	996	0	0	741	0	0	0	0	44	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	996	0	0	741	0	0	0	0	44	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	996	0	0	741	0	0	0	0	44	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	996	0	0	741	0	0	0	0	44	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	996	0	0	741	0	0	0	0	44	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	125	308	1		6	700	253		521	0	68		19	1	37	
Growth Adj:	1.00	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	308	1		6	700	253		521	0	68		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	308	1		6	700	253		521	0	68		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	308	1		6	700	253		521	0	68		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	125	308	1		6	700	253		521	0	68		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3190	10		27	3173	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.10		0.00	0.22	0.16		0.33	0.00	0.04		0.01	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	98	291	1		5	480	174		536	0	101		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	98	291	1		5	480	174		536	0	101		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	98	291	1		5	480	174		536	0	101		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	291	1		5	480	174		536	0	101		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	98	291	1		5	480	174		536	0	101		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3189	11		33	3167	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.00	0.15	0.11		0.34	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
345 Acre (Preferred Project)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	97	383	3		4	567	163		461	0	135		37	2	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	383	3		4	567	163		461	0	135		37	2	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	383	3		4	567	163		461	0	135		37	2	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	383	3		4	567	163		461	0	135		37	2	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	383	3		4	567	163		461	0	135		37	2	54	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.98	0.02		0.01	1.99	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3175	25		22	3178	1600		1600	0	1600		1518	82	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.12		0.00	0.18	0.10		0.29	0.00	0.08		0.02	0.02	0.03	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	1	456	127		94	447	229		352	52	4		178	74	256	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	456	127		94	447	229		352	52	4		178	74	256	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	456	127		94	447	229		352	52	4		178	74	256	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	456	127		94	447	229		352	52	4		178	74	256	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	456	127		94	447	229		352	52	4		178	74	256	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.56	0.44		1.00	1.00	1.00		1.00	1.86	0.14		1.00	1.00	1.00	
Final Sat.:	1600	2503	697		1600	1600	1600		1600	2971	229		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.06	0.28	0.14		0.22	0.02	0.02		0.11	0.05	0.16	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	519	216	136	450	178	459	163	5	251	103	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	519	216	136	450	178	459	163	5	251	103	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	519	216	136	450	178	459	163	5	251	103	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	519	216	136	450	178	459	163	5	251	103	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	519	216	136	450	178	459	163	5	251	103	294
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	2260	940	1600	1600	1600	1600	3105	95	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.28	0.11	0.29	0.05	0.05	0.16	0.06	0.18
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	4	396	125	53	341	186	280	164	8	46	0	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	396	125	53	341	186	280	164	8	46	0	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	396	125	53	341	186	280	164	8	46	0	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	396	125	53	341	186	280	164	8	46	0	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	396	125	53	341	186	280	164	8	46	0	390
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	2432	768	1600	1600	1600	1600	3051	149	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.21	0.12	0.17	0.05	0.05	0.03	0.00	0.24
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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	1	1	0	1 0	1	1	0	1 0	0	1	0	0 1	0	0	1
Volume Module:																
Base Vol:	0	429	2		40	224	185		129	82	0		319	27	125	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	429	2		40	224	185		129	82	0		319	27	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	429	2		40	224	185		129	82	0		319	27	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	429	2		40	224	185		129	82	0		319	27	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	
Final Vol.:	0	429	2		40	224	185		129	82	0		319	27	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	1.99	0.01		1.00	1.10	0.90		1.00	1.00	0.00		0.92	0.08	1.00	
Final Sat.:	1600	3185	15		1600	1753	1447		1600	1600	0		1475	125	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.13		0.03	0.13	0.13		0.08	0.05	0.00		0.20	0.22	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	538	6	90	305	53	89	43	0	440	12	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	538	6	90	305	53	89	43	0	440	12	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	538	6	90	305	53	89	43	0	440	12	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	6	90	305	53	89	43	0	440	12	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	538	6	90	305	53	89	43	0	440	12	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.70	0.30	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3165	35	1600	2726	474	1600	1600	0	1558	42	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.11	0.11	0.06	0.03	0.00	0.28	0.28	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	569	3	238	166	172	268	111	0	403	27	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	3	238	166	172	268	111	0	403	27	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	3	238	166	172	268	111	0	403	27	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	3	238	166	172	268	111	0	403	27	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	569	3	238	166	172	268	111	0	403	27	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	1600	3183	17	1600	1600	1600	1600	1600	0	1500	100	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.15	0.10	0.11	0.17	0.07	0.00	0.25	0.27	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted				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	2	0 0		0 0	2	0 0		0 0	0	0 0		1 0	0	0 1	
Volume Module:																
Base Vol:	0	632	0		0	649	0		0	0	0		95	0	78	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	632	0		0	649	0		0	0	0		95	0	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	632	0		0	649	0		0	0	0		95	0	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	632	0		0	649	0		0	0	0		95	0	78	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	632	0		0	649	0		0	0	0		95	0	78	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.06	0.00	0.05	
Crit Moves:	****					****							****			

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	741	0	0	791	0	0	0	0	22	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	741	0	0	791	0	0	0	0	22	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	741	0	0	791	0	0	0	0	22	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	0	0	791	0	0	0	0	22	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	741	0	0	791	0	0	0	0	22	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	937	0	0	705	0	0	0	0	39	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	937	0	0	705	0	0	0	0	39	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	937	0	0	705	0	0	0	0	39	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	937	0	0	705	0	0	0	0	39	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	937	0	0	705	0	0	0	0	39	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	108	284	1		6	629	270		483	0	59		19	1	37	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	284	1		6	629	270		483	0	59		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	284	1		6	629	270		483	0	59		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	284	1		6	629	270		483	0	59		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	108	284	1		6	629	270		483	0	59		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3189	11		30	3170	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.09	0.09		0.00	0.20	0.17		0.30	0.00	0.04		0.01	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0 1		0 1	0 0 1		0 1	0 0 1	
Volume Module:												
Base Vol:	83	284	1	5	441	188	535	0	102	7	5	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	284	1	5	441	188	535	0	102	7	5	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	284	1	5	441	188	535	0	102	7	5	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	284	1	5	441	188	535	0	102	7	5	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	284	1	5	441	188	535	0	102	7	5	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.02	1.98	1.00	1.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	1600	3189	11	36	3164	1600	1600	0	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.00	0.14	0.12	0.33	0.00	0.06	0.00	0.01	0.02
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
315 Acre (Reduced Fill)

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	97	336	3	4	537	163	403	0	118	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	336	3	4	537	163	403	0	118	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	336	3	4	537	163	403	0	118	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	336	3	4	537	163	403	0	118	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	336	3	4	537	163	403	0	118	37	2	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	0.01	1.99	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	3172	28	24	3176	1600	1600	0	1600	1518	82	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.00	0.17	0.10	0.25	0.00	0.07	0.02	0.02	0.03
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	1	416	167	100	419	222	362	95	5	207	102	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	416	167	100	419	222	362	95	5	207	102	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	416	167	100	419	222	362	95	5	207	102	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	416	167	100	419	222	362	95	5	207	102	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	416	167	100	419	222	362	95	5	207	102	258
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.57	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	1600	2283	917	1600	1600	1600	1600	3040	160	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.06	0.26	0.14	0.23	0.03	0.03	0.13	0.06	0.16
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	1 0	1 0	0	1 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	518	217	138	454	183	455	167	5	247	98	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:	6	518	217	138	454	183	455	167	5	247	98	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	518	217	138	454	183	455	167	5	247	98	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	518	217	138	454	183	455	167	5	247	98	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	518	217	138	454	183	455	167	5	247	98	296
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.59	1.00	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00
Final Sat.:	1600	2255	945	1600	1600	1600	1600	3107	93	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.28	0.11	0.28	0.05	0.05	0.15	0.06	0.19
Crit Moves:		****			****			****				****

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	4	380	141	53	337	208	292	198	8	46	0	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	380	141	53	337	208	292	198	8	46	0	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	380	141	53	337	208	292	198	8	46	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	380	141	53	337	208	292	198	8	46	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	380	141	53	337	208	292	198	8	46	0	375
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	1600	2334	866	1600	1600	1600	1600	3076	124	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.03	0.21	0.13	0.18	0.06	0.06	0.03	0.00	0.23
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	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 1	1	0	1	0 1	1	0	1	0	0 1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	431	2		43	214	188		128	85	0		315	27	128	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	431	2		43	214	188		128	85	0		315	27	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	431	2		43	214	188		128	85	0		315	27	128	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	431	2		43	214	188		128	85	0		315	27	128	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	431	2		43	214	188		128	85	0		315	27	128	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.06	0.94		1.00	1.00	0.00		0.92	0.08	1.00	
Final Sat.:	1600	3185	15		1600	1703	1497		1600	1600	0		1474	126	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.14		0.03	0.13	0.13		0.08	0.05	0.00		0.20	0.21	0.08	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	537	6	92	305	55	91	43	0	438	12	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	537	6	92	305	55	91	43	0	438	12	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	537	6	92	305	55	91	43	0	438	12	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	537	6	92	305	55	91	43	0	438	12	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	537	6	92	305	55	91	43	0	438	12	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.69	0.31	1.00	1.00	0.00	0.97	0.03	1.00
Final Sat.:	1600	3165	35	1600	2711	489	1600	1600	0	1557	43	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.11	0.11	0.06	0.03	0.00	0.27	0.28	0.09
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	561	3	216	167	174	273	112	0	405	27	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	3	216	167	174	273	112	0	405	27	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	3	216	167	174	273	112	0	405	27	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	3	216	167	174	273	112	0	405	27	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	561	3	216	167	174	273	112	0	405	27	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	1.00	0.00	0.94	0.06	1.00
Final Sat.:	1600	3183	17	1600	1600	1600	1600	1600	0	1500	100	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.14	0.10	0.11	0.17	0.07	0.00	0.25	0.27	0.08
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	634	0	0	714	0	0	0	0	97	0	101				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	634	0	0	714	0	0	0	0	97	0	101				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	634	0	0	714	0	0	0	0	97	0	101				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	634	0	0	714	0	0	0	0	97	0	101				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	634	0	0	714	0	0	0	0	97	0	101				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.06	0.00	0.06				
Crit Moves:	****				****					****						

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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:	Permitted				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	2	0 0		0 0	2	0 0		0 0	0	0 0		1 0	0	0 1	
Volume Module:																
Base Vol:	0	740	0		0	794	0		0	0	0		23	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	740	0		0	794	0		0	0	0		23	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	740	0		0	794	0		0	0	0		23	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	740	0		0	794	0		0	0	0		23	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	740	0		0	794	0		0	0	0		23	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		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	0		0	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00		0.00	0.25	0.00		0.00	0.00	0.00		0.01	0.00	0.00	
Crit Moves:	****					****							****			

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	2	0 0	0 0	2	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	931	0	0	712	0	0	0	0	40	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	931	0	0	712	0	0	0	0	40	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	931	0	0	712	0	0	0	0	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	931	0	0	712	0	0	0	0	40	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	931	0	0	712	0	0	0	0	40	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Moves:		****		****						****		

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	120	307	1		6	683	258		522	0	65		19	1	37	
Growth Adj:	1.00	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	307	1		6	683	258		522	0	65		19	1	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	307	1		6	683	258		522	0	65		19	1	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	307	1		6	683	258		522	0	65		19	1	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	307	1		6	683	258		522	0	65		19	1	37	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.95	0.05	1.00	
Final Sat.:	1600	3190	10		28	3172	1600		1600	0	1600		1520	80	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.10	0.10		0.00	0.22	0.16		0.33	0.00	0.04		0.01	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	0	1	1 0	1	0	1	0 0	1	0	1	0 0	1
Volume Module:																
Base Vol:	87	282	1		5	450	184		535	0	102		7	5	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	282	1		5	450	184		535	0	102		7	5	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	87	282	1		5	450	184		535	0	102		7	5	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	282	1		5	450	184		535	0	102		7	5	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	87	282	1		5	450	184		535	0	102		7	5	30	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.58	0.42	1.00	
Final Sat.:	1600	3189	11		35	3165	1600		1600	0	1600		933	667	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09		0.00	0.14	0.12		0.33	0.00	0.06		0.00	0.01	0.02	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
NEPA

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	97	331	3	4	542	163	433	0	121	37	2	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	331	3	4	542	163	433	0	121	37	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	331	3	4	542	163	433	0	121	37	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	331	3	4	542	163	433	0	121	37	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	331	3	4	542	163	433	0	121	37	2	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	0.01	1.99	1.00	1.00	0.00	1.00	0.95	0.05	1.00
Final Sat.:	1600	3171	29	23	3177	1600	1600	0	1600	1518	82	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.17	0.10	0.27	0.00	0.08	0.02	0.02	0.03
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	3	510	142		106	471	273		358	51	8		284	195	328	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	510	142		106	471	273		358	51	8		284	195	328	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	510	142		106	471	273		358	51	8		284	195	328	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	510	142		106	471	273		358	51	8		284	195	328	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	510	142		106	471	273		358	51	8		284	195	328	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.56	0.44		1.00	1.00	1.00		1.00	1.73	0.27		1.00	1.00	1.00	
Final Sat.:	1600	2503	697		1600	1600	1600		1600	2766	434		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.20		0.07	0.29	0.17		0.22	0.02	0.02		0.18	0.12	0.21	
Crit Moves:	****					****			****						****	

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 0	1	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	7	552	275		148	561	265		348	173	6		215	91	411	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	552	275		148	561	265		348	173	6		215	91	411	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	552	275		148	561	265		348	173	6		215	91	411	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	552	275		148	561	265		348	173	6		215	91	411	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	7	552	275		148	561	265		348	173	6		215	91	411	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.33	0.67		1.00	1.00	1.00		1.00	1.93	0.07		1.00	1.00	1.00	
Final Sat.:	1600	2136	1064		1600	1600	1600		1600	3093	107		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26		0.09	0.35	0.17		0.22	0.06	0.06		0.13	0.06	0.26	
Crit Moves:		****				****				****					****	

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #1 Pico Ave / Pier G St & Harbor Plaza

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	6	461	104	56	379	273	361	178	9	62	26	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	461	104	56	379	273	361	178	9	62	26	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	461	104	56	379	273	361	178	9	62	26	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	461	104	56	379	273	361	178	9	62	26	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	461	104	56	379	273	361	178	9	62	26	441
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	1600	2611	589	1600	1600	1600	1600	3046	154	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.04	0.24	0.17	0.23	0.06	0.06	0.04	0.02	0.28
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	0	577	2		37	261	91		64	43	0		386	14	136	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	577	2		37	261	91		64	43	0		386	14	136	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	577	2		37	261	91		64	43	0		386	14	136	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	577	2		37	261	91		64	43	0		386	14	136	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	577	2		37	261	91		64	43	0		386	14	136	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.48	0.52		1.00	1.00	0.00		0.96	0.04	1.00	
Final Sat.:	1600	3189	11		1600	2373	827		1600	1600	0		1544	56	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.18		0.02	0.11	0.11		0.04	0.03	0.00		0.24	0.25	0.09	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		1 0 1	1 0		1 0 0 1	0		0 1 0	0 1	
Volume Module:												
Base Vol:	0	677	6	95	360	26	40	26	1	536	6	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	677	6	95	360	26	40	26	1	536	6	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	677	6	95	360	26	40	26	1	536	6	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	6	95	360	26	40	26	1	536	6	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	677	6	95	360	26	40	26	1	536	6	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	0.96	0.04	0.99	0.01	1.00
Final Sat.:	1600	3172	28	1600	2984	216	1600	1541	59	1582	18	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.06	0.12	0.12	0.03	0.02	0.02	0.34	0.34	0.10
Crit Moves:		****			****			****			****	

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #2 Pico Ave & Pier E St / Ocean Blvd EB On-Off Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 1	1	0	1	0 1	1	0	1	0 0	1	0	0	1 0	0	1
Volume Module:																
Base Vol:	0	713	3		220	205	83		127	64	2		504	13	164	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	713	3		220	205	83		127	64	2		504	13	164	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	713	3		220	205	83		127	64	2		504	13	164	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	713	3		220	205	83		127	64	2		504	13	164	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	713	3		220	205	83		127	64	2		504	13	164	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		1.00	1.42	0.58		1.00	0.97	0.03		0.97	0.03	1.00	
Final Sat.:	1600	3187	13		1600	2278	922		1600	1552	48		1560	40	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.14	0.09	0.09		0.08	0.04	0.04		0.32	0.32	0.10	
Crit Moves:		****				****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	682	0	0	800	0	0	0	0	47	0	88				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	682	0	0	800	0	0	0	0	47	0	88				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	682	0	0	800	0	0	0	0	47	0	88				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	682	0	0	800	0	0	0	0	47	0	88				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	682	0	0	800	0	0	0	0	47	0	88				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.06				
Crit Moves:	****				****							****				

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	800	0	0	939	0	0	0	0	0	7	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	800	0	0	939	0	0	0	0	0	7	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	800	0	0	939	0	0	0	0	0	7	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	800	0	0	939	0	0	0	0	0	7	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	800	0	0	939	0	0	0	0	0	7	0	0			
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Moves:	****				****						****					

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #3 Pico Ave & Ocean Blvd WB Off-Ramp (Future Condition)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0 0	0	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	959	0	0	741	0	0	0	0	19	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	959	0	0	741	0	0	0	0	19	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	959	0	0	741	0	0	0	0	19	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	959	0	0	741	0	0	0	0	19	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	959	0	0	741	0	0	0	0	19	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	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	3200	0	0	3200	0	0	0	0	1600	0	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.00				
Crit Moves:		****		****						****						

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	114	255	1		6	768	265		540	0	64		26	1	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:	114	255	1		6	768	265		540	0	64		26	1	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:	114	255	1		6	768	265		540	0	64		26	1	40	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	255	1		6	768	265		540	0	64		26	1	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	
Final Vol.:	114	255	1		6	768	265		540	0	64		26	1	40	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01		0.02	1.98	1.00		1.00	0.00	1.00		0.96	0.04	1.00	
Final Sat.:	1600	3188	13		25	3175	1600		1600	0	1600		1541	59	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.08	0.08		0.00	0.24	0.17		0.34	0.00	0.04		0.02	0.02	0.03	
Crit Moves:	****					****				****				****		

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0		0 1	1 0	1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	80	189	1	5	564	190	761	0	171	9	5	34
Growth Adj:	1.00	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	189	1	5	564	190	761	0	171	9	5	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	189	1	5	564	190	761	0	171	9	5	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	189	1	5	564	190	761	0	171	9	5	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	189	1	5	564	190	761	0	171	9	5	34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	0.02	1.98	1.00	1.00	0.00	1.00	0.64	0.36	1.00
Final Sat.:	1600	3183	17	28	3172	1600	1600	0	1600	1029	571	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.00	0.18	0.12	0.48	0.00	0.11	0.01	0.01	0.02
Crit Moves:	****				****		****					****

Middle Harbor EIR
Future Year 2030 With Mitigation
No Project

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

Intersection #6 Pico Avenue, Pier D Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 0	0	1	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	98	260	3	4	584	159	631	0	156	44	2	61				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	98	260	3	4	584	159	631	0	156	44	2	61				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	98	260	3	4	584	159	631	0	156	44	2	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	98	260	3	4	584	159	631	0	156	44	2	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	98	260	3	4	584	159	631	0	156	44	2	61				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.98	0.02	0.01	1.99	1.00	1.00	0.00	1.00	0.96	0.04	1.00				
Final Sat.:	1600	3163	37	22	3178	1600	1600	0	1600	1530	70	1600				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08	0.00	0.18	0.10	0.39	0.00	0.10	0.03	0.03	0.04				
Crit Moves:	****				****		****					****				

Appendix I: Highway Segment Analysis Worksheets

345-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
AM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	15,657	1.243	12,596	1.285	16,185	1.288	16,223	1.324	16,682	1.327	16,720	1.401	17,644	1.400	17,632	1.453	18,302	1.456	18,339
SB I-405 Freeway n/o I-710 Freeway	11,875	0.943	12,593	0.969	12,206	0.970	12,219	1.006	12,673	1.005	12,660	1.053	13,260	1.049	13,210	1.093	13,761	1.096	13,799
2. NB I-405 Freeway s/o I-710 Freeway	15,099	1.199	12,593	1.169	14,721	1.242	15,640	1.278	16,098	1.278	16,098	1.324	16,668	1.332	16,769	1.411	17,764	1.399	17,613
SB I-405 Freeway s/o I-710 Freeway	11,708	0.929	12,603	0.952	12,002	0.957	12,065	0.992	12,496	0.994	12,521	1.043	13,147	1.049	13,223	1.088	13,708	1.089	13,720
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,171	0.980	6,296	1.015	6,390	1.015	6,390	1.052	6,626	1.051	6,619	1.101	6,934	1.105	6,959	1.152	7,255	1.167	7,349
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,804	1.080	6,300	1.105	6,960	1.114	7,017	1.160	7,306	1.157	7,287	1.189	7,493	1.194	7,525	1.259	7,934	1.272	8,016
4. NB I-110 Freeway n/o C-Street	6,953	0.828	8,397	0.850	7,141	0.851	7,149	0.889	7,466	0.892	7,491	0.916	7,690	0.925	7,766	0.967	8,118	0.969	8,135
SB I-110 Freeway n/o C-Street	4,930	0.587	8,399	0.605	5,078	0.603	5,061	0.628	5,272	0.631	5,297	0.658	5,527	0.657	5,519	0.686	5,762	0.691	5,804
5. NB SR-47 Freeway at Heim Bridge	1,103	0.175	6,305	0.176	1,113	0.175	1,106	0.192	1,212	0.190	1,199	0.202	1,273	0.196	1,236	0.212	1,334	0.221	1,390
SB SR-47 Freeway at Heim Bridge	1,466	0.233	6,292	0.232	1,461	0.231	1,455	0.258	1,623	0.257	1,617	0.255	1,605	0.245	1,542	0.258	1,626	0.269	1,695
6. EB SR-91 Freeway e/o I-710 Freeway	10,831	0.860	12,594	0.888	11,187	0.885	11,149	0.918	11,564	0.919	11,577	0.959	12,078	0.976	12,292	1.004	12,643	1.000	12,593
WB SR-91 Freeway e/o I-710 Freeway	15,143	1.202	12,598	1.237	15,590	1.242	15,653	1.257	15,830	1.266	15,943	1.305	16,445	1.309	16,496	1.383	17,423	1.383	17,423
7. EB SR-91 Freeway w/o I-710 Freeway	10,163	0.691	14,708	0.713	10,487	0.712	10,472	0.738	10,859	0.738	10,859	0.786	11,563	0.788	11,592	0.811	11,935	0.810	11,920
WB SR-91 Freeway w/o I-710 Freeway	14,283	0.972	14,694	0.999	14,678	1.004	14,751	1.029	15,126	1.032	15,170	1.091	16,036	1.088	15,992	1.120	16,462	1.118	16,433

PCE = Passenger Car Equivalent

345-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
MD PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,334	1.138	12,596	1.173	14,770	1.172	14,758	1.214	15,286	1.211	15,248	1.313	16,536	1.309	16,485	1.353	17,046	1.337	16,845
SB I-405 Freeway n/o I-710 Freeway	13,379	1.062	12,598	1.098	13,831	1.097	13,818	1.129	14,218	1.121	14,117	1.203	15,160	1.217	15,336	1.243	15,654	1.239	15,603
2. NB I-405 Freeway s/o I-710 Freeway	14,116	1.121	12,593	1.157	14,575	1.161	14,625	1.195	15,045	1.188	14,956	1.232	15,513	1.209	15,224	1.323	16,666	1.293	16,288
SB I-405 Freeway s/o I-710 Freeway	12,904	1.024	12,601	1.060	13,353	1.070	13,479	1.092	13,766	1.088	13,715	1.161	14,634	1.160	14,621	1.202	15,146	1.198	15,095
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,493	1.031	6,298	1.065	6,705	1.072	6,749	1.100	6,930	1.107	6,975	1.141	7,186	1.186	7,470	1.204	7,585	1.193	7,516
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,753	1.072	6,300	1.099	6,926	1.104	6,957	1.145	7,212	1.152	7,256	1.200	7,560	1.215	7,654	1.260	7,937	1.259	7,930
4. NB I-110 Freeway n/o C-Street	6,361	0.757	8,403	0.771	6,478	0.772	6,486	0.808	6,793	0.807	6,785	0.857	7,203	0.856	7,194	0.891	7,491	0.897	7,541
SB I-110 Freeway n/o C-Street	5,599	0.667	8,394	0.683	5,729	0.687	5,763	0.714	5,991	0.714	5,991	0.746	6,265	0.741	6,223	0.790	6,630	0.792	6,646
5. NB SR-47 Freeway at Heim Bridge	1,830	0.291	6,289	0.284	1,787	0.287	1,806	0.317	1,992	0.313	1,967	0.326	2,047	0.336	2,110	0.333	2,094	0.344	2,163
SB SR-47 Freeway at Heim Bridge	1,515	0.241	6,288	0.240	1,510	0.237	1,491	0.253	1,593	0.255	1,605	0.257	1,619	0.267	1,682	0.275	1,731	0.281	1,769
6. EB SR-91 Freeway e/o I-710 Freeway	12,693	1.008	12,592	1.050	13,222	1.052	13,247	1.073	13,509	1.066	13,421	1.154	14,533	1.084	13,652	1.179	14,846	1.179	14,846
WB SR-91 Freeway e/o I-710 Freeway	13,662	1.084	12,603	1.105	13,927	1.104	13,915	1.146	14,438	1.174	14,791	1.294	16,305	1.328	16,734	1.295	16,318	1.338	16,860
7. EB SR-91 Freeway w/o I-710 Freeway	12,452	0.847	14,701	0.889	13,065	0.888	13,050	0.907	13,335	0.899	13,217	0.986	14,492	0.956	14,051	0.981	14,422	0.993	14,599
WB SR-91 Freeway w/o I-710 Freeway	12,516	0.852	14,691	0.875	12,862	0.882	12,964	0.897	13,174	0.893	13,116	1.035	15,204	0.995	14,616	0.989	14,523	1.035	15,199

PCE = Passenger Car Equivalent

345-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
PM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	345-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,098	1.119	12,598	1.159	14,607	1.161	14,632	1.202	15,139	1.196	15,064	1.259	15,859	1.262	15,896	1.291	16,261	1.304	16,424
SB I-405 Freeway n/o I-710 Freeway	15,387	1.221	12,602	1.254	15,807	1.258	15,858	1.315	16,575	1.307	16,474	1.369	17,254	1.364	17,191	1.425	17,953	1.422	17,915
2. NB I-405 Freeway s/o I-710 Freeway	14,324	1.137	12,598	1.176	14,815	1.185	14,928	1.221	15,383	1.217	15,332	1.281	16,141	1.279	16,116	1.315	16,562	1.323	16,663
SB I-405 Freeway s/o I-710 Freeway	14,780	1.173	12,600	1.202	15,145	1.212	15,271	1.248	15,721	1.252	15,771	1.315	16,565	1.306	16,451	1.364	17,190	1.359	17,127
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,859	1.089	6,298	1.123	7,072	1.125	7,085	1.158	7,294	1.167	7,350	1.203	7,579	1.206	7,598	1.274	8,026	1.295	8,158
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,873	1.091	6,299	1.117	7,037	1.120	7,055	1.163	7,326	1.170	7,371	1.215	7,651	1.224	7,707	1.270	8,001	1.279	8,058
4. NB I-110 Freeway n/o C-Street	5,655	0.673	8,402	0.693	5,827	0.695	5,843	0.726	6,097	0.731	6,139	0.755	6,343	0.759	6,377	0.784	6,587	0.796	6,687
SB I-110 Freeway n/o C-Street	6,618	0.788	8,398	0.822	6,906	0.820	6,889	0.837	7,033	0.839	7,050	0.886	7,441	0.886	7,441	0.918	7,706	0.924	7,757
5. NB SR-47 Freeway at Heim Bridge	1,588	0.252	6,300	0.250	1,577	0.250	1,577	0.290	1,825	0.297	1,869	0.271	1,709	0.280	1,766	0.307	1,937	0.301	1,899
SB SR-47 Freeway at Heim Bridge	942	0.150	6,283	0.149	937	0.146	919	0.160	1,004	0.159	998	0.171	1,073	0.169	1,061	0.171	1,073	0.172	1,079
6. EB SR-91 Freeway e/o I-710 Freeway	14,676	1.165	12,597	1.207	15,209	1.181	14,882	1.211	15,253	1.236	15,567	1.342	16,903	1.320	16,625	1.361	17,144	1.346	16,955
WB SR-91 Freeway e/o I-710 Freeway	13,309	1.056	12,603	1.092	13,766	1.096	13,816	1.125	14,176	1.150	14,491	1.180	14,871	1.202	15,148	1.222	15,398	1.269	15,990
7. EB SR-91 Freeway w/o I-710 Freeway	14,521	0.988	14,698	1.031	15,155	1.019	14,979	1.038	15,261	1.053	15,481	1.124	16,515	1.128	16,574	1.151	16,910	1.146	16,836
WB SR-91 Freeway w/o I-710 Freeway	11,958	0.814	14,690	0.848	12,464	0.846	12,435	0.862	12,669	0.874	12,845	0.916	13,459	0.914	13,429	0.949	13,945	0.948	13,930

PCE = Passenger Car Equivalent

315-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
AM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	15,657	1.243	12,596	1.285	16,185	1.282	16,147	1.324	16,682	1.331	16,770	1.401	17,644	1.403	17,669	1.453	18,302	1.454	18,314
SB I-405 Freeway n/o I-710 Freeway	11,875	0.943	12,593	0.969	12,206	0.973	12,257	1.006	12,673	1.006	12,673	1.053	13,260	1.050	13,222	1.093	13,761	1.093	13,761
2. NB I-405 Freeway s/o I-710 Freeway	15,099	1.199	12,593	1.169	14,721	1.242	15,640	1.278	16,098	1.277	16,085	1.324	16,668	1.327	16,706	1.411	17,764	1.407	17,714
SB I-405 Freeway s/o I-710 Freeway	11,708	0.929	12,603	0.952	12,002	0.958	12,078	0.992	12,496	0.991	12,483	1.043	13,147	1.046	13,185	1.088	13,708	1.087	13,695
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,171	0.980	6,296	1.015	6,390	1.014	6,384	1.052	6,626	1.052	6,626	1.101	6,934	1.103	6,947	1.152	7,255	1.156	7,280
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,804	1.080	6,300	1.105	6,960	1.116	7,030	1.160	7,306	1.165	7,338	1.189	7,493	1.195	7,531	1.259	7,934	1.266	7,978
4. NB I-110 Freeway n/o C-Street	6,953	0.828	8,397	0.850	7,141	0.851	7,149	0.889	7,466	0.887	7,449	0.916	7,690	0.928	7,791	0.967	8,118	0.968	8,127
SB I-110 Freeway n/o C-Street	4,930	0.587	8,399	0.605	5,078	0.603	5,061	0.628	5,272	0.631	5,297	0.658	5,527	0.662	5,561	0.686	5,762	0.688	5,779
5. NB SR-47 Freeway at Heim Bridge	1,103	0.175	6,305	0.176	1,113	0.176	1,113	0.192	1,212	0.193	1,218	0.202	1,273	0.207	1,305	0.212	1,334	0.212	1,334
SB SR-47 Freeway at Heim Bridge	1,466	0.233	6,292	0.232	1,461	0.234	1,474	0.258	1,623	0.258	1,623	0.255	1,605	0.251	1,580	0.258	1,626	0.268	1,689
6. EB SR-91 Freeway e/o I-710 Freeway	10,831	0.860	12,594	0.888	11,187	0.891	11,225	0.918	11,564	0.919	11,577	0.959	12,078	0.965	12,153	1.004	12,643	1.004	12,643
WB SR-91 Freeway e/o I-710 Freeway	15,143	1.202	12,598	1.237	15,590	1.246	15,703	1.257	15,830	1.260	15,867	1.305	16,445	1.303	16,420	1.383	17,423	1.398	17,612
7. EB SR-91 Freeway w/o I-710 Freeway	10,163	0.691	14,708	0.713	10,487	0.712	10,472	0.738	10,859	0.740	10,888	0.786	11,563	0.787	11,578	0.811	11,935	0.813	11,964
WB SR-91 Freeway w/o I-710 Freeway	14,283	0.972	14,694	0.999	14,678	1.009	14,825	1.029	15,126	1.033	15,185	1.091	16,036	1.089	16,007	1.120	16,462	1.122	16,491

PCE = Passenger Car Equivalent

315-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
MD PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,334	1.138	12,596	1.173	14,770	1.169	14,720	1.214	15,286	1.211	15,248	1.313	16,536	1.313	16,536	1.353	17,046	1.328	16,731
SB I-405 Freeway n/o I-710 Freeway	13,379	1.062	12,598	1.098	13,831	1.097	13,818	1.129	14,218	1.119	14,092	1.203	15,160	1.214	15,298	1.243	15,654	1.244	15,666
2. NB I-405 Freeway s/o I-710 Freeway	14,116	1.121	12,593	1.157	14,575	1.160	14,613	1.195	15,045	1.183	14,893	1.232	15,513	1.227	15,450	1.323	16,666	1.288	16,225
SB I-405 Freeway s/o I-710 Freeway	12,904	1.024	12,601	1.060	13,353	1.066	13,429	1.092	13,766	1.089	13,728	1.161	14,634	1.168	14,722	1.202	15,146	1.199	15,108
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,493	1.031	6,298	1.065	6,705	1.075	6,768	1.100	6,930	1.110	6,993	1.141	7,186	1.179	7,426	1.204	7,585	1.207	7,604
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,753	1.072	6,300	1.099	6,926	1.103	6,951	1.145	7,212	1.153	7,262	1.200	7,560	1.218	7,673	1.260	7,937	1.267	7,981
4. NB I-110 Freeway n/o C-Street	6,361	0.757	8,403	0.771	6,478	0.773	6,495	0.808	6,793	0.808	6,793	0.857	7,203	0.860	7,228	0.891	7,491	0.902	7,583
SB I-110 Freeway n/o C-Street	5,599	0.667	8,394	0.683	5,729	0.689	5,780	0.714	5,991	0.714	5,991	0.746	6,265	0.757	6,357	0.790	6,630	0.791	6,638
5. NB SR-47 Freeway at Heim Bridge	1,830	0.291	6,289	0.284	1,787	0.285	1,793	0.317	1,992	0.315	1,979	0.326	2,047	0.336	2,110	0.333	2,094	0.328	2,063
SB SR-47 Freeway at Heim Bridge	1,515	0.241	6,288	0.240	1,510	0.238	1,498	0.253	1,593	0.258	1,624	0.257	1,619	0.269	1,694	0.275	1,731	0.282	1,775
6. EB SR-91 Freeway e/o I-710 Freeway	12,693	1.008	12,592	1.050	13,222	1.051	13,234	1.073	13,509	1.069	13,459	1.154	14,533	1.077	13,564	1.179	14,846	1.187	14,947
WB SR-91 Freeway e/o I-710 Freeway	13,662	1.084	12,603	1.105	13,927	1.103	13,902	1.146	14,438	1.172	14,766	1.294	16,305	1.306	16,456	1.295	16,318	1.371	17,276
7. EB SR-91 Freeway w/o I-710 Freeway	12,452	0.847	14,701	0.889	13,065	0.888	13,050	0.907	13,335	0.905	13,306	0.986	14,492	0.952	13,992	0.981	14,422	0.989	14,540
WB SR-91 Freeway w/o I-710 Freeway	12,516	0.852	14,691	0.875	12,862	0.883	12,979	0.897	13,174	0.893	13,116	1.035	15,204	0.988	14,514	0.989	14,523	1.059	15,551

PCE = Passenger Car Equivalent

315-ACRE ALTERNATIVE
HIGHWAY LINK VOLUMES
PM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	315-Acre Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,098	1.119	12,598	1.159	14,607	1.162	14,645	1.202	15,139	1.197	15,076	1.259	15,859	1.264	15,922	1.291	16,261	1.305	16,437
SB I-405 Freeway n/o I-710 Freeway	15,387	1.221	12,602	1.254	15,807	1.257	15,845	1.315	16,575	1.305	16,449	1.369	17,254	1.369	17,254	1.425	17,953	1.432	18,041
2. NB I-405 Freeway s/o I-710 Freeway	14,324	1.137	12,598	1.176	14,815	1.180	14,865	1.221	15,383	1.219	15,358	1.281	16,141	1.280	16,128	1.315	16,562	1.329	16,738
SB I-405 Freeway s/o I-710 Freeway	14,780	1.173	12,600	1.202	15,145	1.210	15,246	1.248	15,721	1.249	15,734	1.315	16,565	1.324	16,678	1.364	17,190	1.369	17,253
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,859	1.089	6,298	1.123	7,072	1.129	7,110	1.158	7,294	1.161	7,312	1.203	7,579	1.206	7,598	1.274	8,026	1.280	8,064
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,873	1.091	6,299	1.117	7,037	1.122	7,068	1.163	7,326	1.170	7,371	1.215	7,651	1.218	7,670	1.270	8,001	1.274	8,026
4. NB I-110 Freeway n/o C-Street	5,655	0.673	8,402	0.693	5,827	0.694	5,835	0.726	6,097	0.729	6,122	0.755	6,343	0.753	6,327	0.784	6,587	0.787	6,612
SB I-110 Freeway n/o C-Street	6,618	0.788	8,398	0.822	6,906	0.818	6,872	0.837	7,033	0.843	7,084	0.886	7,441	0.881	7,399	0.918	7,706	0.926	7,773
5. NB SR-47 Freeway at Heim Bridge	1,588	0.252	6,300	0.250	1,577	0.249	1,571	0.290	1,825	0.283	1,781	0.271	1,709	0.277	1,747	0.307	1,937	0.318	2,006
SB SR-47 Freeway at Heim Bridge	942	0.150	6,283	0.149	937	0.148	931	0.160	1,004	0.163	1,023	0.171	1,073	0.175	1,098	0.171	1,073	0.170	1,066
6. EB SR-91 Freeway e/o I-710 Freeway	14,676	1.165	12,597	1.207	15,209	1.179	14,857	1.211	15,253	1.257	15,832	1.342	16,903	1.318	16,600	1.361	17,144	1.346	16,955
WB SR-91 Freeway e/o I-710 Freeway	13,309	1.056	12,603	1.092	13,766	1.097	13,829	1.125	14,176	1.135	14,302	1.180	14,871	1.196	15,073	1.222	15,398	1.235	15,562
7. EB SR-91 Freeway w/o I-710 Freeway	14,521	0.988	14,698	1.031	15,155	1.016	14,935	1.038	15,261	1.061	15,599	1.124	16,515	1.127	16,559	1.151	16,910	1.148	16,866
WB SR-91 Freeway w/o I-710 Freeway	11,958	0.814	14,690	0.848	12,464	0.845	12,420	0.862	12,669	0.868	12,757	0.916	13,459	0.913	13,415	0.949	13,945	0.947	13,916

PCE = Passenger Car Equivalent

LANDSIDE IMPROVEMENTS ALTERNATIVE (NEPA BASELINE)
HIGHWAY LINK VOLUMES
AM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative
1. NB I-405 Freeway n/o I-710 Freeway	15,657	1.243	12,596	1.285	16,185	1.287	16,210	1.324	16,682	1.328	16,732	1.401	17,644	1.401	17,642	1.453	18,302	1.452	18,289
SB I-405 Freeway n/o I-710 Freeway	11,875	0.943	12,593	0.969	12,206	0.972	12,244	1.006	12,673	1.006	12,673	1.053	13,260	1.049	13,212	1.093	13,761	1.095	13,786
2. NB I-405 Freeway s/o I-710 Freeway	15,099	1.199	12,593	1.169	14,721	1.242	15,640	1.278	16,098	1.277	16,085	1.324	16,668	1.283	16,156	1.411	17,764	1.393	17,537
SB I-405 Freeway s/o I-710 Freeway	11,708	0.929	12,603	0.952	12,002	0.956	12,053	0.992	12,496	0.993	12,508	1.043	13,147	1.045	13,167	1.088	13,708	1.091	13,746
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,171	0.980	6,296	1.015	6,390	1.013	6,378	1.052	6,626	1.052	6,626	1.101	6,934	1.106	6,964	1.152	7,255	1.164	7,330
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,804	1.080	6,300	1.105	6,960	1.120	7,055	1.160	7,306	1.160	7,306	1.189	7,493	1.205	7,594	1.259	7,934	1.270	8,003
4. NB I-110 Freeway n/o C-Street	6,953	0.828	8,397	0.850	7,141	0.850	7,141	0.889	7,466	0.887	7,449	0.916	7,690	0.923	7,751	0.967	8,118	0.968	8,127
SB I-110 Freeway n/o C-Street	4,930	0.587	8,399	0.605	5,078	0.606	5,086	0.628	5,272	0.631	5,297	0.658	5,527	0.659	5,531	0.686	5,762	0.689	5,787
5. NB SR-47 Freeway at Heim Bridge	1,103	0.175	6,305	0.176	1,113	0.175	1,106	0.192	1,212	0.193	1,218	0.202	1,273	0.203	1,282	0.212	1,334	0.218	1,371
SB SR-47 Freeway at Heim Bridge	1,466	0.233	6,292	0.232	1,461	0.232	1,461	0.258	1,623	0.259	1,629	0.255	1,605	0.252	1,588	0.258	1,626	0.271	1,708
6. EB SR-91 Freeway e/o I-710 Freeway	10,831	0.860	12,594	0.888	11,187	0.888	11,187	0.918	11,564	0.919	11,577	0.959	12,078	0.963	12,123	1.004	12,643	1.004	12,643
WB SR-91 Freeway e/o I-710 Freeway	15,143	1.202	12,598	1.237	15,590	1.259	15,867	1.257	15,830	1.257	15,830	1.305	16,445	1.341	16,891	1.383	17,423	1.365	17,197
7. EB SR-91 Freeway w/o I-710 Freeway	10,163	0.691	14,708	0.713	10,487	0.713	10,487	0.738	10,859	0.741	10,903	0.786	11,563	0.785	11,543	0.811	11,935	0.808	11,890
WB SR-91 Freeway w/o I-710 Freeway	14,283	0.972	14,694	0.999	14,678	1.013	14,883	1.029	15,126	1.029	15,126	1.091	16,036	1.095	16,093	1.120	16,462	1.117	16,418

PCE = Passenger Car Equivalent

LANDSIDE IMPROVEMENTS ALTERNATIVE (NEPA BASELINE)
HIGHWAY LINK VOLUMES
MD PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,334	1.138	12,596	1.173	14,770	1.168	14,707	1.214	15,286	1.214	15,286	1.313	16,536	1.310	16,503	1.353	17,046	1.329	16,744
SB I-405 Freeway n/o I-710 Freeway	13,379	1.062	12,598	1.098	13,831	1.098	13,831	1.129	14,218	1.130	14,230	1.203	15,160	1.218	15,348	1.243	15,654	1.242	15,641
2. NB I-405 Freeway s/o I-710 Freeway	14,116	1.121	12,593	1.157	14,575	1.160	14,613	1.195	15,045	1.190	14,982	1.232	15,513	1.226	15,436	1.323	16,666	1.277	16,087
SB I-405 Freeway s/o I-710 Freeway	12,904	1.024	12,601	1.060	13,353	1.068	13,454	1.092	13,766	1.096	13,816	1.161	14,634	1.168	14,713	1.202	15,146	1.199	15,108
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,493	1.031	6,298	1.065	6,705	1.074	6,762	1.100	6,930	1.112	7,006	1.141	7,186	1.185	7,462	1.204	7,585	1.202	7,572
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,753	1.072	6,300	1.099	6,926	1.105	6,963	1.145	7,212	1.154	7,269	1.200	7,560	1.220	7,687	1.260	7,937	1.267	7,981
4. NB I-110 Freeway n/o C-Street	6,361	0.757	8,403	0.771	6,478	0.772	6,486	0.808	6,793	0.808	6,793	0.857	7,203	0.859	7,221	0.891	7,491	0.901	7,575
SB I-110 Freeway n/o C-Street	5,599	0.667	8,394	0.683	5,729	0.682	5,721	0.714	5,991	0.714	5,991	0.746	6,265	0.756	6,349	0.790	6,630	0.793	6,655
5. NB SR-47 Freeway at Heim Bridge	1,830	0.291	6,289	0.284	1,787	0.285	1,793	0.317	1,992	0.323	2,029	0.326	2,047	0.340	2,140	0.333	2,094	0.347	2,182
SB SR-47 Freeway at Heim Bridge	1,515	0.241	6,288	0.240	1,510	0.237	1,491	0.253	1,593	0.260	1,637	0.257	1,619	0.269	1,691	0.275	1,731	0.280	1,763
6. EB SR-91 Freeway e/o I-710 Freeway	12,693	1.008	12,592	1.050	13,222	1.049	13,209	1.073	13,509	1.073	13,509	1.154	14,533	1.088	13,702	1.179	14,846	1.181	14,871
WB SR-91 Freeway e/o I-710 Freeway	13,662	1.084	12,603	1.105	13,927	1.104	13,915	1.146	14,438	1.163	14,652	1.294	16,305	1.325	16,699	1.295	16,318	1.363	17,175
7. EB SR-91 Freeway w/o I-710 Freeway	12,452	0.847	14,701	0.889	13,065	0.889	13,065	0.907	13,335	0.907	13,335	0.986	14,492	0.955	14,037	0.981	14,422	0.989	14,540
WB SR-91 Freeway w/o I-710 Freeway	12,516	0.852	14,691	0.875	12,862	0.884	12,994	0.897	13,174	0.915	13,439	1.035	15,204	0.985	14,474	0.989	14,523	1.052	15,448

PCE = Passenger Car Equivalent

LANDSIDE IMPROVEMENTS ALTERNATIVE (NEPA BASELINE)
HIGHWAY LINK VOLUMES
PM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	NEPA Baseline Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,098	1.119	12,598	1.159	14,607	1.161	14,632	1.202	15,139	1.202	15,139	1.259	15,859	1.259	15,857	1.291	16,261	1.303	16,412
SB I-405 Freeway n/o I-710 Freeway	15,387	1.221	12,602	1.254	15,807	1.257	15,845	1.315	16,575	1.310	16,512	1.369	17,254	1.366	17,210	1.425	17,953	1.431	18,029
2. NB I-405 Freeway s/o I-710 Freeway	14,324	1.137	12,598	1.176	14,815	1.184	14,916	1.221	15,383	1.211	15,257	1.281	16,141	1.278	16,100	1.315	16,562	1.329	16,738
SB I-405 Freeway s/o I-710 Freeway	14,780	1.173	12,600	1.202	15,145	1.211	15,258	1.248	15,721	1.254	15,797	1.315	16,565	1.309	16,495	1.364	17,190	1.372	17,291
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,859	1.089	6,298	1.123	7,072	1.131	7,123	1.158	7,294	1.164	7,331	1.203	7,579	1.201	7,567	1.274	8,026	1.283	8,082
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,873	1.091	6,299	1.117	7,037	1.121	7,062	1.163	7,326	1.171	7,377	1.215	7,651	1.221	7,691	1.270	8,001	1.284	8,089
4. NB I-110 Freeway n/o C-Street	5,655	0.673	8,402	0.693	5,827	0.694	5,835	0.726	6,097	0.729	6,122	0.755	6,343	0.752	6,318	0.784	6,587	0.790	6,637
SB I-110 Freeway n/o C-Street	6,618	0.788	8,398	0.822	6,906	0.819	6,881	0.837	7,033	0.839	7,050	0.886	7,441	0.883	7,413	0.918	7,706	0.927	7,782
5. NB SR-47 Freeway at Heim Bridge	1,588	0.252	6,300	0.250	1,577	0.250	1,577	0.290	1,825	0.285	1,793	0.271	1,709	0.277	1,744	0.307	1,937	0.302	1,905
SB SR-47 Freeway at Heim Bridge	942	0.150	6,283	0.149	937	0.149	937	0.160	1,004	0.163	1,023	0.171	1,073	0.175	1,101	0.171	1,073	0.172	1,079
6. EB SR-91 Freeway e/o I-710 Freeway	14,676	1.165	12,597	1.207	15,209	1.179	14,857	1.211	15,253	1.255	15,807	1.342	16,903	1.321	16,639	1.361	17,144	1.345	16,943
WB SR-91 Freeway e/o I-710 Freeway	13,309	1.056	12,603	1.092	13,766	1.084	13,665	1.125	14,176	1.135	14,302	1.180	14,871	1.195	15,066	1.222	15,398	1.237	15,587
7. EB SR-91 Freeway w/o I-710 Freeway	14,521	0.988	14,698	1.031	15,155	1.017	14,950	1.038	15,261	1.060	15,584	1.124	16,515	1.132	16,631	1.151	16,910	1.151	16,910
WB SR-91 Freeway w/o I-710 Freeway	11,958	0.814	14,690	0.848	12,464	0.847	12,449	0.862	12,669	0.870	12,786	0.916	13,459	0.912	13,399	0.949	13,945	0.947	13,916

PCE = Passenger Car Equivalent

NO PROJECT ALTERNATIVE
HIGHWAY LINK VOLUMES
AM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative
1. NB I-405 Freeway n/o I-710 Freeway	15,657	1.243	12,596	1.285	16,185	1.285	16,189	1.324	16,682	1.328	16,721	1.401	17,644	1.370	17,254	1.453	18,302	1.453	18,303
SB I-405 Freeway n/o I-710 Freeway	11,875	0.943	12,593	0.969	12,206	0.975	12,279	1.006	12,673	1.007	12,683	1.053	13,260	1.039	13,086	1.093	13,761	1.102	13,882
2. NB I-405 Freeway s/o I-710 Freeway	15,099	1.199	12,593	1.169	14,721	1.240	15,613	1.278	16,098	1.281	16,126	1.324	16,668	1.321	16,640	1.411	17,764	1.402	17,651
SB I-405 Freeway s/o I-710 Freeway	11,708	0.929	12,603	0.952	12,002	0.961	12,106	0.992	12,496	0.992	12,504	1.043	13,147	1.024	12,902	1.088	13,708	1.086	13,687
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,171	0.980	6,296	1.015	6,390	1.013	6,380	1.052	6,626	1.047	6,590	1.101	6,934	1.080	6,800	1.152	7,255	1.146	7,213
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,804	1.080	6,300	1.105	6,960	1.117	7,036	1.160	7,306	1.153	7,267	1.189	7,493	1.190	7,498	1.259	7,934	1.263	7,954
4. NB I-110 Freeway n/o C-Street	6,953	0.828	8,397	0.850	7,141	0.856	7,190	0.889	7,466	0.884	7,426	0.916	7,690	0.912	7,662	0.967	8,118	0.968	8,128
SB I-110 Freeway n/o C-Street	4,930	0.587	8,399	0.605	5,078	0.607	5,098	0.628	5,272	0.627	5,265	0.658	5,527	0.647	5,433	0.686	5,762	0.686	5,763
5. NB SR-47 Freeway at Heim Bridge	1,103	0.175	6,305	0.176	1,113	0.181	1,141	0.192	1,212	0.187	1,178	0.202	1,273	0.193	1,216	0.212	1,334	0.205	1,290
SB SR-47 Freeway at Heim Bridge	1,466	0.233	6,292	0.232	1,461	0.241	1,516	0.258	1,623	0.249	1,566	0.255	1,605	0.257	1,616	0.258	1,626	0.272	1,714
6. EB SR-91 Freeway e/o I-710 Freeway	10,831	0.860	12,594	0.888	11,187	0.889	11,199	0.918	11,564	0.918	11,567	0.959	12,078	0.948	11,935	1.004	12,643	1.005	12,661
WB SR-91 Freeway e/o I-710 Freeway	15,143	1.202	12,598	1.237	15,590	1.243	15,657	1.257	15,830	1.284	16,172	1.305	16,445	1.325	16,687	1.383	17,423	1.405	17,702
7. EB SR-91 Freeway w/o I-710 Freeway	10,163	0.691	14,708	0.713	10,487	0.714	10,509	0.738	10,859	0.738	10,855	0.786	11,563	0.761	11,200	0.811	11,935	0.808	11,881
WB SR-91 Freeway w/o I-710 Freeway	14,283	0.972	14,694	0.999	14,678	1.005	14,769	1.029	15,126	1.038	15,254	1.091	16,036	1.071	15,740	1.120	16,462	1.136	16,697

PCE = Passenger Car Equivalent

NO PROJECT ALTERNATIVE
HIGHWAY LINK VOLUMES
MD PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,334	1.138	12,596	1.173	14,770	1.177	14,822	1.214	15,286	1.215	15,309	1.313	16,536	1.254	15,796	1.353	17,046	1.330	16,757
SB I-405 Freeway n/o I-710 Freeway	13,379	1.062	12,598	1.098	13,831	1.098	13,834	1.129	14,218	1.134	14,289	1.203	15,160	1.170	14,743	1.243	15,654	1.241	15,640
2. NB I-405 Freeway s/o I-710 Freeway	14,116	1.121	12,593	1.157	14,575	1.159	14,596	1.195	15,045	1.197	15,076	1.232	15,513	1.235	15,556	1.323	16,666	1.310	16,502
SB I-405 Freeway s/o I-710 Freeway	12,904	1.024	12,601	1.060	13,353	1.059	13,342	1.092	13,766	1.094	13,781	1.161	14,634	1.128	14,220	1.202	15,146	1.197	15,084
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,493	1.031	6,298	1.065	6,705	1.066	6,714	1.100	6,930	1.101	6,935	1.141	7,186	1.136	7,156	1.204	7,585	1.205	7,591
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,753	1.072	6,300	1.099	6,926	1.108	6,983	1.145	7,212	1.145	7,213	1.200	7,560	1.181	7,442	1.260	7,937	1.253	7,895
4. NB I-110 Freeway n/o C-Street	6,361	0.757	8,403	0.771	6,478	0.783	6,577	0.808	6,793	0.808	6,793	0.857	7,203	0.834	7,010	0.891	7,491	0.885	7,436
SB I-110 Freeway n/o C-Street	5,599	0.667	8,394	0.683	5,729	0.690	5,789	0.714	5,991	0.712	5,980	0.746	6,265	0.735	6,170	0.790	6,630	0.780	6,545
5. NB SR-47 Freeway at Heim Bridge	1,830	0.291	6,289	0.284	1,787	0.301	1,892	0.317	1,992	0.311	1,955	0.326	2,047	0.321	2,017	0.333	2,094	0.340	2,139
SB SR-47 Freeway at Heim Bridge	1,515	0.241	6,288	0.240	1,510	0.249	1,567	0.253	1,593	0.257	1,618	0.257	1,619	0.266	1,670	0.275	1,731	0.282	1,771
6. EB SR-91 Freeway e/o I-710 Freeway	12,693	1.008	12,592	1.050	13,222	1.042	13,125	1.073	13,509	1.077	13,556	1.154	14,533	1.111	13,988	1.179	14,846	1.178	14,838
WB SR-91 Freeway e/o I-710 Freeway	13,662	1.084	12,603	1.105	13,927	1.121	14,126	1.146	14,438	1.158	14,591	1.294	16,305	1.195	15,055	1.295	16,318	1.267	15,971
7. EB SR-91 Freeway w/o I-710 Freeway	12,452	0.847	14,701	0.889	13,065	0.876	12,875	0.907	13,335	0.905	13,299	0.986	14,492	0.933	13,722	0.981	14,422	0.990	14,556
WB SR-91 Freeway w/o I-710 Freeway	12,516	0.852	14,691	0.875	12,862	0.881	12,942	0.897	13,174	0.910	13,368	1.035	15,204	0.939	13,793	0.989	14,523	0.996	14,632

PCE = Passenger Car Equivalent

NO PROJECT ALTERNATIVE
HIGHWAY LINK VOLUMES
PM PEAK HOUR (PCE VOLUMES)

LOCATIONS	Existing 2005	2005		2010				2015				2020				2030			
		Volume/ Capacity Ratio	Capacity	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative	Volume/ Capacity Ratio	Future Year Baseline	Volume/ Capacity Ratio	No Project Alternative
1. NB I-405 Freeway n/o I-710 Freeway	14,098	1.119	12,598	1.159	14,607	1.157	14,577	1.202	15,139	1.195	15,056	1.259	15,859	1.233	15,536	1.291	16,261	1.308	16,480
SB I-405 Freeway n/o I-710 Freeway	15,387	1.221	12,602	1.254	15,807	1.263	15,910	1.315	16,575	1.304	16,434	1.369	17,254	1.346	16,957	1.425	17,953	1.427	17,988
2. NB I-405 Freeway s/o I-710 Freeway	14,324	1.137	12,598	1.176	14,815	1.176	14,811	1.221	15,383	1.214	15,298	1.281	16,141	1.253	15,785	1.315	16,562	1.329	16,745
SB I-405 Freeway s/o I-710 Freeway	14,780	1.173	12,600	1.202	15,145	1.213	15,282	1.248	15,721	1.253	15,785	1.315	16,565	1.293	16,287	1.364	17,190	1.371	17,278
3. NB I-710 Freeway between Willow Street and Pacific Coast Highway	6,859	1.089	6,298	1.123	7,072	1.126	7,092	1.158	7,294	1.163	7,325	1.203	7,579	1.200	7,558	1.274	8,026	1.273	8,018
SB I-710 Freeway between Willow Street and Pacific Coast Highway	6,873	1.091	6,299	1.117	7,037	1.128	7,106	1.163	7,326	1.165	7,340	1.215	7,651	1.202	7,573	1.270	8,001	1.275	8,034
4. NB I-110 Freeway n/o C-Street	5,655	0.673	8,402	0.693	5,827	0.696	5,847	0.726	6,097	0.719	6,039	0.755	6,343	0.742	6,231	0.784	6,587	0.787	6,610
SB I-110 Freeway n/o C-Street	6,618	0.788	8,398	0.822	6,906	0.815	6,843	0.837	7,033	0.842	7,068	0.886	7,441	0.868	7,293	0.918	7,706	0.921	7,736
5. NB SR-47 Freeway at Heim Bridge	1,588	0.252	6,300	0.250	1,577	0.261	1,642	0.290	1,825	0.269	1,696	0.271	1,709	0.278	1,750	0.307	1,937	0.295	1,856
SB SR-47 Freeway at Heim Bridge	942	0.150	6,283	0.149	937	0.155	974	0.160	1,004	0.160	1,006	0.171	1,073	0.165	1,039	0.171	1,073	0.175	1,102
6. EB SR-91 Freeway e/o I-710 Freeway	14,676	1.165	12,597	1.207	15,209	1.205	15,175	1.211	15,253	1.244	15,674	1.342	16,903	1.284	16,173	1.361	17,144	1.362	17,156
WB SR-91 Freeway e/o I-710 Freeway	13,309	1.056	12,603	1.092	13,766	1.092	13,761	1.125	14,176	1.128	14,214	1.180	14,871	1.164	14,666	1.222	15,398	1.234	15,558
7. EB SR-91 Freeway w/o I-710 Freeway	14,521	0.988	14,698	1.031	15,155	1.022	15,015	1.038	15,261	1.055	15,509	1.124	16,515	1.089	16,002	1.151	16,910	1.155	16,975
WB SR-91 Freeway w/o I-710 Freeway	11,958	0.814	14,690	0.848	12,464	0.842	12,365	0.862	12,669	0.869	12,771	0.916	13,459	0.897	13,178	0.949	13,945	0.952	13,979

PCE = Passenger Car Equivalent

Appendix J: Rail Analysis

Middle Harbor EIR
Year 2010 Rail Analysis (Pier F)

Alternative	Monthly TEUs	Monthly Boxes	On-Dock Rail %				Daily Boxes (On-Dock Rail)		Daily Trains Weekday	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	60,204	32,543	5.0%	2.0%	3.0%	5.0%	54	54	0.18	0.18
345-Acre Alternative	62,285	33,668	5.0%	2.0%	3.0%	5.0%	56	56	0.19	0.19
315-Acres Alternative	59,562	32,196	5.0%	2.0%	3.0%	5.0%	53	53	0.18	0.18

Assumptions
Month to Week = 4.33
Week to Day = 7
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 85%

Middle Harbor EIR
Year 2015 Rail Analysis (Pier DEF)

Alternative	Monthly TEUs	Monthly Boxes	On-Dock Rail %				Daily Boxes (On-Dock Rail)		Daily Trains Weekday	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	197,034	106,505	13.4%	5.5%	3.0%	8.5%	471	299	1.64	1.04
345-Acre Alternative	201,269	108,794	19.8%	8.2%	3.0%	11.2%	711	402	2.47	1.40
315-Acres Alternative	198,852	107,488	20.1%	8.3%	3.0%	11.3%	713	401	2.48	1.39

Assumptions
Month to Week = 4.33
Week to Day = 7
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Middle Harbor EIR
Year 2020 Rail Analysis (Pier DEF)

Alternative	Monthly TEUs	Monthly Boxes	On-Dock Rail %				Daily Boxes (On-Dock Rail)		Daily Trains Weekday	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	229,174	123,878	14.9%	6.2%	3.0%	9.2%	609	376	2.12	1.31
345-Acre Alternative	258,925	139,959	19.6%	8.1%	3.0%	11.1%	905	513	3.15	1.78
315-Acres Alternative	226,240	122,292	22.6%	9.4%	3.0%	12.4%	912	500	3.17	1.74

Assumptions
Month to Week = 4.33
Week to Day = 7
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Middle Harbor EIR
Year 2030 Rail Analysis (Pier DEF)

Alternative	Monthly TEUs	Monthly Boxes	On-Dock Rail %				Daily Boxes (On-Dock Rail)		Daily Trains Weekday	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	264,810	143,141	12.6%	5.2%	3.0%	8.2%	595	387	2.07	1.35
345-Acre Alternative	302,120	163,308	16.5%	6.8%	3.0%	9.8%	889	528	3.09	1.84
315-Acres Alternative	261,170	141,173	19.4%	8.0%	3.0%	11.0%	904	512	3.14	1.78

Assumptions
Month to Week = 4.33
Week to Day = 7
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Middle Harbor EIR
Year 2010 Rail Analysis (Pier F)

Alternative	Annual TEUs	Annual Boxes	On-Dock Rail %				Annual Boxes (On-Dock Rail)		Annual Trains	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	661,583	357,613	5.0%	2.0%	3.0%	5.0%	17,881	17,881	60.79	60.79
345-Acre Alternative	684,448	369,972	5.0%	2.0%	3.0%	5.0%	18,499	18,499	62.90	62.90
315-Acres Alternative	654,531	353,800	5.0%	2.0%	3.0%	5.0%	17,690	17,690	60.15	60.15

Assumptions
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 85%

Middle Harbor EIR
Year 2015 Rail Analysis (Pier DEF)

Alternative	Annual TEUs	Annual Boxes	On-Dock Rail %				Annual Boxes (On-Dock Rail)		Annual Trains	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	2,165,212	1,170,385	13.4%	5.5%	3.0%	8.5%	156,832	99,483	545.77	346.20
345-Acre Alternative	2,211,751	1,195,541	19.8%	8.2%	3.0%	11.2%	236,717	133,901	823.78	465.97
315-Acres Alternative	2,185,185	1,181,181	20.1%	8.3%	3.0%	11.3%	237,417	133,473	826.21	464.49

Assumptions
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Middle Harbor EIR
Year 2020 Rail Analysis (Pier DEF)

Alternative	Annual TEUs	Annual Boxes	On-Dock Rail %				Annual Boxes (On-Dock Rail)		Annual Trains	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	2,518,396	1,361,295	14.9%	6.2%	3.0%	9.2%	202,833	125,239	705.86	435.83
345-Acre Alternative	2,845,333	1,538,018	19.6%	8.1%	3.0%	11.1%	301,451	170,720	1,049.05	594.11
315-Acres Alternative	2,486,157	1,343,868	22.6%	9.4%	3.0%	12.4%	303,714	166,640	1,056.93	579.91

Assumptions
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Middle Harbor EIR
Year 2030 Rail Analysis (Pier DEF)

Alternative	Annual TEUs	Annual Boxes	On-Dock Rail %				Annual Boxes (On-Dock Rail)		Annual Trains	
			Import (Eastbound)	Export (Westbound)	Empty (Westbound)	Total Westbound	Import	Export	Import	Export
NEPA Baseline	2,910,000	1,572,973	12.6%	5.2%	3.0%	8.2%	198,195	128,984	689.72	448.86
345-Acre Alternative	3,320,000	1,794,595	16.5%	6.8%	3.0%	9.8%	296,108	175,870	1,030.46	612.03
315-Acres Alternative	2,870,000	1,551,351	19.4%	8.0%	3.0%	11.0%	300,962	170,649	1,047.35	593.86

Assumptions
Cars per Train = 25
Boxes per Car = 10
Efficiency Ratio = 87%

Appendix K: Traffic Signal Warrant Analysis

Signal Warrant
Year 2030 345-Acre Alternative - AM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier D Street **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? Yes

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier D Street **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1393**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**589**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? Yes

Signal Warrant
Year 2030 345-Acre Alternative - MD Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier D Street **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **Yes**

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier D Street **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1049**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**637**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - PM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier D Street **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? Yes

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier D Street **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1217**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**596**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? Yes

Signal Warrant
Year 2030 345-Acre Alternative - AM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier E Street **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**No**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **No**

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier E Street **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**902**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**468**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - MD Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier E Street **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **Yes**

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier E Street **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1001**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**590**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - PM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier E Street **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **Yes**

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier E Street **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1166**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**570**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - AM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier G Avenue **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? Yes

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier G Avenue **Time Period:** AM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1364**
2) Number of lanes on major approach:	**3**
3) Minor street (vph) on high volume approach:	**544**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? Yes

Signal Warrant
Year 2030 345-Acre Alternative - MD Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier G Avenue **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **Yes**

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier G Avenue **Time Period:** MD Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1562**
2) Number of lanes on major approach:	**3**
3) Minor street (vph) on high volume approach:	**627**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - PM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection: Pico Avenue / Pier G Avenue **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**Yes**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? Yes

Warrant # 11 - Peak Hour Volume

Intersection: Pico Avenue / Pier G Avenue **Time Period:** PM Peak **Scenario:** 2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1113**
2) Number of lanes on major approach:	**3**
3) Minor street (vph) on high volume approach:	**544**
4) Number of lanes on minor approach:	**2**

WARRANT #11 SATISFIED ? Yes

Signal Warrant
Year 2030 345-Acre Alternative - AM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	AM Peak	**Scenario:**	2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**No**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**Yes**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **No**

Warrant # 11 - Peak Hour Volume

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	AM Peak	**Scenario:**	2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1369**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**209**
4) Number of lanes on minor approach:	**1**

WARRANT #11 SATISFIED ? **Yes**

Signal Warrant
Year 2030 345-Acre Alternative - MD Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	MD Peak	**Scenario:**	2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**No**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**No**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **No**

Warrant # 11 - Peak Hour Volume

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	MD Peak	**Scenario:**	2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1567**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**24**
4) Number of lanes on minor approach:	**1**

WARRANT #11 SATISFIED ? **No**

Signal Warrant
Year 2030 345-Acre Alternative - PM Peak Hour

Warrant # 10 - Peak Hour Delay

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	PM Peak	**Scenario:**	2030 345-Acre Alternative

1) Total delay on one minor street approach controlled by a stop sign equals or exceeds four vehicle-hours for a one lane approach and five vehicle-hours for a two-lane approach:	**No**
2) Volume on same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 for two moving lanes:	**No**
3) The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches:	**Yes**

WARRANT #10 SATISFIED ? **No**

Warrant # 11 - Peak Hour Volume

Intersection:	Pico Avenue / WB Ocean Blvd Off-Ramp	**Time Period:**	PM Peak	**Scenario:**	2030 345-Acre Alternative

1) Major street (vph) total for both approaches:	**1737**
2) Number of lanes on major approach:	**2**
3) Minor street (vph) on high volume approach:	**44**
4) Number of lanes on minor approach:	**1**

WARRANT #11 SATISFIED ? **No**

Appendix L: Related and Cumulative Projects List

Table 2.1-1. Related and Cumulative Projects

No. in Figure 2.1-1	Project Title	Project Description	Project Status	Relevant Cumulative Environmental Factors
Port of Long Beach				
1	Middle Harbor Terminal Redevelopment, (Proposed Project)	Expansion of an existing marine container terminal in the Middle Harbor area. The Project would consolidate two existing container terminals into one 345-acre terminal. Construction would include creation of approximately 51 acres of land, dredging, wharf construction; construction of an intermodal railyard; and reconstruction of terminal buildings. The Initial Study prepared for this project identified potentially significant air, public health, transportation, biological, and water quality impacts.	EIS/EIR under preparation. NOI/NOP released in 2006. (2009-2030)	Analyzed in this document
2	Piers G & J Terminal Redevelopment Project	Redevelopment of two existing marine container terminals into one terminal in the Southeast Harbor Planning District area. The project will develop a marine terminal of up to 315 acres by consolidating portions of two existing terminals on Piers G and J and several surrounding parcels. Construction is now underway and will occur in four phases; it will include creation of approximately 53 acres of land, dredging, concrete wharves, rock dikes, and road and railway improvements. The EIR prepared for this project identified potentially significant impacts on air quality, geology, groundwater, and soils.	Approved project. Construction underway. (2005-2015)	Geology, Groundwater and Soils, Air Quality Biological Resources
3	Pier T,T.T.I. (formerly Hanjin)Terminal, Phase III	Expansion of a 300-acre marine container terminal, to 375 acres on Terminal Island.	Approved project. Under construction. (2000-2007)	Air Quality Transportation
4	Pier S Marine Terminal, Port of Long Beach	Development of a 150-acre container terminal and construction of navigational safety improvements to the Back Channel.	EIS/EIR to be prepared. (2007-2012)	Transportation Air Quality

Table 2.1-1. Related and Cumulative Projects (continued)

No. in Figure 2.1-1	Project Title	Project Description	Project Status	Relevant Cumulative Environmental Factors
Port of Long Beach (continued)				
5	Pier T, Long Beach LNG Import Terminal	Construction of a 25-acre liquefied natural gas (LNG) import terminal facility including pipeline and wharf construction on a portion of Pier T. *This project was not included in determining cumulative impacts because the project cannot proceed without BHC approval.	Project disapproved by BHC January 2007*	Transportation Air Quality Hazards
6	Pier A East	Redevelopment of 32 acres of existing auto storage area into container terminal backlands.	EIR to be prepared	Transportation Air Quality
7	Chemoil Marine Terminal, Tank Installation	Construction of two petroleum storage tanks and associated relocation of utilities and reconfiguration of adjoining marine terminal uses between Berths F210 and F211 on Pier F.	EIR to be prepared. 2008-2009	Transportation Air Quality Hazards
8	Gerald Desmond Bridge Replacement Project, POLB/ Caltrans/FHWA	Replacement of the existing four-lane bridge with a new six-to eight-lane bridge.	EIR/EA being prepared. (2008-2012)	Transportation
9	Administration Building Replacement Project	Replacement of the existing Port Administration Building with a new facility on an adjacent site.	EIR being prepared. (2007-2010)	Transportation Air Quality
10	Pier A West Interim/Source Removal POLB, DTSC	Removal and offsite disposal of contaminated soil from 19 sumps including oil wells, filling, and paving.	Cleanup and Abatement Order (2008-2009).	Hazards Geology
11	Rail Enhancement Project	Multiple rail transportation projects in and around Harbor District.	EIR to be prepared.	Transportation
City of Long Beach				
12	Shoreline Gateway Project	Mixed-use development of a 22-story residential tower with retail, commercial, and office uses located north of Ocean Boulevard, between Atlantic Avenue and Alamitos Avenue.	EIR certified in 2006.	Transportation Air Quality
Port of Los Angeles				
13	Berths 136-147 Marine Terminal, West Basin	Reconfiguration of wharves and backland, expansion and redevelopment of the TraPac Terminal.	EIS/EIR released July 2007. (2008-2015)	Transportation Air Quality
14	Evergreen Redevelopment/YTI Wharf Upgrade Terminal Island	Expansion of the Evergreen Marine Terminal. Lease boundary changes, gate improvements, wharf modifications, cranes, and new buildings.	EIR/EIS to be prepared. NOP/NOI anticipated Fall 2007.	Transportation

Table 2.1-1. Related and Cumulative Projects (continued)

No. in Figure 2.1-1	Project Title	Project Description	Project Status	Relevant Cumulative Environmental Factors
Port of Los Angeles (continued)				
15	Berths 97-109 Container Terminal Project, West Basin	Development and operation of a container terminal at Berths 97-109.	Draft EIS/EIR released August 2006. Phase I construction complete. Recirculated Draft EIR/EIS anticipated early 2008. Construction expected 2009-2015.	Transportation Air Quality
16	Channel Deepening Project/Additional Disposal Capacity	Dredging and soil disposal to deepen the Port of Los Angeles Main Channel to a maximum depth of -53 feet MLLW (lesser depths are considered as project alternatives) by removing between 3.9 million and 8.5 million cubic yards of soils. The soils would be disposed of at several sites. The SIES/EIR is being prepared to evaluate dredging an additional four million cy of material and creating 151 acres of new lands from the soils.	Approved project; construction underway. SEIR for additional disposal capacity being prepared. (2008-2009)	Biological Resources Hydrology and Water Quality Transportation Air Quality
17	Berths 171-181, Pasha Marine Terminal	Redevelopment of existing facilities at Berths 171-181 as an omni (multi-use) facility.	Draft EIR being prepared. (2006-2010)	Transportation Air Quality
18	Pacific Los Angeles Marine Terminal (formerly Pacific Energy), Pier 400	Proposal to construct a crude oil receiving facility on Pier 400 with tanks on Terminal Island and pipelines between berth, tanks, and refineries.	EIS/EIR being prepared. (2008-2011)	Transportation Air Quality Biological Resources
19	Berth 206-209 Interim Container Terminal Reuse Project	Interim reuse of former Matson Terminal.	Final EIR certified. Construction on hold.	Hydrology and Water Quality
20	Ultramar Lease Renewal Project	Lease renewal for liquid-bulk (petroleum) terminal.	Draft EIR being prepared. (2008-2010)	Air Quality Hazards
21	SSA Outer Harbor Fruit Facility Relocation	Relocate the existing fruit import facility at 22nd and Miner to Berth 153.	Project on hold. (2008-2010)	Transportation Air Quality
22	Port of Los Angeles Charter School and Port Police Headquarters, San Pedro	Develop a Port of Los Angeles Charter School and Port Police Headquarters.	EIR Certified August 2005. Construction anticipated 2007-2008.	Transportation Air Quality
23	San Pedro Waterfront Enhancement Project	Surface and landscaping upgrades to improve pedestrian and vehicular connections.	Mitigated Negative Declaration approved April 2006. Anticipated construction completion in 2009.	Transportation Air Quality

Table 2.1-1. Related and Cumulative Projects (continued)

No. in Figure 2.1-1	Project Title	Project Description	Project Status	Relevant Cumulative Environmental Factors
Port of Los Angeles (continued)				
24	Southern California International Gateway Project	Construction and operation of an intermodal container transfer facility and various associated components, including the relocation of an existing rail operation.	Supplemental NOP released October 2005.	Transportation Air Quality
25	Cabrillo Way Marina, Phase II	Redevelop the old marinas in the Watchorn Basin and develop the backland areas for a variety of commercial and recreational uses.	Construction underway. (2006-2008)	Transportation Air Quality
26	Artificial Reef, San Pedro Breakwater	Development of an artificial reef site south of the San Pedro Breakwater. Provides opportunity for suitable reuse of clean construction materials, and to create bottom topography to promote local sport fishing.	Negative Declaration issued and certified. Project proceeding. (2006-2010)	Biological Resources Hydrology and Water Quality
27	Waterfront Gateway,	This is part of the San Pedro Waterfront Enhancement Project (see Item No.22). Development initiated for waterfront promenade between Vincent Thomas Bridge and Fire Station 112.	Construction of Phase I underway. (2007-2012)	Transportation Air Quality
28	Pan-Pacific Cannery Complex Demolition Project	Demolition of two unused buildings and other small accessory structures at the former Pan-Pacific Cannery in the Fish Harbor area.	Draft EIR released 10/06.	Transportation Air Quality
29	Pier 300 APL Container Terminal Expansion Project	Construction and operation of a new, 40-acre container terminal expansion area on the east side of Pier 300. An additional 40 acres of fill will be evaluated in the Channel Deepening Supplemental EIS/EIR.	Project under development.	Transportation Air Quality Biological Resources
30	Fries Avenue Grade Separation	Construction of an elevated grade separation along a portion of Fries Avenue over the existing rail line tracks, to eliminate vehicular traffic delays that would otherwise be caused by trains using the existing rail line and the new ICTF railyard.	Conceptual Planning.	Transportation Air Quality
31	"C" Street/Figueroa Street Interchange	Reconfiguration of the "C" Street/ Figueroa Street interchange to include an elevated ramp from Harry Bridges Boulevard to the I-110 Freeway, over John S. Gibson Blvd., and an additional extension connecting Figueroa Street to the new elevated ramp, over Harry Bridges Blvd.	Conceptual Planning.	Transportation Air Quality
32	Port Transportation Master Plan	Construction and reconfiguration of roadways in and around POLA facilities. Some improvements under consideration include: I-110/SR-47/Harbor Blvd interchange improvements; south Wilmington grade separations; and additional traffic capacity analysis for the Vincent Thomas Bridge.	Conceptual planning stages.	Transportation Air Quality
33	Berths 212-224 YTI Wharf Upgrades	Modifications at the YTI Marine Terminal including wharf upgrades and backland reconfiguration.	NOP/NOI anticipated in 2008.	Transportation Air Quality
34	Berths 121-131 Yang Ming Container Terminal	Reconfiguration of wharves and backlands. Expansion and redevelopment of the APL Terminal.	NOP/NOI anticipated in 2008.	Transportation Air Quality

Table 2.1-1. Related and Cumulative Projects (continued)				
No. in Figure 2.1-1	**Project Title**	**Project Description**	**Project Status**	**Relevant Cumulative Environmental Factors**
Community of San Pedro				
35	Pacific Corridors Redevelopment Project	Development of commercial/retail, manufacturing, and residential components.	Construction underway. Expected 2032 completion year according to Community Redevelopment Agency of Los Angeles.	Transportation Air Quality
California Department of Transportation				
36	Schuyler Heim Bridge Replacement and SR 47/ Expressway	Replace the Schuyler Heim Bridge with a fixed structure and improve the SR 47/Henry Ford Avenue/Alameda Street transportation corridor by constructing an elevated expressway from the Heim Bridge to SR 1 (Pacific Coast Highway).	Draft EIS/EIR released August 2007. Final EIS/EIR expected spring 2008.	Transportation Air Quality
37	I-710 (Long Beach Freeway) Major Corridor Study	Develop multi-modal, timely, cost-effective transportation solutions to traffic congestion and other mobility problems along approximately 18 miles of the I-710, between the San Pedro Bay ports and State Route 60.	Conceptual Planning and Analysis Stage.	Transportation Air Quality

This page intentionally left blank.

Appendix C

Noise

This page intentionally left blank.

Table C-1. POLB Middle Harbor Redevelopment Construction/Demolition Activities and Noise Data

Activity	Equipment	HP	No. of Pieces	Estimated Noise Level at 50-ft (dBA)[1]	Estimated Usage Factor[2]	L_{eq}(h) at 50-ft (dBA)	L_{eq}(h) at 2,500-ft (dBA)[3]
Wharf Demolition Landside (A)	Hydra-Crane – 20 Ton	130	1	82	0.30	77	43
	Excavator	428	1	85	0.30	80	46
	Flatbed Truck	230	1	80	0.30	75	41
	End Dump Truck	310	4	80	1.20	82	48
					Activity (A) Totals	**85**	**51**
Wharf Demolition Marine (B)	Derrick Barge	800	1	88	0.30	83	49
	Flat Deck Barge	0	1	0	0.30	0	0
	Work Tug	900	1	82	0.30	77	43
	Hydra-Crane – 20 Ton	130	1	82	0.30	77	43
	Excavator	428	1	85	0.30	80	46
	Flatbed Truck	230	1	80	0.30	75	41
	End Dump Truck	310	3	80	0.90	80	46
					Activity (B) Totals	**87**	**53**
Sheet Pile Bulkhead Demolition (C)	Crane-100 Ton	335	1	84	0.30	79	45
	Vibratory Hammer & Power Pack	350	1	92	0.30	88	54
	Excavator	428	1	85	0.30	80	46
	Flatbed Truck	230	1	80	0.30	75	41
	Welding Machine	26	1	70	0.30	65	31
	Generator – 7.5kW	13	1	73	0.30	68	34
					Activity (C) Totals	**89**	**55**
Retaining Bulkhead Construction (D)	Crane-100 Ton	335	1	84	0.30	79	45
	Vibratory Hammer & Power Pack	350	1	92	0.30	88	54
	Flatbed Truck	230	1	80	0.30	75	41
	Welding Machine	26	1	70	0.30	65	31
	Generator – 7.5kW	13	1	73	0.30	68	34
					Activity (D) Totals	**89**	**55**
Clamshell Dredging (E)	Clamshell Dredge	3,000	1	81	0.30	76	42
	Bottom Dump Scow	250	1	82	0.30	77	43
	Tug Boat	4,400	1	82	0.30	77	43
	Work Tug	900	1	82	0.30	77	43
	Crew/Survey Boat	480	1	82	0.30	77	43
					Activity (E) Totals	**84**	**50**
Land Excavation (F)	Excavator	428	1	85	0.30	80	46
	Loader	170	1	79	0.30	74	40
	End Dump Truck	310	1	80	0.30	75	41
					Activity (F) Totals	**82**	**48**
Rock Placement, Push-off and Tub (G)	Derrick Barge	800	1	88	0.30	83	49
	Front End Loader	400	1	84	0.30	79	45
	Flatdeck Barge	0	1	0	0.30	0	0
	Tug Boat	1,650	1	82	0.30	77	43
	Tug Boat	4,400	1	82	0.30	77	43
	Crew/Survey Boat	480	1	82	0.30	77	43
					Activity (G) Totals	**86**	**52**

Table C-1. POLB Middle Harbor Redevelopment Construction/Demolition Activities and Noise Data (continued)

Activity	Equipment	HP	No. of Pieces	Estimated Noise Level at 50-ft (dBA)[1]	Estimated Usage Factor[2]	L_{eq}(h) at 50-ft (dBA)	L_{eq}(h) at 2,500-ft (dBA)[3]
New Warf Construction (H1)	Drive 24" Octagonal Piles – LAND:						
	Hydraulic Crane – 40 Ton	152	1	83	0.30	78	44
	Crane-200 Ton	335	1	86	0.30	81	47
	Drill	270	1	85	0.30	80	46
	Piledriving Hammer	0	1	97	0.30	92	58
	Loader-Wheel	300	1	84	0.30	79	45
	Jet Pump	33	1	82	0.30	77	43
	End Dump Truck	310	1	80	0.30	75	41
	Flatbed Truck	230	1	80	0.30	75	41
	Lowboy Truck	350	1	81	0.30	76	42
					Sub-Totals	93	59
(H2)	Drive 24" Octagonal Piles – WATER:						
	Crane – 200 Ton	335	1	86	0.30	81	47
	Derrick Barge	575	1	88	0.30	83	49
	Flatbed Barge	0	2	0	0.60	0	0
	Piledriving Hammer	0	1	97	0.30	92	58
	End Dump Truck	310	1	80	0.30	75	41
	Tugboat	1,100	1	82	0.30	77	43
	Flatbed Truck	230	1	80	0.30	75	41
					Sub-Totals	93	59
(H3)	Drive Piles – Miscellaneous Activities:						
	Excavator	428	1	85	0.30	80	46
	Loader-Wheel	180	1	79	0.30	74	40
	Hydraulic Crane	152	1	83	0.30	78	44
	Crane –150 Ton	335	1	86	0.30	81	47
					Sub-Totals	85	51
(H4)	Reinforced Concrete Wharf:						
	Hydraulic Crane – 40 Ton	152	1	83	0.30	78	44
	Crane – 150 Ton	335	1	86	0.30	81	47
	Crane Barge – 150 Ton	442	1	86	0.30	81	47
	Flatdeck Barge	0	1	0	0.30	0	0
	Concrete Pump	210	1	82	0.30	77	43
	Concrete Trucks	285	4.5	81	1.35	82	48
	Sandblaster/compressor	50	1	81	0.30	76	42
	Flatbed Truck	230	1	80	0.30	75	41
	Tugboat	1,100	2	82	0.60	77	43
	Concrete Saw	35	1	85	0.30	80	46
	Truck Crane-65 Ton	365	1	86	0.30	81	47
	Boom Truck	350	1	82	0.30	77	43
	Crane-100 Ton	335	1	86	0.30	81	47
					Sub-Totals	90	56
					Activity (H) Totals	**97**	**63**
New Container Yard – Utilities (I)	Pipelayer	300	1	80	0.30	75	41
	Auger	125	1	85	0.30	80	46
	Crane – 20 Ton	130	1	80	0.30	75	41
	Grader	215	3	85	0.90	80	46
	End Dump Truck	310	1	80	0.30	75	41
	Flatbed Truck	230	2	80	0.60	75	41
	Concrete Truck	250	4	80	1.20	81	47
	Front End Loader	400	2	84	0.60	79	45
	Trencher	200	1	83	0.30	78	44
					Activity (I) Totals	**88**	**54**
New Container Yard – Paving (J)	AC Paver	187	1	89	0.30	84	50
	Grader	215	1	85	0.30	80	46
	Roller	151	3	85	0.90	85	51
	Vibration Roller	154	3	85	0.90	85	51

Table C-1. POLB Middle Harbor Redevelopment Construction/Demolition Activities and Noise Data (continued)

Activity	Equipment	HP	No. of Pieces	Estimated Noise Level at 50-ft (dBA)[1]	Estimated Usage Factor[2]	L_{eq}(h) at 50-ft (dBA)	L_{eq}(h) at 2,500-ft (dBA)[3]
	Water Truck	210	1	80	0.30	75	41
	Road Sweeper	190	1	85	0.30	80	46
					Activity (J) Totals	**90**	**56**
New Container Yard – Electrical (K)	Flat Bed Truck	230	1	80	0.30	75	41
	Truck Crane – 20 Ton	130	1	80	0.30	75	41
	Auger	125	1	85	0.30	80	46
					Activity (K) Totals	**82**	**48**
Wick Drains (L)	Wick Drain Rig (Excavator Mounted)	428	1	85	0.30	80	46
					Activity (L) Totals	**80**	**46**
Roll Surcharge (M)	Scrapers	475	9	88	2.70	92	58
	Dozers	285	2	80	0.60	78	44
	Loader	170	3	79	0.90	79	45
	End Dump Truck	310	6	80	1.80	83	49
	Water Truck	310	1	80	0.30	75	41
					Activity (M) Totals	**93**	**59**
Building Construction (N)	Auger	125	1	85	0.30	80	46
	Crane – 20 Ton	130	3	80	0.90	80	46
	Grader	215	3	85	0.90	85	51
	End Dump Truck	310	4	80	1.20	81	47
	Flatbed Truck	230	2	80	0.60	78	44
	Concrete Truck	250	2	80	0.60	78	44
	Front End Loader	400	2	84	0.60	82	48
	Trencher	200	1	83	0.30	78	44
					Activity (N) Totals	**90**	**56**
Intermodal Yard Construction (O)	Backhoe	102	1	90	0.30	85	51
	Excavator	428	1	85	0.30	80	46
	Ballast Spreader	100	1	85	0.30	80	46
	Ballast Tamper	100	1	85	0.30	80	46
	Generator – 10kW	23	2	76	0.60	74	40
	Roller	151	1	85	0.30	80	46
	Grader	215	1	85	0.30	80	46
	Truck Mounted Crane – 20 Ton	130	1	80	0.30	75	41
	Forklift	103	1	67	0.30	62	28
	Flatbed Truck	230	2	80	0.60	78	44
	End Dump Truck	310	2	80	0.60	78	44
	Water Truck	210	1	80	0.30	75	41
					Activity (O) Totals	**90**	**56**
Cutter Suction Dredging – Spill Barge (P)	Cutter Suction Dredging	13,200	1	89	0.30	84	50
	Work Tug	900	2	82	0.60	80	46
	Derrick Barge	800	1	88	0.30	83	50
	Spill Barge	350	1	82	0.30	77	43
	Crew/Survey Boat	480	1	82	0.30	77	43
					Activity (P) Totals	**88**	**54**
Cutter Suction Dredging – Spill Barge (Q)	Cutter Suction Dredging	13,200	1	89	0.30	84	50
	Work Tug	900	2	82	0.60	80	46
	Derrick Barge	800	1	88	0.30	83	49
	Hydra-Crane	130	1	82	0.30	77	43
	Dozer	285	3	80	0.90	80	46
	Crew/Survey Boat	480	1	82	0.30	77	43
					Activity (Q) Totals	**89**	**55**
Triple Track Installation Demolition (R)	Track Hoe with Breaker and Bucket	345	1	90	0.30	85	51
	Front End Loader	262	1	84	0.30	79	45
	Backhoe	78	1	90	0.30	85	51
	14H Blade Grader	220	1	85	0.30	80	46

Table C-1. POLB Middle Harbor Redevelopment Construction/Demolition Activities and Noise Data (continued)

Activity	Equipment	HP	No. of Pieces	Estimated Noise Level at 50-ft (dBA)[1]	Estimated Usage Factor[2]	L_{eq}(h) at 50-ft (dBA)	L_{eq}(h) at 2,500-ft (dBA)[3]
	Sheepsfoot Vibratory Roller	150	1	85	0.30	80	46
	Water Truck	210	1	80	0.30	75	41
	Dump Truck	310	1	80	0.30	75	41
					Activity (R) Totals	**90**	**56**
Triple Track Utility Relocation (S)	Front End Loader	262	1	84	0.30	79	45
	Backhoe	78	1	90	0.30	85	51
	Trench Vibratory Roller	150	1	85	0.30	80	46
	Water Truck	210	1	80	0.30	75	41
	Dump Truck	310	2	80	0.60	78	44
	Concrete Truck	310	1	80	0.30	75	41
					Activity (S) Totals	**88**	**54**
Triple Track Grading (T)	Dump Truck	310	1	80	0.30	75	41
	Front End Loader	262	1	84	0.30	79	45
	Backhoe	78	1	90	0.30	85	51
	14H Blade Grader	220	1	85	0.30	80	46
	Smooth Drum Vibratory Roller	150	1	85	0.30	80	46
	Water Truck	210	1	80	0.30	75	41
					Activity (T) Totals	**88**	**54**
Triple Track Retaining Wall (U)	Backhoe	78	1	90	0.30	85	51
	Trench Vibratory Roller	150	1	85	0.30	80	46
	Water Truck	210	1	80	0.30	75	41
	Extendable Fork Lift	98	1	80	0.30	75	41
	Concrete Truck	310	2	80	0.60	78	44
	Form Truck	310	1	80	0.30	75	41
					Activity (U) Totals	**88**	**54**
Triple Track Trackwork (V)	Dump Truck	310	1	80	0.30	75	41
	Smooth Drum Vibratory Roller	150	1	85	0.30	80	46
	Extendable Fork Lift	230	1	84	0.30	79	45
	Swingmaster Loader	TBD[4]	1	85	0.30	80	46
	Ballast Car	TBD[4]	1	85	0.30	80	46
	Vibratory Tamper	TBD[4]	1	85	0.30	80	46
	Ballast Regulator	TBD[4]	1	85	0.30	80	46
	Water Truck	210	1	80	0.30	75	41
	Rail Vibrator	TBD[4]	1	85	0.30	80	46
					Activity (V) Totals	**89**	**55**
Triple Track Miscellaneous (W)	Mechanic's Truck	TBD[4]	1	80	0.30	75	41
	Tool Truck	TBD[4]	1	80	0.30	75	41
	Welding Truck	TBD[4]	1	80	0.30	75	41
	Fuel Truck	TBD[4]	1	80	0.30	75	41
	Working Pickup Truck	TBD[4]	2	80	0.60	78	44
	Generator	13	1	74	0.30	69	41
					Activity (W) Totals	**83**	**49**

Notes:

1. Construction Equipment Noise Data Sources: U.S. EPA 1971; USACE and Port of Oakland 1998; Oregon Department of Transportation Research Group 1999; DA and USACE 2004; Parsons 2006; and Alameda Corridor Transportation Authority 1993.
2. Estimated usage factor assumes that each piece of equipment is operating at, or near, its maximum sound level for 30% of the time during operation.
   Source: Parsons 2006.
3. Distance losses assume spherical radiation with no ground absorption.
4. HP ratings to be determined.

Table C-2. Port of Long Beach, Middle Harbor Redevelopment – Alternative 1 (345-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations

Task	Start	Finish	2009											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10											(A)[1]	
													(B)	
													(C)	
Prep for Toe Dike / Construction Dike	12/7/09	2/28/10												(G)
Estimated Total Noise Level (Hourly Leq) at 2,500'													58	59

Task	Start	Finish	2010											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10	(A)											
			(B)											
			(C)											
Construct New Bulkhead	1/18/10	2/21/10		(D)										
Excavation Fronting E24	2/22/10	5/29/10			(E)									
					(F)									
Construct New Armor Slope	3/14/10	5/22/10				(G)								
Wharf Construction	4/11/10	10/2/10				(H)								
						(D)								
Utility Construction	9/19/10	10/29/10									(I)			
Paving	10/30/10	11/26/10											(J)	
Lighting, Striping Crane Power	11/27/10	1/7/11												(K)
Prep for Toe Dike / Construction Dike	12/7/09	2/28/10	(G)											
Fill within Dike	2/29/10	5/22/10			(E)									
Remaining Dike Lifts	5/23/10	8/14/10						(G)						
Remaining Fill Lifts	7/4/10	9/25/10							(E)					
Wharf Construction	10/3/10	2/4/11										(H)		
												(D)		
Wick Drains	9/26/10	11/5/10										(L)		
Surcharge	11/6/10	12/31/10											(M)	
Construct Retaining Structure at Pier D	1/18/10	4/10/10		(D)										
Excavate & Truck Material in Cell Bulkhead	4/25/10	10/9/10					(F)							
Excavate Material Fronting Pier D	4/11/10	10/9/10				(F)								
						(E)								
Remove Cellular Sheetpile	6/20/10	12/17/10						(C)						
Rock Revetment	8/29/10	2/11/11								(G)				
Dredge to -55 feet	9/26/10	11/5/10										(E)		
Demo – E12-13 Wharf	3/14/10	9/11/10			(A)									
					(B)									
Slip 1, Lift #1	2/29/10	7/3/10			(G)									
Slip 1, Lift #2	7/4/10	10/23/10							(G)					
Slip 1, Lift #3	10/24/10	1/28/11										(G)		
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	2010	(R)											
					(S)									
								(T)						
									(U)					
												(V)		
			(W)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			61	63	62	66			65	66			67	66

Table C-2. Port of Long Beach, Middle Harbor Redevelopment – Alternative 1 (345-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2011											
			January	February	March	April	May	June	July	August	September	October	November	December
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	2010	(V) (W)											
Lighting, Striping Crane Power	11/27/10	1/7/11	(K)											
Wharf Construction	10/3/10	2/4/11	(H) (D)											
Rock Revetment	8/29/10	2/11/11	(G)											
Slip 1, Lift #3	10/24/10	1/28/11	(G)											
Construct South Mooring Dolphin	1/22/11	3/13/11		(H2)										
Remove Surcharge to Slip 1 Fill Site	3/26/11	4/22/11			(M)									
Utility Construction	1/22/11	4/15/11		(I)										
Paving	4/2/11	6/24/11				(J)								
Lighting, Fence, Striping, Crane Power	6/4/11	8/26/11						(K)						
Demolish Existing Facilities	10/16/11	1/7/12										(C) (A) (B)		
Construct New Bulkhead	11/20/11	12/31/11											(D)	
Excavation Fronting E25 and Dispose Slip 1	10/30/11	1/21/12											(E)	
Lift #4	1/29/11	4/22/11		(G)										
Estimated Total Noise Level (Hourly Leq) at 2,500'			65	66	65	66	63	60	57	56		60	61	62

Task	Start	Finish	2012											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	10/16/11	1/7/12	(C) (A) (B)											
Excavation Fronting E25 and Dispose Slip 1	10/30/11	1/21/12	(E)											
Construct New Armor Slope	1/22/12	4/15/12		(G)										
Wharf Construction	4/16/12	10/7/12				(H)								
CY Development	10/8/12	3/31/13										(J)		
Dredge to -55 feet	1/22/12	2/18/12		(E)										
Initial Surcharge and Wick Drains	2/19/12	5/13/12			(L) (M)									
2nd Surcharge and Wick Drains	5/14/12	8/5/12					(L) (M)							
3rd Surcharge and Wick Drains	8/6/12	1/20/13								(L) (M)				
Remove Surcharge	6/3/12	11/17/12						(M)						
Container Yard Development	11/18/12	12/04/15											(I) (J) (K)	
Estimated Total Noise Level (Hourly Leq) at 2,500'			59	60	62	65	66					63		

Table C-2. Port of Long Beach, Middle Harbor Redevelopment – Alternative 1 (345-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2013											
			January	February	March	April	May	June	July	August	September	October	November	December
Container Yard Development	11/18/12	12/04/15	(I)											
			(J)											
			(K)											
Demolish Existing Facilities	4/1/13	9/15/13				(A)								
						(B)								
						(C)								
Construct New Bulkhead	9/16/13	12/8/13									(D)			
Excavation Fronting E26 and Dispose Slip 1	12/9/13	4/12/14												(E)
Construct E27 Bulkhead	12/9/13	2/2/14												(D)
Demolition	6/2/13	10/19/13						(A)						
Railyard	10/20/13	8/29/14										(O)		
Construct East Basin Retaining Dike	6/2/13	10/5/13						(G)						
Slip Basin Fill and Surcharge East	10/6/13	2/6/15										(P)		
												(Q)		
												(L)		
Estimated Total Noise Level (Hourly Leq) at 2,500'			59			61		62			61	63		

Task	Start	Finish	2014											
			January	February	March	April	May	June	July	August	September	October	November	December
Excavation Fronting E26 and Dispose Slip 1	12/9/13	4/12/14	(E)											
Construct E27 Bulkhead	12/9/13	2/2/14	(D)											
Railyard	10/20/13	8/29/14	(O)											
Slip Basin Fill and Surcharge East	10/6/13	2/6/15	(P)											
			(Q)											
			(L)											
4th Surcharge and Wick Drains	10/12/14	2/14/15												(L)
														(M)
Construct New Armor Slope	4/27/14	8/30/14					(G)							
Wharf Construction	8/31/14	5/2/15									(H)			
Hydraulic Dredge to -55 feet	8/31/14	10/11/14									(E)			
Container Yard Development	8/30/14	1/16/15									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			61	60			61				65			66

Table C-2. Port of Long Beach, Middle Harbor Redevelopment – Alternative 1 (345-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

2015

Task	Start	Finish	January	February	March	April	May	June	July	August	September	October	November	December
Slip Basin Fill and Surcharge East	10/6/13	2/6/15	(P)											
			(Q)											
			(L)											
4th Surcharge and Wick Drains	10/12/14	2/14/15	(L)											
			(M)											
Wharf Construction	8/31/14	5/2/15	(H)											
Container Yard Development	8/30/14	1/16/15	(I)											
			(J)											
			(K)											
CY Development	5/3/15	11/28/15					(I)							
							(J)							
							(K)							
Terminal Construction	9/4/15	9/1/17									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			66	65	63		59				62			59

2016

Task	Start	Finish	January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	4/22/16	4/18/18				(N)								
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Dredge and Excavate at Quay Wall	9/18/16	2/4/17									(E)			
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18					(I)							
							(J)							
							(K)							
Estimated Total Noise Level (Hourly Leq) at 2,500'			59			60	63							

2017

Task	Start	Finish	January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	4/22/16	4/18/18	(N)											
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Dredge and Excavate at Quay Wall	9/18/16	2/4/17	(E)											
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Roll Surcharge	9/17/17	3/2/18									(M)			
Demo Existing Wharf	2/5/17	8/5/17		(A)										
				(B)										
Construct Wharf Armor	8/6/17	9/26/17								(F)				
										(G)				
										(D)				
										(H)				
Basin Fill and Surcharge West	10/29/16	6/29/18											(P)	
													(Q)	
													(L)	
Estimated Total Noise Level (Hourly Leq) at 2,500'			63							66		63	64	

Table C-2. Port of Long Beach, Middle Harbor Redevelopment – Alternative 1 (345-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2018											
			January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	4/22/16	4/18/18	(N)											
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Roll Surcharge	9/17/17	3/2/18	(M)											
Basin Fill and Surcharge West	10/29/17	6/29/18	(P)											
			(Q)											
			(L)											
Demo Existing F1-4, F6 Wharf	5/16/18	11/11/18						(A)						
								(B)						
Remove Surcharge	12/29/18	6/28/19												(M)
Estimated Total Noise Level (Hourly Leq) at 2,500'			64		60		58	60	56					59

Task	Start	Finish	2019[2]											
			January	February	March	April	May	June	July	August	September	October	November	December
Remove Surcharge	12/29/18	6/28/19	(M)											
CY Development	3/30/18	11/22/19				(I)								
						(J)								
						(K)								
Estimated Total Noise Level (Hourly Leq) at 2,500'			59			62			59					

Note:

1. Letters in the table (e.g., "(A)") correspond to the construction activity listed in Table C-1.
2. The end year (2019) in this table represents the final construction phase for this alternative.

This page intentionally left blank.

Table C-3. Port of Long Beach, Middle Harbor Redevelopment – Alternative 2 (315-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations

Task	Start	Finish	2009											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10											(A)[1]	
													(B)	
													(C)	
Prep for Toe Dike / Construction Dike	12/7/09	2/28/10												(G)
Estimated Total Noise Level (Hourly Leq) at 2,500'													58	59

Task	Start	Finish	2010											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10	(A)											
			(B)											
			(C)											
Construct New Bulkhead	1/18/10	2/21/10		(D)										
Excavation Fronting E24	2/22/10	5/29/10			(E)									
					(F)									
Construct New Armor Slope	3/14/10	5/22/10			(G)									
Wharf Construction	4/11/10	10/2/10				(H)								
						(D)								
Utility Construction	9/19/10	10/29/10									(I)			
Paving	10/30/10	11/26/10											(J)	
Lighting, Striping Crane Power	11/27/10	1/7/11												(K)
Prep for Toe Dike / Construction Dike	12/7/09	2/28/10	(G)											
Fill within Dike	2/29/10	5/22/10			(E)									
Remaining Dike Lifts	5/23/10	8/14/10						(G)						
Remaining Fill Lifts	7/4/10	9/25/10							(E)					
Wharf Construction	10/3/10	2/4/11										(H)		
												(D)		
Wick Drains	9/26/10	11/5/10									(L)			
Surcharge	11/6/10	12/31/10											(M)	
Construct Retaining Structure at Pier D	1/18/10	4/10/10		(D)										
Excavate & Truck Material in Cell Bulkhead	4/25/10	10/910				(F)								
Excavate Material Fronting Pier D	4/11/10	10/9/10				(F)								
						(E)								
Remove Cellular Sheetpile	6/20/10	12/17/10						(C)						
Rock Revetment	8/29/10	2/11/11								(G)				
Dredge to -55 feet	9/26/10	11/5/10									(E)			
Demo – E12-13 Wharf	3/14/10	9/11/10			(A)									
					(B)									
Slip 1, Lift #1	2/29/10	7/3/10			(G)									
Slip 1, Lift #2	7/4/10	10/23/10							(G)					
Slip 1, Lift #3	10/24/10	1/28/11												(G)
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	2010	(R)											
					(S)									
								(T)						
									(U)					
														(V)
			(W)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			61	63	62	66			65	66			67	66

Table C-3. Port of Long Beach, Middle Harbor Redevelopment – Alternative 2 (315-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2011											
			January	February	March	April	May	June	July	August	September	October	November	December
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	2010	(V) (W)											
Lighting, Striping Crane Power	11/27/10	1/7/011	(K)											
Wharf Construction	10/3/10	2/4/11	(H) (D)											
Rock Revetment	8/29/10	2/11/011	(G)											
Slip 1, Lift #3	10/24/10	1/28/11	(G)											
Construct South Mooring Dolphin	1/22/11	3/13/11		(H2)										
Remove Surcharge to Slip 1 Fill Site	3/26/11	4/22/11				(M)								
Utility Construction	1/22/11	4/15/11		(I)										
Paving	4/2/11	6/24/11				(J)								
Lighting, Fence, Striping, Crane Power	6/4/11	8/26/11						(K)						
Demolish Existing Facilities	10/16/11	1/7/12										(C) (A) (B)		
Construct New Bulkhead	11/20/11	12/31/11											(D)	
Excavation Fronting E25 and Dispose Slip 1	10/30/11	1/21/12											(E)	
Lift #4	1/29/11	4/22/11		(G)										
Estimated Total Noise Level (Hourly Leq) at 2,500'			65	66	65	66	63	60	57		56	60	61	62

Task	Start	Finish	2012											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	10/16/11	1/7/12	(C) (A) (B)											
Excavation Fronting E25 and Dispose Slip 1	10/30/11	1/21/12	(E)											
Construct New Armor Slope	1/22/12	4/15/12		(G)										
Wharf Construction	4/16/12	10/7/12				(H)								
CY Development	10/8/12	3/31/13										(J)		
Dredge to -55 feet	1/22/12	2/18/12		(E)										
Initial Surcharge and Wick Drains	2/19/12	5/13/12			(L) (M)									
2nd Surcharge and Wick Drains	5/14/12	8/5/12					(L) (M)							
3rd Surcharge and Wick Drains	8/6/12	1/20/13								(L) (M)				
Remove Surcharge	6/3/12	11/17/12						(M)						
Container Yard Development	11/18/12	12/04/15											(I) (J) (K)	
Estimated Total Noise Level (Hourly Leq) at 2,500'			59	60	62	65	66					63		

Table C-3. Port of Long Beach, Middle Harbor Redevelopment – Alternative 2 (315-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2013											
			January	February	March	April	May	June	July	August	September	October	November	December
Container Yard Development	11/18/12	12/04/15	(I)											
			(J)											
			(K)											
Demolish Existing Facilities	4/1/13	9/15/13				(A)								
						(B)								
						(C)								
Construct New Bulkhead	9/16/13	12/8/13									(D)			
Excavation Fronting E26 and Dispose Slip 1	12/9/13	4/12/14												(E)
Construct E27 Bulkhead	12/9/13	2/2/14												(D)
Demolition	6/2/13	10/19/13						(A)						
Railyard	10/20/13	8/29/14											(O)	
Estimated Total Noise Level (Hourly Leq) at 2,500'			59			61		62			61		62	

Task	Start	Finish	2014											
			January	February	March	April	May	June	July	August	September	October	November	December
Excavation Fronting E26 and Dispose Slip 1	12/9/13	4/12/14	(E)											
Construct E27 Bulkhead	12/9/13	2/2/14	(D)											
Railyard	10/20/13	8/29/14	(O)											
4th Surcharge and Wick Drains	10/12/14	2/14/15												(L)
														(M)
Construct New Armor Slope	4/27/14	8/30/14					(G)							
Wharf Construction	8/31/14	5/2/15									(H)			
Hydraulic Dredge to -55 feet	8/31/13	10/11/13									(E)			
Container Yard Development	8/30/14	1/16/15									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			59	57		56	57				64			65

Task	Start	Finish	2015											
			January	February	March	April	May	June	July	August	September	October	November	December
4th Surcharge and Wick Drains	10/12/14	2/14/15	(L)											
			(M)											
Wharf Construction	8/31/14	5/2/15	(H)											
Container Yard Development	8/30/14	1/16/15	(I)											
			(J)											
			(K)											
CY Development	5/3/15	11/28/15					(I)							
							(J)							
							(K)							
Terminal Construction	9/4/15	9/1/17									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			65	63			59				62			59

Table C-3. Port of Long Beach, Middle Harbor Redevelopment – Alternative 2 (315-Acre Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2016											
			January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Dredge and Excavate at Quay Wall	9/18/16	2/4/17										(E)		
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18					(I)							
							(J)							
							(K)							
Estimated Total Noise Level (Hourly Leq) at 2,500'			59				62							

Task	Start	Finish	2017											
			January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			62								59			

Task	Start	Finish	2018[2]											
			January	February	March	April	May	June	July	August	September	October	November	December
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			59											

Notes:

1. Letters in the table (e.g., "(A)") correspond to the construction activity listed in Table C-1.
2. The end year (2018) in this table represents the final construction phase for this alternative.

Table C-4. Port of Long Beach, Middle Harbor Redevelopment – Alternative 3 (Landside Improvements Alternative) Construction Activity Overlap and Hourly Noise Level Calculations

Task	Start	Finish	2009											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10											(A)[1]	
Estimated Total Noise Level (Hourly Leq) at 2,500'													51	

Task	Start	Finish	2010											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	11/9/09	3/13/10	(A)											
Excavation Fronting E24	2/22/10	5/29/10		(F)										
Utility Construction	9/19/10	10/29/10									(I)			
Paving	10/30/10	11/26/10											(J)	
Lighting, Striping Crane Power	11/27/10	1/7/11												(K)
Wick Drains	9/26/10	11/5/10										(L)		
Surcharge	11/6/10	12/31/10											(M)	
Excavate & Truck Material in Cell Bulkhead	4/25/10	10/9/10					(F)							
Excavate Material Fronting Pier D	4/11/10	10/9/10				(F)								
Demo – E12-13 Wharf	3/14/10	9/11/10			(A)									
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	20010	(R)											
					(S)									
								(T)						
									(U)					
											(V)			
			(W)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			58		57		58				59		62	61

Task	Start	Finish	2011											
			January	February	March	April	May	June	July	August	September	October	November	December
Ocean Boulevard/Harbor Scenic Drive Train Track Realignment	2009	2010	(V)											
			(W)											
Lighting, Striping Crane Power	11/27/10	1/7/11	(K)											
Remove Surcharge to Slip 1 Fill Site	3/26/11	4/22/11				(M)								
Utility Construction	1/22/11	4/15/11		(I)										
Paving	4/2/11	6/24/11				(J)								
Lighting, Fence, Striping, Crane Power	6/4/11	8/26/11						(K)						
Demolish Existing Facilities	10/16/11	1/7/12										(A)		
Estimated Total Noise Level (Hourly Leq) at 2,500'			57	59	62	63	62	59	60	57	57	56	57	

Table C-4. Port of Long Beach, Middle Harbor Redevelopment – Alternative 3 (Landside Improvements Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2012											
			January	February	March	April	May	June	July	August	September	October	November	December
Demolish Existing Facilities	10/16/11	1/7/12	(A)											
CY Development	10/8/12	3/31/13										(J)		
Initial Surcharge and Wick Drains	2/19/12	5/13/12			(L)									
					(M)									
2nd Surcharge and Wick Drains	5/14/12	8/5/12					(L)							
							(M)							
3rd Surcharge and Wick Drains	8/6/12	1/20/13								(L)				
										(M)				
Remove Surcharge	6/3/12	11/17/12						(M)						
Container Yard Development	11/18/12	12/04/15												(I)
														(J)
														(K)
Estimated Total Noise Level (Hourly Leq) at 2,500'			51			60			62				63	

Task	Start	Finish	2013											
			January	February	March	April	May	June	July	August	September	October	November	December
Container Yard Development	11/18/12	12/04/15	(I)											
			(J)											
			(K)											
Demolish Existing Facilities	4/1/13	9/15/13				(A)								
Demolition	6/2/13	10/19/13						(A)						
Railyard	10/20/13	8/29/14											(O)	
Estimated Total Noise Level (Hourly Leq) at 2,500'			59					60			59		60	

Task	Start	Finish	2014											
			January	February	March	April	May	June	July	August	September	October	November	December
Railyard	10/20/13	8/29/14	(O)											
4th Surcharge and Wick Drains	10/12/14	2/14/15												(L)
														(M)
Container Yard Development	8/30/14	1/16/15									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			56								59			62

Task	Start	Finish	2015											
			January	February	March	April	May	June	July	August	September	October	November	December
4th Surcharge and Wick Drains	10/12/14	2/14/15	(L)											
			(M)											
Container Yard Development	8/30/14	1/16/15	(I)											
			(J)											
			(K)											
CY Development	5/3/15	11/28/15					(I)							
							(J)							
							(K)							
Terminal Construction	9/4/15	9/1/17									(I)			
											(J)			
											(K)			
Estimated Total Noise Level (Hourly Leq) at 2,500'			62	59			59				62			59

Table C-4. Port of Long Beach, Middle Harbor Redevelopment – Alternative 3 (Landside Improvements Alternative) Construction Activity Overlap and Hourly Noise Level Calculations (continued)

Task	Start	Finish	2016											
			January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18					(I)							
							(J)							
							(K)							
Estimated Total Noise Level (Hourly Leq) at 2,500'			59				62							

Task	Start	Finish	2017											
			January	February	March	April	May	June	July	August	September	October	November	December
Terminal Construction	9/4/15	9/1/17	(I)											
			(J)											
			(K)											
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			62								59			

Task	Start	Finish	2018[(2)]											
			January	February	March	April	May	June	July	August	September	October	November	December
Seaside Railyard Area Redevelopment (not in schedule, added)	5/1/16	3/1/18	(I)											
			(J)											
			(K)											
Estimated Total Noise Level (Hourly Leq) at 2,500'			59											

Note:

1. Letters in the table (e.g., "(A)") correspond to the construction activity listed in Table C-1.
2. The end year (2018) in this table represents the final construction phase for this alternative.

This page intentionally left blank.

Appendix D

Environmental Justice

This page intentionally left blank.

Table D-1.
Minority and Low-Income Populations within One Mile of the Port Of Long Beach Planning Area and Selected Additional Areas (by Block Group)

Census Tract	Census Block Group	Population	Percent Minority	Percent Low-Income
2941.2	1	637	99.2	9.3
	2	1204	99.0	16.7
	3	688	96.7	9.1
2947	1	12	58.3	0.0
	2	19	84.2	0.0
	3	95	52.6	12.8
	4	1894	92.0	40.8
	5	523	99.6	49.1
	6	727	97.5	39.9
2949	1	1316	92.8	12.8
	2	1946	97.6	60.2
	3	0	n/a	n/a
2961	1	184	20.7	31.0
	2	1241	75.4	0.0
	9	9	11.1	0.0
5433.05	1	2353	54.5	5.2
5439.04	1	1617	93.3	16.2
	2	2806	97.5	26.3
	3	0	n/a	n/a
	4	3	100.0	0.0
5440	1	691	85.5	8.8
	2	1105	87.4	15.1
	3	1575	87.6	31.1
	4	1314	87.1	10.2
	5	1369	86.3	9.6
	6	1011	75.6	9.7
	7	633	79.1	5.9
5702.02	1	861	87.5	15.2
	2	1391	85.4	13.5
	3	788	78.8	12.3
	4	981	82.5	9.2
	5	2191	88.2	22.1
5703.01	1	3890	85.8	33.2
	2	1424	84.6	20.6
	3	1476	80.1	13.8
5703.03	1	1580	86.0	24.4
	2	2287	84.0	23.4
5703.04	1	1721	88.8	22.8
	2	1931	85.1	32.9
	3	1172	86.0	26.6
5704.01	1	1465	95.0	27.6
	2	3312	96.1	31.9
	3	1918	96.2	37.4
	4	1540	94.2	24.4
5704.02	1	1317	91.4	3.4
	2	1157	89.4	31.6
	3	936	92.2	6.7

Note:
n/a = Not applicable.

Table D-1.

Minority and Low-Income Populations within One Mile of the Port Of Long Beach Planning Area and Selected Additional Areas (by Block Group) (continued)

Census Tract	Census Block Group	Population	Percent Minority	Percent Low-Income
5705.01	1	2194	80.9	24.4
	2	1412	77.1	10.4
	3	2195	79.9	13.3
	4	1481	80.9	9.3
5717.01	1	1700	89.0	26.6
	2	2063	87.4	19.9
	3	2351	83.7	27.9
5718	1	1305	26.4	0.8
	2	1058	30.2	5.6
	3	755	48.2	16.5
5720.02	1	1264	30.9	11.8
	2	2317	64.5	8.7
	3	938	47.5	3.8
5721	1	1083	75.3	5.5
5722.01	1	895	76.4	10.2
	2	1141	84.0	10.5
	3	1958	81.7	2.4
	4	2463	70.7	11.5
5722.02	1	753	85.5	12.1
	2	677	76.7	8.8
	3	831	74.4	4.1
	4	1452	80.0	8.7
5723.01	1	1921	93.5	19.6
	2	1732	92.9	20.6
5723.02	1	864	95.4	8.0
	2	791	94.3	16.1
	3	1847	92.1	25.1
5724	1	373	89.8	15.8
	2	700	95.0	6.3
5726	1	1382	94.1	15.0
	2	1644	95.6	6.3
	3	1423	93.8	18.7
	4	681	93.2	8.5
5727	1	1125	95.6	5.3
	2	1095	95.5	22.8
	3	1455	97.0	16.6
	4	1820	93.8	19.6
5728	1	262	87.8	70.2
	2	0	n/a	n/a
	3	1	100.0	0.0
5729	1	1803	96.9	32.4
	2	2106	98.1	42.4
	3	1204	95.9	13.7
5730.01	1	1770	93.0	40.7
	2	2142	91.2	37.1
	3	1846	85.5	26.5
	4	1350	82.1	32.1

Note:
n/a = Not applicable.

Table D-1.
Minority and Low-Income Populations within One Mile of the Port Of Long Beach Planning Area and Selected Additional Areas (by Block Group) (continued)

Census Tract	Census Block Group	Population	Percent Minority	Percent Low-Income
5730.02	1	1917	95.8	53.8
	2	2263	97.1	59.1
5731	1	1788	92.1	25.3
	2	3335	88.7	33.4
	3	1417	81.2	22.1
	4	751	83.6	18.3
5732.02	1	1568	98.0	32.0
	2	2059	96.0	30.8
	3	2070	97.1	38.1
5753	1	1140	99.3	38.9
	2	1752	94.8	42.3
	3	2089	94.9	27.9
5754.01	1	782	86.1	53.7
	2	616	99.2	33.6
	3	1362	93.9	50.9
	4	2716	98.0	53.3
5754.02	1	2957	98.1	49.9
	2	801	93.3	58.3
5755	1	49	98.0	62.5
	2	2	0.0	0.0
	3	16	81.3	0.0
	4	180	73.3	51.2
	5	5	80.0	0.0
5756	1	11	45.5	0.0
	2	2	50.0	0.0
	3	33	100.0	0.0
	9	0	n/a	n/a
5758.01	1	1704	92.4	38.7
	2	1017	95.5	52.3
5758.02	1	2807	95.0	45.7
	2	2626	87.6	55.2
5758.03	1	1868	82.0	51.4
	2	1100	74.5	31.6
5759.01	1	1235	82.3	50.4
	2	1196	85.8	42.7
	3	739	87.4	26.5
	4	655	87.2	21.6
5759.02	1	1757	59.0	32.4
	2	1444	65.7	30.6
	3	1907	82.3	36.6
5760	1	440	60.5	21.9
	2	2	0.0	0.0
	3	3	100.0	0.0
5761	1	826	48.5	34.8
	2	1096	26.7	6.5
	3	747	44.7	17.6

Note:
n/a = Not applicable.

Table D-1.
Minority and Low-Income Populations within One Mile of the Port Of Long Beach Planning Area and Selected Additional Areas (by Block Group) (continued)

Census Tract	Census Block Group	Population	Percent Minority	Percent Low-Income
5762	1	1553	86.7	36.1
	2	1290	73.8	31.1
	3	1283	68.3	28.3
	4	1502	79.0	28.5
	5	11	100.0	0.0
	6	13	100.0	0.0
5763	1	1955	96.5	48.4
	2	1471	93.0	46.2
	3	1148	86.8	47.0
	4	1140	85.3	29.3
	5	990	79.9	30.8
	6	1204	93.4	26.2
	7	1004	86.5	27.6
5766.01	1	2345	40.3	12.2
	2	938	52.9	13.6
	3	1112	56.7	23.8
5766.02	1	776	38.5	15.2
	2	1145	35.3	10.1
	3	932	43.0	16.9
	4	1021	48.6	14.2
5767	1	1355	30.8	8.0
	2	721	27.5	6.8
	3	1775	32.7	6.9
5771	5	1458	44.7	14.6
5772	1	1098	20.2	14.6
	2	1175	22.0	4.2
	3	1214	23.9	5.3
	4	1960	24.8	6.5

Note:
n/a = Not applicable.
Source: U.S. Census Bureau 2000 (Summary File 1 P4; Summary File 3 P87).

Appendix E

Section 404(b)(1) Alternatives Analysis

This page intentionally left blank.

Draft Section 404(b)(1) Alternatives Analysis Port of Long Beach Middle Harbor Redevelopment Project

I. INTRODUCTION

The following evaluation is provided in accordance with Section 404(b)(1) of the Clean Water Act and the Section 404(b)(1) Guidelines (40 CFR 230). The impact evaluation is summarized from the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Middle Harbor Redevelopment Project ("Project" or "proposed Project") and is not intended to be a stand-alone document. References to sections of the Final EIS/EIR where more information may be obtained are provided throughout this analysis.

II. PROJECT DESCRIPTION

The Port of Long Beach (POLB or Port) Middle Harbor Redevelopment Project involves widening Slip 3 and excavation at Berth F201, filling Slip1 and portions of East Basin, demolition and reconstruction of wharves, construction of a new Berth E23, development of new container terminal facilities on the new landfills, improvement of adjacent backlands, and modifications to transportation systems on land. The proposed federal action is for the U.S. Army Corps of Engineers (USACE) to issue a permit for work, including dredge and fill activities, and structures in waters of the United States (U.S.) for the Project. Alternatives to the 345-Acre Alternative (the Project; Alternative 1) include a 315-Acre Alternative (Alternative 2), Landside Improvements Alternative (Alternative 3), and No Project Alternative (Alternative 4). The Landside Improvements Alternative and No Project Alternative would have no in-water construction, and therefore, would require no National Environmental Policy Act (NEPA) impact analysis or federal permits from the USACE.

A. Location

The proposed Project is located in the Middle Harbor, Northeast Harbor, and Southeast Harbor Planning Districts of the POLB, Los Angeles County, California. The Project comprises Piers D, E, and F and is bordered by Pier D Street and Ocean Boulevard to the north, Pico Avenue to the south, and the Back Channel to the west. The federal portion of the Project includes Slip 1, Slip 3, the eastern portion of East Basin, and Berths D28-31, E23-27, E11-13, F1-4, and F6-10. Modifications to the backlands associated with the berths do not require any federal permits.

B. General Description

The Project includes the following components:

- Demolition of Berths D29-31, E12-13, E23-26, and F1-10;
- Excavation of approximately 710,000 cubic yards (cy) of material from Berths D29-31 and E24-26 to widen Slip 3 by about 117 feet, excavation of about 580,000 cy at Berth F201, and dredging approximately 680,000 cy to deepen portions of Slip 3 to -55 feet Mean Lower Low Water (MLLW). The excavation would create approximately 10.7 acres of marine habitat;

- Construction of rocky dikes along the excavated berths in Slip 3, at Berth F201, for extension of Berth E24, and to contain the stages of fill in Slip 1 and East Basin (1,404,000 tons of rock);
- Abandonment and relocation of the Tidelands oil well facilities and pipelines on the southwest portion of Pier E, and removal of the Baker Commodities, Inc. facilities on Pier D;
- Fill of approximately 25.6 acres in Slip 1, 5.4 acres at Berth E24, and 34.3 acres in East Basin using about 680,000 cy of material dredged from Slip 3, 1,290,000 cy of material excavated from Pier D and Berth F201, and an additional 6,730,000 cy of material imported from inside and outside the Harbor District;
- Extension of Berth E24 southward and construction of a new Berth E23 south of E24. This includes demolition of approximately 550 linear feet (LF) of wharf and bulkhead at E24, and construction of 2,450 LF of new wharf;
- Construction of a new 66 kilovolt (kV) substation on Pier E;
- Realignment of the mainline track at Ocean Boulevard/Harbor Scenic Drive by removing about 4,000 feet of track, realigning 4,000 feet of track, and constructing about 6,000 feet of new track. Approximately 1,700 feet of Harbor Scenic Drive would also be relocated;
- Construction of Pier F storage yard and tracks (approximately 8,000 feet of new track);
- Redevelopment of Berths E25-26 by demolishing and reconstructing about 1,800 lf of existing wharf, and wharf improvements at Berth E27;
- Construction of container terminal facilities on the fill in Slip 1 and East Basin;
- Demolition of Seaside Railyard on Pier E and redevelopment of that area and adjacent terminal area (32 acres total) as container storage yard/backland area;
- Redevelopment of 18 acres north of the Gerald Desmond Bridge and Ocean Boulevard;
- Expansion of the Pier F intermodal railyard; and
- Redevelopment of the existing Pier F, including grading, paving, fencing, and lighting, and constructing buildings and other infrastructure, utilities, tail track, and a loop road.

The federal action is issuance a permit by USACE authorizing work and structures in navigable waters of the U.S. and the discharge of fill in waters of the U.S. Components of the Project that would need USACE approval include wharf demolition and reconstruction at Berths E23-26, new wharf construction at Berth E23, dredging in Slip 3, placement of fill in Slip 1 and East Basin, and construction of rocky dikes for containment of fill and as part of wharf reconstruction. Any contaminated material used for fill would be placed in an engineered Confined Disposal Facility (CDF) within the proposed fill.

C. Authority and Purpose

Discharge of fill material into “waters of the U.S.” requires compliance with Section 404 of the Clean Water Act. A Section 404(b)(1) alternatives analysis is one of the provisions required to demonstrate compliance with the Clean Water Act.

Anticipating the importance of containerized shipping, the Ports of Long Beach and Los Angeles have conducted several studies to evaluate the capacity of the combined port complex in San Pedro Bay to accommodate cargo forecasts. Portions of the San Pedro Bay Ports Long-Term Cargo Forecast (Mercer 1998) were updated in 2001 for the Ports of Long Beach and Los Angeles Transportation Study (Meyer, Mohaddes Associates 2001). These studies indicate that if the ports had unlimited capacity to accommodate future cargo forecasts, overall container throughput for the San Pedro Bay ports could reach 36.2 million twenty-foot equivalent units (TEUs) by 2020 (more than double the 14.2 million TEUs throughput for the ports in 2005). In February 2005, the ports completed a “Forecast of Container Vessel Specifications and Port Calls Within San Pedro Bay” (Mercator 2005). This study forecasted the number and size of vessels expected to call at POLB and POLA if cargo growth proceeds as expected. Increasing cargo volumes combined with the continued introduction of larger vessels would result in a 74 percent increase in the number of ship calls at the

ports between 2004 and 2020. The forecast also projects an increase in larger vessels. Without expansion or significant improvements, the capacity of the existing POLB facilities is estimated to be approximately 12 million TEUs per year. Based on the Port's growth expectations, that level of throughput would be reached by 2015. The improved terminal efficiency and additional terminal acreage provided by the Port's terminal development program would increase overall capacity to 20.3 million TEUs per year and delay Port-wide capacity constraints to after 2020. Estimated future cargo volumes and terminal capacity (throughput) for the Port indicate that terminal capacity needs to be increased to meet the projected demand. The proposed Project would meet a public need for economic growth in trade and import/export of goods, as well as a need for efficiency in cargo handling at the Port.

The overall Project need is to increase container terminal efficiency to accommodate a portion of the predicted future containerized cargo throughput volume and the modern cargo vessels that transport those goods to and from the Port. These larger container vessels need slip widths, water depths, and berth lengths that are greater than previous generations of cargo vessels. The overall Project purpose is to increase and optimize the cargo handling efficiency and capacity of the Port, by constructing sufficient berthing and infrastructure capacity to accommodate a proportional share of foreseeable increases in containerized cargo. Additional Project purposes include improving marine terminal operational efficiency that would expand the use of existing waterways for international maritime commerce, and upgrading utility infrastructure to support the implementation of environmental controls necessary to reduce pollution and conserve energy.

D. Alternatives Considered

During the NEPA process, the following alternatives to the Project (345-Acre Alternative) were thoroughly reviewed: 315-Acre Alternative; Landside Improvements Alternative; and No Project Alternative (Figure 1).

Under the Project, the existing 294-acre Project site would be increased to 345-acres, which would require a net fill of 54.6 acres in waters of the U.S. The Project includes terminal consolidation, redevelopment, and expansion in areas of existing and newly created land; dredge and fill operations; wharf construction to create three deep water berths with -55 feet MLLW depths; rail infrastructure improvements (e.g., mainline track realignment at Ocean Boulevard/Harbor Scenic Drive, Pier F Avenue storage yard and tracks, Pier F tail track, and expanding the existing Pier F intermodal railyard); and construction of a 66kV substation that would support Middle Harbor container terminal operations, including supplying shore-to-ship power, and future power needs for other Port facilities. When optimized at maximum throughput capacity (by year 2025), the consolidated container terminal would be designed to accommodate approximately 3,320,000 TEUs per year.

The 315-Acre Alternative would add a net fill area of approximately 24.7 acres to the existing 294-acre Project site by filling Slip 1 between Piers E and F (Berths E12-E14 and F1-F4). This alternative would include terminal expansion on adjacent areas of existing and newly created land, dredge and fill operations, and new wharf construction. Under this alternative, a new wharf would be constructed to handle increased cargo throughput and accommodate deep-draft container ships, and to replace existing, insufficient wharves. The new 2,900-foot wharf would consist of two deep water berths with a -55 feet MLLW depth. Buildout under this alternative would include the rail improvements identified for the Project (e.g., mainline track realignment at Ocean Boulevard/Harbor Scenic Drive, Pier F Avenue storage yard and tracks, Pier F tail track, and expanding the existing Pier F intermodal railyard). However, due to land constraints, the area along the railyard would be limited in width under this alternative. The proposed 66kV Pier E Substation would be constructed as described for the Project. When optimized at maximum throughput capacity (anticipated by approximately 2025), the consolidated container terminal would be designed to accommodate approximately 2,870,000 TEUs per year.

The Landside Improvements Alternative would redevelop existing terminal areas on Piers E and F and convert underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard within the Project site to a container yard. The alternative would include construction of the following upland site improvements: redevelopment and backland expansion on existing lands within the Project site (the Berth E23 oil area would be abandoned and redeveloped as container yard area); construction of a new 66 kV Pier E Substation; and construction of shore-to-ship infrastructure at Piers E and F to cold-iron vessels while at berth. This alternative would also include construction of a mainline track realignment at Ocean Boulevard/Harbor Scenic Drive and the Pier F storage yard and tracks. The alternative would expand the existing Pier F intermodal railyard to six

tracks. When optimized at maximum throughput capacity (anticipated by approximately 2025), the terminal would be designed to accommodate a combined total of about 2,910,000 TEUs per year. Under this alternative, there would be no in-water activities (e.g., dredging, filling Slip 1 and the East Basin, new wharf construction) as proposed for the Project, no wharf upgrades would occur (except the provisions for shore-to-ship power), and channel and berth deepening would not occur. The Landside Improvements Alternative is equivalent to a No Federal Action Alternative because it only includes construction and operational activities that would not require issuance of federal permits.

The No Project Alternative considers what would reasonably be expected to occur on the site if the Port did not implement, or federal action did not permit, the proposed Project. The Port would take no further action to construct additional backlands or redevelop the 294 acres that currently exist. The USACE would not issue permits for dredge and fill or wharf construction activities. The No Project Alternative would maintain the current California United Terminals (CUT) and Long Beach Container Terminal, Inc. (LBCT) container terminals at a combined size of 294 acres and in their current configuration. Forecasted increases in cargo would still occur as greater operational efficiencies are implemented. Under this alternative no construction and, consequently, no construction-related impacts would occur. However, the two terminals would continue to generate operational impacts: cargo ships that currently berth and load/unload at the terminal would continue to do so; terminal equipment would continue to handle cargo containers; and trucks would continue to transport containers to outlying distribution facilities. The No Project Alternative would result in a maximum throughput of approximately 2,600,000 TEUs per year.

An additional alternative was identified by the U.S. Environmental Protection Agency (EPA) during the Draft EIS/EIR public review period. The proposed alternative would not include any fill activities, but would provide deeper water (-55 feet MLLW) at berths and in basins and channels to accommodate the current and expected future generations of cargo vessels. However, under this alternative the existing terminal areas would remain insufficient to support the activities and modern equipment necessary to efficiently and safely handle the anticipated containerized cargo volumes. Furthermore, Slips 1 and 3 would remain too narrow (395 feet and 364 feet, respectively) for the current larger vessels that require a width of approximately 480 feet to maneuver safely up to and away from the existing berths; and Pier E docks and adjacent backland areas would be separated from the intermodal rail facilities on Pier F, resulting in an existing Pier E terminal that would be inadequately connected to the essential infrastructure required to handle intermodal containerized cargo. Also, as dredged material would not be reused under this alternative, the Port would need to locate new disposal locations and conduct additional sediment characterization. Therefore, this alternative was eliminated from further consideration in the Final EIS/EIR.

A description of other alternatives considered but eliminated from consideration is included in Final EIS/EIR Section 1.6.2.

E. Description of Dredged/Fill Material

Sediments that would be dredged are described in Final EIS/EIR Section 3.3, Hydrology and Water Quality, and summarized below. Sediments within the Project area are primarily composed of nearshore marine or estuarine sediments that were either deposited in place along the margin of the early San Pedro embayment or subsequently dredged and placed at their current locations as fill material. Spills and runoff of petroleum products and hazardous substances due to long-term industrial land use have resulted in contamination of some sediments. Waters of the Long Beach/Los Angeles Outer Harbor and Long Beach/Los Angeles Inner Harbor are listed as impaired under 303(d) of the Clean Water Act. The Project is located primarily in the Inner Harbor, but much of East Basin is within the Outer Harbor.

Sediments in the Project vicinity are predominantly fine grained (MEC Analytical Systems, Inc. 2002). In Slip 1, sediments were over 99 percent silt and clay, while the channel just south of East Basin was 89 percent silt and clay. East Basin was last dredged in 1997, with Slip 3 dredged in 1999, and Slip 1 dredged in 1971.

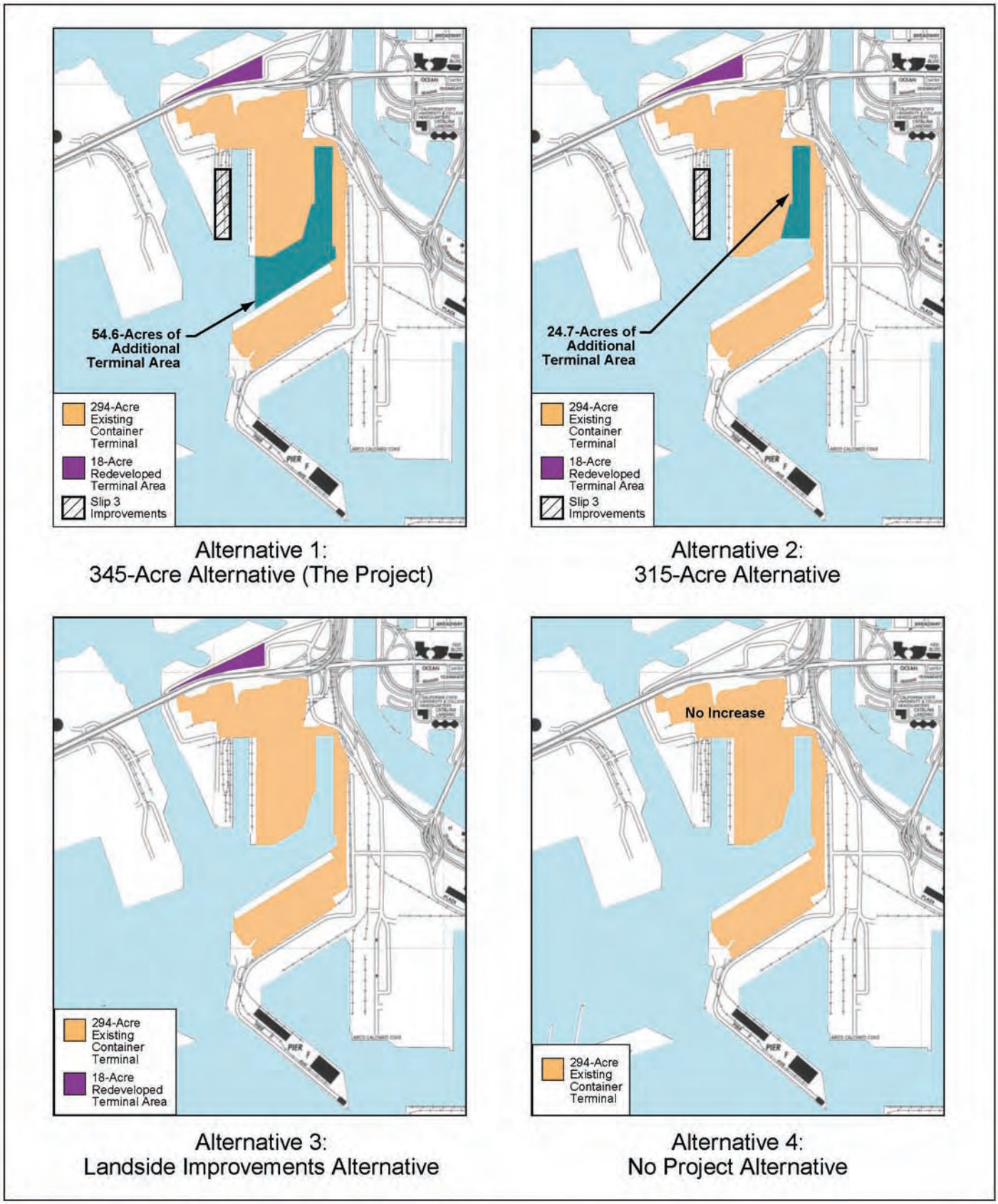


Figure 1. Proposed Project and Alternatives Container Terminal Areas

This page intentionally left blank.

Soils in the areas to be excavated for widening Slip 3 were sampled as described in Final EIS/EIR Section 3.1, Geology, Groundwater, and Soils, and some areas of contamination were found for Total Extractable Hydrocarbons (TEHs), Organochlorine Pesticides (OCPs), and polynuclear aromatic hydrocarbons (PAHs) (Pacific Edge Engineering, Inc. 2006).

- TEH concentrations, as oil and diesel, were detected in 10 of 133 samples, at maximum concentrations of 180 parts per million (ppm) and 105 ppm, respectively.
- Of 93 samples analyzed, VOCs were not detected above practical quantitation limits (PQLs), or the lowest levels which can be routinely quantified and reported by a laboratory.
- Of 133 samples analyzed, OCPs dichloro-diphenyl-dichloroethylene (DDE) and dichloro-diphynel-trichloroethane (DDT) were detected above PQLs in one boring, to a depth of 14 feet, and in three other borings, to a depth of three feet.
- Polychlorinated biphenyl (PCBs) were not detected in any of the 133 samples analyzed for these contaminants.
- Hazardous concentrations of metals were not detected in the 133 samples analyzed.
- Carcinogenic PAHs (based on EPA Region 9 Preliminary Remediation Goals) were detected in 31 of the 133 samples analyzed, at depths varying from five to 60 feet below ground surface.

The concentrations of all metals tested were below the California Total Threshold Limit Concentration (TTLC), but the copper concentration at one site exceeded the California Soluble Threshold Limit Concentration (STLC). Additional testing found the soluble concentration to be less than the STLC of five milligrams per liter (mg/L).

Although no numerical sediment quality objectives exist, sediment quality objectives are being developed by the State Water Resources Control Board (SWRCB). Therefore, sediment quality typically is characterized by comparing measured bulk sediment results to published sediment quality guidelines (Long et al. 1995) as follows:

- Effect Range Low (ER-L) = concentrations below which minimal toxic effects are expected; and
- Effect Range Medium (ER-M) = concentrations above which toxic effects are expected.

Sediment samples collected four times from August 1994 to January 1996 in Slip 1 and Slip 2 (which was subsequently filled) were analyzed for metals, chlorinated pesticides, PAHs, and total petroleum hydrocarbons (SAIC and MEC 1997). The results (Table E-1) indicate that copper, lead, mercury, nickel, zinc, and benzo(a)pyrene (PAH) concentrations were slightly elevated (above ER-L but below ER-M). Dichloro-diphenyl-dichloroethylene (DDE) concentrations were slightly above the ER-M. Elutriate tests in 2001 indicated that chromium concentrations were slightly higher than at a reference site (URS 2004). The sediments in Slip 1 would be covered by the proposed fill and would be no longer in contact with marine waters and organisms.

Table E-1. Mean Concentrations of Pollutants in Sediments of Slip 1 and Slip 2

Pollutant	Concentration (ppm)	ER-L	ER-M
Cadmium	0.50	1.2	9.6
Chromium	55.0	81	370
Copper	96.8	34	270
Lead	63.5	47	218
Mercury	0.48	0.15	0.71
Nickel	37.0	20.9	51.6
Silver	0.45	1.0	3.7
Zinc	180	150	410
Benzo(a)pyrene (PAH)	0.54	0.43	1.60
DDE	0.031	0.002	0.027
TRPH	1008	--	--

Source: SAIC and MEC 1997; Kinnetic Laboratories and ToxScan 2002.

Sediments in Slip 3 were sampled in September 2006 (Weston Solutions 2006), with the chemical test results as summarized in Table E-2. The top layer consisted of 60.6 to 86.1 percent fine grained sediments while the bottom layer consisted of 33.3 to 52.6 percent fine grained material. For metals, arsenic, copper, mercury, and nickel were slightly elevated (above ER-L but below ER-M) in top sediments. Total PCBs, total detectable DDTs, six PAHs, and total low molecular weight (LMW) PAHs also were slightly elevated in top sediments. The concentration of contaminants in the upper layer of Slip 3 sediments to be dredged is generally much closer to the ER-L levels (i.e., concentrations below which minimal toxic effects are expected) than to the ER-M levels (i.e., concentrations above which toxic effects are expected), except for low molecular weight PAHs. Therefore, toxic effects would be low because the concentrations are close to the level where minimal effects are expected. None of the other contaminants tested in top sediments and no contaminants in the bottom sediments were elevated. Most PCBs, Arochlors, pesticides, and phenols were not detectable. Elutriate tests on the sediments found no contaminants to exceed water quality objectives for the protection of marine life (Weston Solutions 2006). This means that contaminants would not be released to the water at concentrations that could exceed water quality objectives during dredging or filling activities using these sediments.

Table E-2. Mean Concentration (mg/kg=ppm) of Contaminants in Sediments of Slip 3

Pollutant	Top Layer	Bottom Layer	ER-L	ER-M
Arsenic	10.6	6.07	8.2	70
Cadmium	0.77	0.37	1.2	9.6
Chromium	44.3	25.1	81	370
Copper	63.8	29.3	34	270
Lead	38.1	15.7	46.7	218
Mercury	0.30	0.14	0.15	0.71
Nickel	25.3	18.3	20.9	51.6
Silver	0.15	0.13	1.0	3.7
Zinc	118	69.6	150	410
Total PCBs	47.1	8.3	22.7	180
Total Detectable DDTs	22.9	0.0	1.6	46.1
Acenaphthene	32.2	1*	16	500
Anthracene	124	5.8	85	1100
Benz[a]anthracene	312	13.7	261	1600
Benzo[a]pyrene	485	18.9	430	1600
Chrysene	504	21.4	384	2800
Dibenz[a,h]anthracene	85.2	3.1*	63	260
Total LMW PAHs	2121.7	105.3	552	3160

Notes:
Concentrations are the higher value for composites from samples in the north and south portion of Slip 3.
* = estimated value.
LMW = low molecular weight PAHs.
Source: Weston Solutions 2006.

Dredging projects in both the Inner and Outer Harbor areas have removed contaminated sediments, and the input of contaminants has decreased through discharge controls. In addition, some contaminated sediment areas have been covered by less contaminated sediments as part of recent landfill construction, thereby sealing them from interchange with the overlying water. Nevertheless, some localized areas of contaminated sediments still remain.

In addition to the sediments to be dredged from Slip 3 (680,000 cy) and the soils to be excavated from Pier D and Berth F201 (1,290,000 cy) to be reused as fill, approximately 6,730,000 cy of material would be imported to complete the proposed landfills (Project only). The imported material would come from sources inside and outside the Harbor District. Potential sources of fill material from inside the Harbor District include the Main Channel Project (approximately 800,000 cy), the Western Anchorage Sediment Storage Site (approximately 1,290,000 cy), and the Pier S/Back Channel Project (approximately 2,350,000 cy). Additional fill would come from currently undetermined dredge and borrow locations, likely in the Outer Harbor area. All imported fill material would be required to undergo appropriate testing and notification to the USACE prior to placement within the Project fill. If used, contaminated sediments would be capped and isolated by the placement of uncontaminated materials on top and at the sides in accordance with regulatory requirements and permits. Approximately 1,404,000 tons of rock would also be used to cover excavated and reconstructed slopes and for fill containment dikes. The 768 pilings removed during demolition of Berths E24-E26 would be replaced

when the berths are reconstructed, and new pilings would be installed for the Berth E24 wharf extension and the new Berth E23 wharf. A total of 2,707 new concrete pilings and eight steel pilings would be installed with just over half of the concrete piles in the water.

For Alternative 2 (315-Acre Alternative), 680,000 cy of material dredged from Slip 3 and 710,000 cy of soil excavated from Pier D would be reused as fill, and 1,840,000 cy of imported material would be required to complete the fill in Slip 1. The sources of this material would be the same as described for the Project and would require testing and notification of the USACE prior to placement within the fill. If used, contaminated sediments would be capped and isolated by the placement of uncontaminated materials on top and at the sides in accordance with regulatory requirements and permits. Approximately 445,000 tons of rock would also be used to cover excavated and reconstructed slopes and for fill containment dikes. The 768 pilings removed during demolition of Berths E24-E26 would be replaced when the berths were reconstructed, and new pilings would be installed for the Berth E24 wharf extension. A total of 1,804 new concrete pilings and eight steel pilings would be installed, with just over half of the concrete piles in the water.

F. Description of Proposed Discharge Sites

Under the Project, dredged, excavated, and imported material would be placed in Slip 1, at the south end of Berth E24, and in East Basin to create a net 54.6 acres of additional backlands in the Port. Approximately 1,404,000 tons of rock would be used to cover excavated and reconstructed slopes and for fill containment dikes. Approximately 173,000 cy of excess material from final surcharge of the new fill would be removed for use in other Harbor District projects. Under Alternative 2, dredged, excavated, and imported material would be placed in Slip 1 and at the south end of Berth E24 to create a net 24.7 acres of additional backlands in the Port. Approximately 445,000 tons of rock would be used to cover excavated and reconstructed slopes in Slip 3 and for fill containment dikes (Slip 1 and Berth E24). No material would be exported for use in other Harbor District projects.

G. Description of Disposal Methods

Fill placement would be by bottom-dump barge or discharge through a pipe from a suction dredge (Project and Alternative 2). Bottom-dump barges would be used until the water becomes too shallow for the barges to enter the fill areas. Then, fill would continue by use of a derrick barge or pump to offload the material from the barges into the fill site, or the material from dredging in Slip 3 could be pumped in via pipe. Once the fill is above the water level, fill material could also be brought in by truck. Rock riprap would be placed along the berths by derrick barge and a skip box. In some cases, large rocks could be placed individually. For the containment dikes, the rock could be pushed over the side of the transport barge or placed as described for the riprap.

III. FACTUAL DETERMINATIONS

A. Physical Substrate Determinations

The substrate to be dredged in Slip 3 and for keying in the containment dikes is predominantly silt and clay near the surface with more coarse grained (sand) material below. These sediments are at a depth of about -36 to -54 feet MLLW (Weston Solutions 2006). Excavation to widen Slip 3 in the Project and Alternative 2 and at Berth F201 for the Project would remove rock riprap and previous fill sediments. Approximately 212 pilings would be removed at Berths D29-D31. New rock riprap would be placed on the reconstructed slopes in the excavated areas. Contaminants in the sediments to be dredged and excavated were discussed previously in Section II.E. In Slip 1 (Project and Alternative 2), the fill would cover predominantly fine, soft sediments on the bottom at a depth of about -45 feet MLLW and vertical bulkheads along the sides and end of the slip. Approximately 1,746 pilings would be removed during wharf demolition in Slip 1 prior to fill placement. A rock riprap containment dike would be constructed to keep the fill in Slip 1 until the fill in East Basin covers that dike. A rock riprap containment dike would be constructed at the west side of the East Basin fill to keep the fill material in place. Approximately 1,050 pilings would be removed during wharf demolition at Berths F6-10 prior to fill placement in East Basin (Project only). Approximately 2,707 new concrete pilings would be installed for Berths E23-E26 in the Project while 1,804 pilings would be installed for Berths E24-E26 in Alternative 2. A little over half of these would be in the water. A total of 410 LF of vertical bulkhead (sheet pile) would be installed along Berth E27 to provide slope stability in the Project and Alternative 2.

Dredging in Slip 3 (Project and Alternative 2) would remove benthic invertebrates living in and on the soft sediments and on the riprap and bulkhead while landfill construction would bury soft bottom and hard substrate (rock dike and bulkhead) biota in 63.5 acres for the Project and in 31 acres for Alternative 2. Sediments suspended by dredging would settle on benthic organisms in a narrow area of soft bottom adjacent to the dredging along the south end of Slip 3 and along the containment dikes (Project and Alternative 2). Some of these organisms would be buried. These losses in terms of acres are described in Final EIS/EIR Section 3.4, Biota and Habitats, and are summarized in Table E-3. The fill and excavation in Phase 2 would not occur for Alternative 2, resulting in 31 acres of habitat loss and 6.3 acres of habitat created for a net habitat loss of 24.7 acres. After dredging, the remaining soft sediments would be up to 10 feet deeper and would be recolonized by the same types of invertebrate communities. The new rock riprap, vertical bulkhead, and pilings would also be recolonized by the same types of invertebrate communities. Community re-establishment would occur within a few years.

Table E-3. Middle Harbor Project Habitat Impact Summary (acres)

Construction Phase	Location	345-Acre Alternative			315-Acre Alternative		
		Marine Habitat Loss/Gain[1]	Inner Harbor	Outer Harbor	Marine Habitat Loss/Gain[1]	Inner Harbor	Outer Harbor
1	Slip 1 fill	-25.6	-25.6	--	-25.6	-25.6	--
2	East Basin fill	-34.3	-10.0	-24.3	--	--	--
1	Pier E Extension	-5.4	--	-5.4	-5.4	--	-5.4
Total Habitat Loss		-65.3	-35.6	-29.7	-31.0	-25.6	-5.4
1	Slip 3 widening	+6.3	+6.3	--	+6.3	+6.3	--
2	Berth F201 excavation	+4.4	--	+4.4	--	--	--
Total Habitat Created		+10.7	+6.3	+4.4	+6.3	+6.3	--
Net Habitat Loss		-54.6	-29.3	-25.3	-24.7	-19.3	-5.4

Notes:
1. Water column, soft bottom, and hard substrate.

Acreages are approximate. + = gain and - = loss.

Actions Taken to Minimize Impacts. Dredging and excavation would occur for the Project and Alternative 2. The amount of dredging required for Alternative 2 would be slightly (approximately one percent) less than for the Project, while the amount of excavation would be about 40 percent less than for the Project. Dredging and excavation, in the Project and Alternative 2, would be limited to areas needed to allow access by larger container vessels to the berths. Contaminated sediments for both alternatives would be placed in an approved CDF using dredging and filling. Fill placement in Slip 1 (Project and Alternative 2) and East Basin (Project) would be behind rock dikes that would limit movement of the sediments during and after placement. Alternative 3 (Landside Improvements Alternative) and the No Project Alternative would involve no in-water construction and, therefore, would not result in impacts or require mitigation measures for in-water activities.

B. Water Circulation, Fluctuation, and Salinity Determinations

Current Patterns and Circulation

Current Patterns and Flow. Circulation patterns in the Inner Harbor and Outer Harbor would change very little as a result of the proposed dredging, excavation, and filling activities. Slip 1 has no through flow (dead-end slip), and placement of fill in this slip for the proposed Project and Alternative 2 would not substantially affect current patterns and water flow in the adjacent East Basin. Widening and deepening Slip 3 (Project and Alternative 2) also would have minimal effects on current patterns and water flow. Placement of fill in East Basin (Project only) and excavation of Berth F201 would not substantially affect current patterns and water flow in the Outer Harbor or Back Channel.

Waves. Wave action in Middle Harbor would not change substantially as a result of the Project because waves entering East Basin are unlikely to be reflected or enhanced by Project structures (Project and Alternative 2).

Velocity. Tidal current velocities in Slip 3 would be slightly lower due to the increased water depth resulting from dredging in the Project and Alternative 2. Water velocity within Slip 1 (Project and Alternative 2) and East Basin (Project) would be reduced to zero as a result of the fill. Water velocities in the Back Channel and the remainder of Middle Harbor would not be altered by dredging in Slip 3 and placement of fill in Slip 1 and East Basin.

Stratification. The Project and Alternative 2 would not alter stratification in Harbor waters, nor would Alternatives 3 and 4 because they would not include any in-water activities.

Hydrologic Regime. No changes are anticipated for the Project or any of the alternatives.

Water Level Fluctuations

Tides would remain unchanged in the harbor as a result of the proposed dredging and excavation to widen Slip 3 and fill Slip 1 (Project and Alternative 2), and fill East Basin and excavation of Berth F201 (Project), because no restrictions to tidal flow would occur. The tidal prism would be slightly reduced by the Project fill, but increased by the dredging and excavation for a net decrease since the amount of fill would exceed the amount of dredging and excavation. For Alternative 2, the amount of fill would exceed the amount of dredging and excavation by considerably less than for the Project. Since Alternatives 3 and 4 would not involve fill, excavation, or dredging, no effects on the tidal prism would occur.

Salinity Gradients

The Project would result in minor, localized changes in salinity gradients in the harbor during rainfall events. The fill in Slip 1 and East Basin would convert approximately 65 acres of open water to an impervious surface, and direct precipitation on that fill would be channeled to the harbor through storm drains. Excavation would increase the water surface by nearly 11 acres, with a net change of about 55 acres. In Alternative 2, the net increase in land surface would be approximately 25 acres. In the absence of fill, rainfall would have fallen evenly on the water surface. Discharging the stormwater runoff from the fill surface at specific points would locally reduce salinity in the adjacent harbor water until mixing occurs. Runoff from the remainder of the Project backlands would continue as in the past. No changes in salinity gradients would occur under Alternatives 3 and 4 because neither includes any fill or excavation.

Actions Taken to Minimize Impacts. No actions are necessary to offset the less than significant impacts expected on water circulation, water level fluctuations, and salinity gradients.

C. Suspended Particulate/Turbidity Determinations

Turbidity

In-water construction activities that involve excavation of existing fill, removal of the existing wharves and riprap, pile driving, rock riprap placement, and dredging would cause short-term increases in suspended sediments and turbidity. Following completion or interruption of dredging, the time required for suspended materials to settle-out, combined with the current velocity, would determine the size and persistence of the turbidity plume. Settling rates are largely determined by the grain size of the suspended material but are also affected by the chemistry of the particles and the receiving water (USACE and LAHD 1992). Dredging would occur in Slip 3 (Project and Alternative 2) and for keying-in the fill containment dikes for each construction stage (approximately 0.3 acres more for the Project than Alternative 2), while excavation would occur in Slip 3 (Project and Alternative 2) and at Berth 201 (Project). Dredging would resuspend bottom sediments, predominately silt, clay, and organic material, while in-water excavation (i.e., removal of existing fill to create open water) would suspend sediments from the fill being excavated. Dredging and excavation would occur 12 times over a 10-year period, lasting from 16 to 84 days each time, for a total of 528 days and an average of 44 days per year for the Project. For Alternative 2, these activities would occur nine times over five years, lasting from 16 to 70 days each time, for a total of 336 days and an average of 37 days per year. The plume durations are expected to be generally short, with the concentration of suspended solids returning to background levels within one to 24 hours after dredging stops (Parish and Wiener 1987). Sampling based on water transmissivity at 82, 164, and 328 feet from a pilot dredging project (USACE et al. 2002, Moore and Edmunds 2002) found the turbidity plume for clean sediments did not extend over 328 feet in the down current direction. A typical mixing zone in a permit for dredging is 328 feet (USACE 2002). Based on this information, turbidity from Project (and Alternative 2) dredging would affect a small area of the East Basin near the dredging site but would not substantially affect water quality outside the mixing zone. Therefore, water quality objectives for turbidity/light transmittance would not be exceeded outside the mixing zone, and effects on marine organisms would be minor and less than significant. No dredging or excavation would occur for Alternatives 3 and 4.

Placement of fill material in Slip 1 and the East Basin using bottom-dump barges would increase suspended sediments in the vicinity of the filling activities and has the potential to release contaminants to the water as the sediment falls through the water column to the bottom. Turbidity would occur within Slip 1 and in the East Basin throughout the filling process, but would be of short duration once filling is complete (USACE and LAHD 1992). The turbidity plume would extend approximately 650 feet or less from the discharge location (USACE 2002). Slip 1 is about 2,000 feet long and the portion of East Basin to be filled (Project only) is about 1,500 feet long. Thus, only turbidity from fill placed near the southern end of Slip 1 would be expected to reach East Basin, and turbidity from fill placed in East Basin would likely extend outside the fill area only when work is in the western part of the fill area. Construction of the containment dikes on the south side of the Slip 1 fill (Project and Alternative 2) and on the west side of the East Basin fill (Project only) would also restrict circulation in the fill areas. Therefore, potential effects from these activities would be less than significant.

For the Project, pile removal during wharf demolition and pile driving operations associated with wharf construction (about 948 piles for Berths E24-E26 and 493 for Berth E23 driven in water), as well as driving sheet piles for upgrades at Berth E27, would cause localized and temporary turbidity. Wharf and bulkhead demolition would occur seven times in eight years for a total of 800 days with a range of 65 to 182 days and an average of 114 days per year. Pile and bulkhead installation would occur 11 times in nine years for a total of 503 days with a range of eight to 126 days and an average of 46 days per year. Placement of new riprap for reconstruction of Berths E24-E26 and for fill containment would also cause localized and temporary turbidity. Rock placement would occur nine times in nine years for a total of 695 days with a range of 48 to168 days and an average of 77 days per year. Sediments would be suspended in the immediate vicinity of these activities, particularly during pile removal. As noted above, suspended sediments would settle rapidly (within hours), and turbidity levels would decrease once activities were completed. Therefore, effects on water quality and marine organisms would be minor and less than significant.

For Alternative 2, pile removal and driving would be the same as for the Project at Berths E24-E26 and Berth E27 (no piles would be driven at Berth E23). Wharf and bulkhead demolition would occur five times in four years for a total of 436 days with a range of 65 to 120 days and an average of 87 days per year. Pile and bulkhead installation would occur 10 times in six years for a total of 377 days with a range of 8 to 88 days and an average of 38 days per year. Rock placement would occur seven times in five years for a total of 437 days with a range of 48 to 90 days and an average of 62 days per year. Thus, suspension of sediments and turbidity would occur over a shorter time period than for the Project. Therefore, effects on water quality and marine organisms would be minor and less than significant.

Secondary effects of backland improvements construction also would be minor as described below in Section III.H.

Effects on Chemical and Physical Properties of the Water Column

Dredging, excavation, and filling within Middle Harbor would have minor and temporary effects on water quality in the immediate vicinity of those activities. Terminal operations would also have minor effects on the water column. These effects are described in Final EIS/EIR Section 3.4 and summarized below.

Salinity. No change in salinity would occur as a result of construction. As described previously in Section III.B, Salinity Gradients, salinity gradients could be altered during stormwater runoff from the net increase in land surface of about 55 acres in the Project or 25 acres for Alternative 2, but salinity gradients would not be substantially altered by runoff from the existing terminal surfaces. These effects would be of short duration, occur in a limited area, and have minor effects on the water column. Terminal operations under Alternative 3 would not affect salinity gradients because the amount of runoff would remain essentially the same as prior to backland improvements. Alternative 4 would not change the backlands or generate any new runoff from those areas.

Clarity/Light Penetration. Turbidity in the immediate vicinity of dredging, excavation, fill placement, and pile removal would reduce water clarity in a small area for the duration of the activity in the Project and Alternative 2. The effects of turbidity are discussed in more detail above. Construction activities would not alter other factors that affect water clarity, such as phytoplankton abundance. Light penetration in the dredged areas would not be reduced in the long term. For Slip 3 (Project and Alternative 2) and East Basin (Project) fill areas, no water would remain so water clarity would not be applicable. Terminal operations under the Project

or any of the alternatives would have minor effects, if any, on water clarity because runoff would be similar to that from the existing terminals.

Color. Color of harbor waters would be changed little if any due to Project or alternative construction activities, and operations would have no effects on color. Turbidity during placement of fill in the Slip 1 (Project and Alternative 2) and East Basin (Project only) could have minor, short-term effects on water color in those areas. Dredging, excavation, pile removal and installation, and rock placement for the Project and Alternative 2 would also produce turbidity that could have minor but less than significant effects on water color adjacent to the berths when the work is in progress.

Odor. Any odors resulting from construction activities would be expected to be localized, temporary, and less than significant.

Taste. Not applicable.

Dissolved Gases. Dissolved oxygen (DO) levels in aquatic habitats can be reduced by the introduction of high concentrations of suspended particulates. This is especially true if the particulates are from anaerobic sediments, which would place an oxygen demand on the surrounding waters. DO levels would be reduced in the immediate vicinity of dredging, excavation, pile removal and fill placement activities (Project and Alternative 2) by the introduction of high concentrations of suspended particulates and by the oxygen demand on surrounding waters from anaerobic sediments. Any reduction in DO levels, however, would be brief and of limited spatial extent. For example, a study in New York Harbor showed a small reduction in DO near the dredge but no reductions in DO levels 200 to 300 feet away from the dredging activities (Lawler, Matusky, and Skelly 1983). Further, a study of dredge material releases in San Francisco Bay showed only a three- to four-minute reduction in DO levels near the point of release (USACE and LAHD 1973). These results are consistent with the findings and conclusions from studies of the potential environmental impacts of open water disposal of dredged material conducted as part of the USACE Dredged Material Research Program (Lee et al. 1978; Jones and Lee 1978). Therefore, water quality objectives for DO would not be exceeded outside the mixing zone for either the Project or Alternative 2.

Nutrients and Eutrophication. Nutrients could be released into the water column during the dredging and excavation as well as filling operations (Project and Alternative 2), and could promote temporary growth of phytoplankton. Observations of previous dredge projects (including the Port of Los Angeles Deep Draft Navigation Improvement Project [USACE and LAHD 1992]) indicate that phytoplankton blooms have occurred during the spring while dredging was underway, although phytoplankton blooms are normal in the spring in the southern California Bight (Gruber and McWilliams 2005, Nezlin and Li 2003). Dredging, excavation, and filling could release nutrients that may contribute to natural phytoplankton blooms, although there is no evidence that this has happened as a direct result of previous projects. The Basin Plan (RWQCB 1994b) limits on biostimulatory substances are defined as "…concentrations that promote aquatic growth to the extent that such growth causes nuisance or adversely affects beneficial uses." Given the limited spatial and temporal extent of Project activities with the potential for releasing nutrients from bottom sediments, significant adverse effects on phytoplankton populations and beneficial uses of the Middle Harbor area are unlikely to occur as a result of the Project or Alternative 2.

Toxic Metals and Organics. Testing of sediments to be dredged in Slip 3 (Project and Alternative 2) indicated slightly elevated concentrations, relative to ER-L and ER-M values, for several metals and organic compounds in top sediments but not in bottom sediments. Elutriate tests, however, found no contaminants that exceeded water quality objectives for the protection of marine life (Weston Solutions 2006). Testing of soils to be excavated for widening Slip 3 (Project and Alternative 2) indicated elevated concentrations of hydrocarbons and other organic compounds at several locations but concentrations of all metals were below threshold limits. Based on these results, dredging, excavation, and disposal of these sediments in the proposed landfills would not cause significant toxicity, contaminant bioaccumulation, or degraded water quality and adversely affect beneficial uses. Sections II.E and III.D provide a more detailed discussion.

Pathogens. No pathogens are expected to be released to harbor waters as a result of the Project or Alternative 2 dredging, excavation, and filling activities.

Temperature. Activities associated with the Project and alternatives would not affect water temperatures.

Other. The hydrocarbon ion concentration (pH) may decrease slightly in the immediate vicinity of dredging locations. This change would be caused by the reducing conditions found in the dredged sediments as the sediments are released into the water column. Seawater, however, is a buffer solution (Sverdrup et al. 1942) that acts to minimize changes in pH. Therefore, any measurable change in pH would be highly localized and short in duration with changes in ambient pH of less than 0.2 units. Thus, water quality objectives for pH would not be exceeded outside the mixing zone.

Actions Taken to Minimize Impacts. A Section 401 (of the Clean Water Act) Certification would be obtained from the Los Angeles Regional Water Quality Control Board (RWQCB) for construction dredging, excavation, and filling activities that contains standard Waste Discharge Requirements (WDRs) and would specify receiving water monitoring requirements. Monitoring requirements typically include measurements of water quality parameters such as DO, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging, excavation, and filling activities. Analyses of contaminant concentrations (metals, DDT, PCBs, and PAHs) in waters near the dredging, excavation, or filling activities may also be required if the contaminant levels in the dredged, excavated, or discharged sediments are known to be elevated and represent a potential risk to beneficial uses. Monitoring data would be used by the Port's dredger to demonstrate that water quality limits specified in the permit are not exceeded. The dredging, excavation, and filling permit could identify corrective actions, such as use of silt curtains that would be implemented if the monitoring data indicate that water quality conditions outside of the mixing zone exceed the permit-specified limits.

Material imported for use as fill would be tested using standard EPA/USACE protocols prior to discharge into harbor waters to determine the suitability of the material for unconfined, aquatic disposal. Material not suitable for unconfined aquatic disposal would either not be used or placed in a CDF within the landfill.

Monitoring would be conducted to ensure that return water flow from discharge of fill material (i.e., material dredged or excavated from the harbor, or imported to the site, and used to create new landfills) behind the fill dikes meets the RWQCB WDRs for settleable solids and toxic pollutants.

A Municipal Stormwater and Urban Runoff Discharge Plan would be prepared and implemented for the Project or alternatives.

D. Contaminant Determinations

Contaminants, including metals and organics, could be released into the water column during the dredging, excavation, and pile removal/driving activities in the Project and Alternative 2. However, like turbidity, any increase in contaminant levels in the water is expected to be localized within the mixing zone and of short duration. The magnitude of contaminant releases would be related to the bulk contaminant concentrations of the disturbed sediments, as well as the organic content and grain size which affect the binding capacity of sediments for contaminants. Because the sediment characteristics vary across the Project site, the magnitude of contaminant releases and water quality effects would also vary. Elutriate tests on the sediments to be dredged in Slip 3 found no contaminants that exceeded water quality objectives for the protection of marine life (Weston Solutions 2006). For soils that would be excavated on the west side of Slip 3, soluble copper concentrations were found to be less than the STLC of five mg/L. Elutriate tests of sediments in Slip 1, where wharf demolition would occur, only found chromium concentrations to be slightly higher than at a reference site (URS 2004).

Suspended sediments containing contaminants would rapidly (within hours) settle to the bottom in association with the turbidity plume caused by dredging, excavation, and pile removal. The amount of contaminants redistributed in this manner would be small and localized, primarily within Slip 3 adjacent to the work area but also in Slip 1 and East Basin where wharf demolition would occur. Permit-required monitoring associated with previous dredging projects in the harbor has shown that substantial resuspension of contaminated sediments does not occur. Consequently, concentrations of contaminants in the sediments of East Basin adjacent to the dredged area would not be substantially increased by dredging activities because resuspension (followed by settling) of sediments is expected to be low. Filling Slip 1 (Project and Alternative 2) and a portion of East Basin (Project only) would cover the sediments from wharf demolition and dredging/excavation that settled in the fill area. These examples and scenarios demonstrate that contaminant releases from sediments disturbed by dredging, excavation, and other demolition/construction activities would not substantially affect the concentrations or bioavailability of contaminants in Middle Harbor.

Placement of fill in Slip 1 (Project and Alternative 2) and East Basin (Project only) would cover the existing sediments and associated contaminants. The fill would act as an isolation cap for the contaminated sediments and would eliminate the potential for exchanges between existing bottom sediments and overlying harbor water. The containment dike for the East Basin fill (Project) and Slip 1 fill (Alternative 2) would also isolate the fill from waters of Middle Harbor.

Accidents resulting in spills of fuel, lubricants, or hydraulic fluid from equipment used during dredging, excavation, fill placement, and wharf demolition and construction could occur during the proposed Project and Alternative 2. Accidents or spills from in-water construction equipment could result in direct releases of petroleum materials or other contaminants to harbor waters. The magnitude of impacts to water quality would depend on the spill volume, characteristics of the spilled materials, and effectiveness of containment and cleanup measures. However, the probability of such accidents is very low based on observations from similar work in the past.

Operation of terminal facilities would not result in any direct waste discharges to the harbor, other than stormwater discharges. However, increased transportation activities (truck and rail) relative to the NEPA Baseline associated with the Project (truck and rail) and Alternative 2 (rail only) could increase the amount of particulate and chemical pollutants settling from the air and brought in by vehicles (e.g., tires, fuel and lubricant leaks, and brakes) and cargo on the larger paved area. The amount of cargo (TEUs) would increase for the Project, Alternative 2, and Alternative 3. A portion of the pollutants from these sources would enter East Basin, primarily through stormwater runoff. Stormwater discharge sampling in the POLB in 2005 (MBC 2005) showed that pollutants such as metals and semi-volatile organic compounds were present in rain runoff before it entered harbor waters. However, no exceedances of water quality standards or objectives in receiving waters (i.e., the harbor) were reported for this sampling program. Thus, Project (and alternative) activities are unlikely to result in runoff of metals at concentrations that would exceed water quality standards.

The number of vessel calls at East Basin berths would decrease for the Project, Alternative 2, and Alternative 4 relative to the NEPA Baseline, but the new Pier E berths (Project and Alternative 2) would accommodate larger vessels than the existing berths. The amount of pollutants in clean water discharges from those vessels would be low because the Port prohibits discharge of polluted water or refuse to the harbor, but would add incrementally to the pollutants being discharged into harbor waters. Accidental spills on land that enter storm drains and from vessels while in East Basin could occur. Impacts to water and sediment quality would depend on the characteristics of the material spilled, such as volatility, solubility in water, sedimentation rate, and the speed and effectiveness of the spill response and cleanup efforts. However, continued use of existing pollution controls and implementation of improved storm drain infrastructure on the new fill and where storm drains are replaced would reduce the potential for pollutants to enter the harbor.

Actions Taken to Minimize Impacts. Dredged, excavated, and imported contaminated sediments would be placed and confined in disposal sites within the fill that are engineered and constructed in such a manner that the contaminants cannot enter harbor waters after the fill is complete, or they would not be used as fill. For accidental spills during construction, spill prevention and cleanup procedures for the Project or alternatives would be addressed in a plan that would be prepared and implemented by the construction contractor. The plan would define actions to minimize the potential for spills and provide efficient responses to spill events to minimize the magnitude of the spill and extent of impacts. The Port will require all tenants to comply with pollution control measures in the City of Long Beach Municipal Stormwater Permit and in the Long Beach Stormwater Management Plan (LBSWMP) that are applicable for their facilities.

E. Aquatic Ecosystem and Organism Determinations

Placement of fill in Slip 1 (Project and Alternative 2) and East Basin (Project only) would result in a permanent loss of aquatic habitat, including water surface, water column, soft bottom, and artificial hard substrate (pilings and vertical bulkheads), while excavation to widen Slip 3 (Project and Alternative 2) and at Berth F201 (Project only) would increase the amount of aquatic habitat. The net loss would be 54.6 acres under the Project and 24.7 acres under Alternative 2 (Table E-3 provides details of losses and gains). The exact amount of habitat gain and loss would be calculated by the Port and the agencies who are signatories to the Inter-Agency Bolsa Chica MOA after completion of the Project, on the basis of the “as-built” surveys.

Dredging to deepen Slip 3 would temporarily impact 21.1 acres of soft bottom habitat. Excavation to widen Slip 3 would remove pier pilings, riprap, and vertical bulkheads. The exposed "shore" on both sides of Slip 3 would be covered with rock riprap to stabilize the slopes, and new pilings would be installed for the reconstructed wharves (Project and Alternative 2). Rock riprap would be removed during excavation of Berth F201 and then replaced on the new slope (Project). About 0.3 acre of soft sediment would be dredged to key-in the dike for the East Basin fill (Project only).

The marine habitat created by excavation would replace an equal amount of habitat lost by fill because it would be of the same type and in the same general area of the harbor, and it would provide the same functions as the habitat lost to fill placement within a short period of time. Excavation of Pier D to widen Slip 3 (Project and Alternative 2) would create 6.3 acres of water surface in Middle Harbor during construction Phase 1. In addition to the water surface and water column habitat created in Slip 3, approximately 2.9 acres of soft bottom and 3.6 acres of rock riprap habitat would be created, replacing approximately 1.2 acres of vertical sheet pile habitat. Excavation at Berth F201 (Project only) would create 4.4 acres of water surface during Phase 2. At Berth F201, approximately 4.4 acres of new soft bottom would be created. The existing riprap habitat would be replaced by the same amount of new riprap along the excavated portions of the existing landfill. The new water column at both locations would be used immediately by plankton, invertebrates, and fish because these organisms would move freely from the adjacent waters into the new habitat. Planktonic organisms, such as copepods and ichthyoplankton, would be entrained in the water that moves into the excavated area while mobile species such as fish (e.g., northern anchovy, white croaker, and queenfish) would move in to use the new space for foraging and resting. The water surface could be used immediately by birds, such as gulls and aerial fish foragers. The new soft bottom would be colonized by invertebrates at a rate similar to that for dredged areas in Slip 3 (as described below under Effects on Benthos), and the new riprap would be colonized by algae and invertebrates in the same manner as other new riprap for the fill containment dikes. Based on surveys in Slip 1 and the channel south of East Basin (MEC Analytical Systems, Inc. 2002) as described in Final EIS/EIR Section 3.4.1.2, approximately 12 to 36 species of infaunal invertebrates would colonize the new soft bottom and reach a biomass of about 15.5 to 39.5 grams/square meter (g/m^2). Fish would immediately use the spaces between the rocks for shelter.

Material from excavation to widen Slip 3 (Project and Alternative 2) would be used in construction of the 31-acre Phase 1 fill, while the material excavated from Berth F201 (Project only) would be used in constructing the 34.3-acre Phase 2 fill. Because excavation would occur immediately prior to placement of fill material, no temporal loss of water surface or water column habitat would occur for any of the excavated areas.

During operation of the terminal, stormwater runoff that could affect marine organisms would be similar to that from the existing terminals. The amount of impervious surface would be increased by about 54.6 acres under the Project and by about 25 acres for Alternative 2; however, as described in Final EIS/EIR Section 3.3, runoff from the fill surface would be conveyed to the harbor through storm drains. As noted above, vessel calls to the berths would decrease for all but Alternative 3, which would have the same number as the NEPA Baseline.

Effects on Threatened/Endangered Species

The only federally-listed species likely to be present in the Middle Harbor area is the California brown pelican. However, the state-listed peregrine falcon could also be present. The Middle Harbor area is not considered an important area for California least tern or California brown pelican foraging and does not provide other important habitat values for the California least tern and only limited perching/resting sites for the California brown pelican. Dredging/excavation/filling activities (Project and Alternative 2) and the resultant temporary turbidity would affect few if any individuals of these species, and other foraging areas are available nearby if construction disturbances cause them to temporarily avoid the work areas. Foraging in the Project area could also continue with no adverse effects to either species compared to baseline conditions because no prey would be lost and only a small amount of potential foraging area would be temporarily affected.

The peregrine falcon feeds on other birds and would not be affected by Project or alternative construction activities because no prey would be lost and only a small amount of potential foraging area would be temporarily affected. The peregrine falcon foraging area potentially extends for miles (Grinnell and Miller 1986) and, thus, covers much of the harbor as well as land areas to the west and north. This species has nested on Gerald Desmond Bridge in the past, but backland construction and operation near the bridge would not

adversely affect any peregrine falcons using this area. Proposed ground disturbances would not cause a loss of prey and noise would be similar to that from existing facilities in this industrial area.

Sea lions and possibly harbor seals (pinnipeds) could be present in low numbers in the Middle Harbor area (Final EIS/EIR Section 3.4.1.2), and sound pressure waves in the water caused by pile driving could affect their hearing. In water, sound transmission loss is between three and six dB per doubling of distance, with approximately 4.5 dB per doubling of distance in nearshore waters (Vagle 2003). However, at distances of less than about 330 feet (100 meters), the transmission loss (rate of attenuation) can be less (Caltrans 2007). For this project, marine mammals, such as pinnipeds, could experience sound levels approaching Level A harassment levels at around 330 feet (100 meters) from the pile driving. This estimate accounts for the size of the largest steel piles, the power of the hammer that would be required to drive them, the lower rate of attenuation close to the pile, and uncertainty in the sound propagation rate that depends on site-specific characteristics (Caltrans 2007). Consequently, a "soft start" environmental control would be included for Project pile driving procedures, meaning a gradual increase in the force and, consequently, the associated noise for these activities. In particular, for the soft start the pile driving hammer will be operated at less than full capacity (i.e., approximately 40–60 percent energy levels) with no less than a one-minute interval between each strike for a five-minute period. A soft start has been shown to gradually disperse any pinnipeds in the vicinity, thereby avoiding significant noise effects. Additionally, a qualified biological monitor would note (surface scan only) whether marine mammals are present within 330 feet (100 meters) of the pile driving and, if any are observed, temporarily halt pile driving until the observed mammals move beyond this distance.

With the exception of pile driving, underwater noise levels associated with construction activities such as dredging would be below the Level A harassment (potential to injure) level of 180 dB_{rms} (re one µPa) for marine mammals (Federal Register 2005). Observations during pile driving for the San Francisco-Oakland Bay Bridge East Span seismic safety project showed sea lions swam rapidly out of the area when the piles were being driven (Caltrans 2001). Thus, sea lions would be expected to avoid areas where sound pressure waves could affect them. Harbor seals are unlikely to be present, as few have been observed in the Middle Harbor area (MEC Analytical Systems, Inc. 2002). Any harbor seals or California sea lions present in the Middle Harbor area during construction (Project and Alternative 2) would likely avoid the disturbance areas and thus would not be injured. Construction activities would not interfere with marine mammal foraging because the disturbances would be in localized areas and large foraging areas would remain available to them.

Although vessel transport of construction materials to the Project site from outside the POLB would occur at intervals over approximately 10 years, the potential for a Project-related vessel collision with a blue whale or gray whale, or a sea turtle, in offshore waters would be unlikely considering the small number of vessels relative to existing vessel traffic in this area (Project and Alternative 2). In addition, few blue whales and gray whales have been known to be struck by existing traffic within this area (Section 3.4 of the Final EIS/EIR). Furthermore, much of the Project-related vessel traffic would include barges carrying materials, such as rock, that travel at less than 10 knots. California sea lions and harbor seals are unlikely to be struck in offshore waters or within the harbor by these vessels due to their sparse distribution in the open ocean (and in the harbor) as well as their agility and ability to avoid damage by vessels.

Operation of new and upgraded terminal facilities in Middle Harbor (Project and alternatives) would not adversely affect any of the federally- or state-listed bird species that could be present (California least tern, California brown pelican, peregrine falcon). Those species that currently use the area for foraging or resting could continue to do so because the Project would not appreciably change the industrial activities or cause a loss of habitat for those species. Operation of new and upgraded backland facilities in Middle Harbor (Project and Alternatives 2 and 3) would not measurably change the numbers or species of common birds in that area and, thus, would not affect peregrine falcon foraging. Perching locations for birds such as the California brown pelican would still be present. The number of vessel calls to the Middle Harbor container terminal would decrease (Project, Alternative 2, Alternative 4) or stay the same (Alternative 3) compared to the NEPA Baseline. Therefore, underwater sound in nearshore waters and in the harbor would not be increased by these vessels. The potential for whale or sea turtle strikes in offshore waters would not be increased because the number of vessel calls would not increase. No critical habitat for any federally-listed species is present in the harbor, so none would be affected by operation of the Project or alternatives.

Effects on Benthos

Benthic invertebrates living in and on the sediments to be dredged in Slip 3 (Project and Alternative 2) would be lost. At a biomass of 15.5 g/m^2 in soft bottom, approximately 1.3 metric tons of invertebrates living in the sediments would be temporarily lost. The habitat would be made permanently deeper by the dredging, but the sediments would be recolonized by the same types of invertebrates and communities, especially polychaetes, with the process starting shortly (hours to days) after the dredging stops in each location. A community similar to that currently present would be expected to develop within at least five years based on surveys in 1987 of areas dredged in 1982 (MEC 1988). This would represent a temporary loss in bottom community productivity and diversity and alteration of food available for fish and other marine organisms that feed on benthos in a small proportion of the Long Beach Harbor.

Excavation and wharf reconstruction (Project and Alternative 2) would result in a loss of approximately 186.7 metric tons of invertebrates on rocky dikes that would be replaced by colonization of the new dikes. The replacement of soft bottom with rocky dike would permanently remove 0.09 metric ton of invertebrates (Project only), but the rocky dike would be expected to be colonized by a diverse assemblage of marine organisms at a higher biomass (1,000 to over 13,000 g/m^2; MEC Analytical Systems, Inc. 2002) than that found in the soft-bottom sediments (15.5 g/m^2; MEC Analytical Systems, Inc. 2002) based on observed biomass of organisms in/on those habitats.

Benthic organisms in a narrow area of soft bottom adjacent to dredging areas and on the riprap, piles, and bulkheads along the berths would be subjected to temporary impacts from turbidity and sediment deposition generated by dredging. Lethal and sublethal effects that could occur include direct mortality, reduction in development and growth, reduced feeding, depressed filtration rates, and increased mucous secretion. Benthic organisms exposed to turbidity could also be buried by sediments. However, impacts of turbidity and sediment deposition would be temporary with relatively rapid recovery of the benthic communities (months to years).

Placement of fill in Slip 1 (Project and Alternative 2) and East Basin (Project) would result in a permanent loss of soft bottom and hard substrate habitat for benthic organisms. Approximately 3.3 metric tons of soft bottom invertebrates would be lost for the Project and 1.6 metric tons for Alternative 2. Invertebrates living on the pilings removed and bulkheads/riprap covered with fill would also be lost, with fewer lost for Alternative 2 than for the Project.

Effects on Water Column Species

Placement of fill in Slip 1 would permanently remove 25.6 acres of water column habitat for marine organisms, while fill for the Berth E24 extension would permanently remove 5.4 acres (Project and Alternative 2). Placement of fill in East Basin (Project only) would permanently remove an additional 34.3 acres of water column habitat. Dredging of Slip 3 (Project and Alternative 2) would increase the water column habitat in that area. Excavation to widen Slip 3 (Project and Alternative 2) would add approximately 6.3 acres of water column habitat while excavation of Berth F201 (Project only) would add about 4.4 acres. The net loss of water surface would be 54.6 acres.

Planktonic organisms would be temporarily affected by turbidity within the water column. Turbidity can impact plankton populations by lowering the light available for phytoplankton photosynthesis and by clogging the filter feeding mechanisms of zooplankton. However, impacts to plankton would be short term and limited to the immediate vicinity of the dredging activities. Planktonic organisms have a naturally-occurring high mortality rate and their reproductive rates are correspondingly high, thereby allowing for rapid recovery from localized impacts. Elutriate tests on sediments similar to those to be dredged indicate that significant biological impacts are not expected from resuspension of sediments containing contaminants or mobilization of the contaminants into the water column (Final EIS/EIR Section 3.3). In addition, dilution by tidal waters moving into and out of the harbor would rapidly reduce concentrations of contaminants to levels that would not adversely affect marine organisms.

Fish in the water column and in or near the bottom would be temporarily disturbed by the dredge and fill activities as a result of turbidity, noise, displacement, and vibration. Most fish would leave the immediate area of the dredging, although some may stay to feed on invertebrates released from the sediments. No mortality of

fish has been observed in the Outer Harbor as a result of dredging activities associated with the Deep Draft Navigation Improvements Project (Pier 400) (USACE and LAHD 1992). After dredging is complete, reduced numbers of invertebrates (until recolonization is complete) would reduce the food supply for some species of fish. However, those effects would be short term and localized.

The reduction in vessel calls to the berths (Project and Alternatives 2 and 4) would not adversely affect fish or plankton in the water column. The number of vessel calls would remain the same as the NEPA Baseline in Alternative 3.

Effects on Food Web

Dredging of Slip 3 would remove the top layer of sediments and the associated contaminants. This would decrease the potential for bioaccumulation of contaminants in aquatic organisms if the lower layers that are exposed by the dredging are not also contaminated. Placing any dredged sediments that are not suitable for unconfined aquatic disposal in a CDF could provide a benefit to water quality in the harbor by removing a pollutant source in an area for the Project and Alternative 2. Capping sediments in Slip 1 (Project and Alternative 2) and in East Basin (Project) would reduce the area where benthic invertebrates could come in contact with and potentially accumulate pollutants that could in turn be passed to other marine organisms, such as fish, through the food web (bioaccumulation). However, the placement of fill in those locations would result in a net loss of habitat for organisms within the food web (54.6 acres for the Project and 24.7 acres for Alternative 2).

Disturbance due to Project and Alternative 2 construction activities in the water would not significantly affect the food web in the harbor. After dredging is complete, reduced numbers of invertebrates (until recolonization is complete) would temporarily reduce the food supply for some species of fish. Impacts on fish populations in the harbor are expected to be short term and localized, because few individuals that feed on benthic invertebrates would be affected (low density in Slip 3), the area affected would be a small proportion of available foraging area in the Middle Harbor area, and other adequate foraging areas are present nearby. The loss of marine habitat resulting from fill of Slip 1 (Project and Alternative 2) and East Basin (Project) would not significantly affect the food web because no important foraging, breeding, or rearing areas, or marine species would be lost.

The potential for introduction of invasive exotic species due to vessel traffic would not increase due to the Project or alternatives because fewer (Project, Alternative 2, and Alternative 4) or the same (Alternative 3) number of vessel calls would be made at Middle Harbor berths. These vessels would come primarily from outside the Exclusive Economic Zone (EEZ) and would be subject to regulations to minimize the introduction of non-native species in ballast water. Thus, ballast water discharges during cargo transfers in the Port would be unlikely to result in the release of non-native species. The potential for introduction or spread of the invasive alga, *Caulerpa taxifolia*, as a result of Project operations is very low because the species is most likely introduced from disposal of aquarium plants and water, and is spread by fragmentation rather than from ship hulls or ballast water.

Effects on Special Aquatic Sites

No special aquatic sites (wetlands, mudflats, coral reefs, riffle and pool complexes, vegetated shallows, marine sanctuaries or refuges) are present in or near the Project site, including along the shipping channel from Queens Gate to Middle Harbor. Eelgrass beds, mudflats, and salt marsh wetlands are the only special aquatic sites within the harbor, and these are located far enough from the Project that no direct or indirect effects would result from Project activities (Section 3.4 of the Final EIS/EIR).

Effects on Essential Fish Habitat

The Essential Fish Habitat (EFH) analysis in the Final EIS/EIR indicates that the Project and Alternative 2 would have no significant effects on the Fisheries Management Plan (FMP) species that are rare or uncommon in the Middle Harbor area, such as California skate, big skate, California scorpionfish, and black rockfish because few if any individuals would be present in the disturbance area (MEC Analytical Systems, Inc. 2002). The net loss of marine habitat due to placement of fill and excavation (54.6 acres for the Project and 24.7 acres for Alternative 2), however, would result in a substantial loss of habitat for the FMP species that use

Middle Harbor, including water column and benthic habitats. Both habitats provide food sources for FMP species occurring in the Project region. Dredging, pile removal, and wharf construction/reconstruction at Berths E24-E27 (Project and Alternative 2) and Berth E23 (Project only) along with excavation at Berths D29-D31 (Project and Alternative 2) and F201 (Project only) also could affect FMP species through habitat disturbance, turbidity and resuspension of contaminants from sediments, and vibration from pile and sheetpile driving and stone column installation. These effects would be temporary and would occur at intervals throughout the construction period, with a return to baseline conditions following construction. Therefore, no permanent loss of habitat would occur from the wharf work, and few, if any, individual fish would be lost because most individuals would avoid the work area.

Construction activities on land would have no direct effects on EFH, which is located in the water. Runoff of sediments from construction, however, could enter harbor waters. As discussed in Final EIS/EIR Section 3.3, Hydrology and Water Quality, implementation of sediment control measures would avoid or minimize runoff so that no significant effects would occur.

Operation of Project facilities would have minimal effects on EFH or managed fish species. The number of vessel calls per year would remain the same (Alternative 3) or decrease (Project, Alternative 2, and Alternative 4) relative to the NEPA Baseline. Due to runoff control measures, runoff from the new terminal would be essentially the same as under baseline conditions for existing backlands, with a minor addition of pollutants from new fill surfaces. This runoff would not adversely affect EFH or FMP species.

Effects on Other Wildlife

Terrestrial wildlife in the Project area is limited to those species adapted to industrial areas, and no wildlife migration or movement corridors are present. Individuals of water-associated bird species that are resident or transient visitors to the harbor forage over or in the water, or may rest on the water surface. However, few individuals of these species would occur in the Project area, and those present during construction (Project and Alternative 2) could use other areas of the harbor for the duration of the disturbance. The water surface lost in Slip 1 (Project and Alternative 2) and in East Basin (Project) would be a small proportion of the habitat available for birds in the harbor and does not represent important habitat for nesting or foraging. No substantial impacts to those species would occur. No loss of surface water habitat would occur in Alternatives 3 and 4.

Actions Taken to Minimize Impacts. Unavoidable losses of marine habitat in the Long Beach/Los Angeles Harbor complex are mitigated by the use of habitat credits from mitigation banks created by the two ports. This policy was developed by the USACE, U.S. Fish and Wildlife Service (USFWS), NOAA Fisheries, and California Department of Fish and Game (CDFG) in consultation with the ports and has been applied to Port development projects for the past 20 years. The goal of the mitigation policy is “no net loss of in-kind habitat value,” where in-kind refers to marine tidal water of value to fish and birds. Given the infeasibility of undertaking any substantial onsite mitigation and the public interest mandate of accommodating maritime cargo conferred upon the Port by the California Coastal Act, offsite mitigation is allowed between Pt. Conception and the Mexican border (area of ecological continuity). Implementation of mitigation measures shall occur prior to or concurrent with Project activities. The preferred mitigation is the restoration of coastal embayment habitat (i.e., tidal wetlands).

Accordingly, the two ports have undertaken several wetlands restoration projects (e.g., Anaheim Bay and Batiquitos Lagoon) that generated habitat mitigation credits. The most recent credits have been generated by funding a multi-agency project to restore tidal wetland habitats in the Bolsa Chica lowlands in Orange County. The credits were vested via the Inter-Agency Bola Chica Memorandum of Agreement (MOA) that was negotiated in 1996 and amended in 2003 to provide in-kind credits for Port fills. The parties to the MOA include National Marine Fisheries Service (NMFS), USFWS, CDFG, USACE, California Coastal Conservancy, Ports of Los Angeles and Long Beach, EPA, California Resources Agency, and California State Lands Commission (CSLC). Thus, the MOA incorporates all applicable federal and state agencies and their associated mitigation policies.

For the proposed Project, habitat credits from restoration of Bolsa Chica would be used to offset the 54.6-acre loss of marine habitat in accordance with the MOA. The entire Slip 1 fill (25.6 acres) and 10 acres of the East Basin 34.3-acre fill would constitute Inner Harbor habitat, while the remaining 24.3 acres of East Basin fill and

the 5.4-acre Pier E extension fill would constitute Outer Harbor habitat. Widening Slip 3 would result in the creation of 6.3 acres of Inner Harbor habitat leaving a net loss of 29.3 acres of Inner Harbor habitat. Excavation at Berth F201 would result in the creation of 4.4 acres of Outer Harbor habitat, leaving a net loss of 25.3 acres of Outer Harbor habitat.

To mitigate these losses, Bolsa Chica credits would need to be applied as follows: 14.7 credits to mitigate 29.3 acres of Inner Harbor fill at a ratio of 0.5 credit:one acre of fill; and 25.3 credits to mitigate the Outer Harbor fill at a ratio of 1:1, for a total of 40 credits. As noted above, the completed Project could result in the use of more or fewer credits, but the difference would only be four or five credits at most, meaning that actual mitigation credits needed would be between 35 and 45. Currently, the Port has approximately 270 Bolsa Chica credits remaining in its account. Therefore, sufficient credits remain in the Port's account to mitigate the marine habitat lost due to Project construction even if the as-built survey results show the need for as many as 45 credits.

For Alternative 2, habitat credits from the Bolsa Chica mitigation bank would be used to offset the 24.7-acre loss of marine habitat in accordance with the MOA. All of the loss would be Inner Harbor habitat requiring approximately 12.4 credits.

Other in-water work, such as dredging and wharf construction/reconstruction, would result in temporary impacts to marine organisms under the Project and Alternative 2. The amount and duration of construction disturbances would be less for Alternative 2 than for the Project. These impacts would be minimized by limiting the work area and duration of the work to the minimum necessary to complete the dredging and wharf construction activities.

F. Proposed Disposal Site Determinations

Mixing Zone Determinations

Mixing zones would need to be established through the RWQCB Section 401 Water Quality Certification for turbidity from the filling activities. A mixing zone for the Slip 1 and East Basin fills would be needed for the Project, and also would be needed for Slip 1 in Alternative 2. Effects of the proposed Project on water quality and biological resources outside the mixing zones would be less than significant because contaminated sediments would be handled and disposed in accordance with applicable regulations, and applicable Best Management Practices (BMPs) would be used to control turbidity.

Compliance with Applicable Water Quality Standards

The Project or alternatives would be implemented in accordance with all applicable federal and state water quality standards. Some of the measures to be implemented for in-harbor work to ensure compliance with these standards include:

- Soils to be used for fill will be tested for contaminants prior to placement in the proposed landfills to determine disposal method;
- Contaminated soils and dredge material will be placed in a CDF or not used in the fill; and
- Monitoring will be conducted to ensure compliance with permit conditions.

Potential Effect on Human Use Characteristics

Recreational and Commercial Fisheries. Not applicable. No recreational or commercial fisheries are present in the Project area.

Water-Related Recreation. Not applicable. No recreation sites are present in or adjacent to the Project area.

Municipal and Private Water Supply. Not applicable.

Aesthetics. Filling Slip 1 (Project and Alternative 2) and East Basin (Project) would not adversely affect aesthetics of the Middle Harbor area. The fill areas are located within an industrial area of the Port, and a loss

of 54.6 acres of surface water (Project) or 24.7 acres (Alternative 2) would not represent a substantial reduction in the amount of water visible to the public. Turbidity during placement of the fill would have temporary effects on aesthetics. No landfilling would occur under the other alternatives.

Flooding. Although portions of the Project site are located within the 100-year flood zone, Project or alternatives construction would not increase the potential for flooding onsite because drainage would be maintained in accordance with all applicable regulations. Site elevations would remain generally the same as a result of Project (or alternative) construction, and runoff would be directed to storm drains.

Project construction would increase the land surface area upon which precipitation would fall by a net increase of 54.6 acres. In Alternative 2, the increase would be 24.7 acres. Drainage slopes and storm drains would be installed during development of the fill surface to adequately handle storm runoff without flooding, even though development of terminal facilities on the fill would increase the impermeable surface present and, thus, the volume of surface runoff. Redevelopment of the existing backlands (Project, Alternative 2, and Alternative 3) would increase the amount of impermeable surfaces where unpaved areas are paved, but this would not increase the potential for flooding because existing storm drains would be sufficient to carry the runoff to the adjacent harbor waters.

Project or alternatives operations would not increase the potential for flooding onsite. Existing and new storm drains are designed to convey water from a 10-year storm. Runoff associated with a larger storm could exceed the capacity of the storm drain system, resulting in temporary and localized ponding. Site elevations, however, would remain generally the same as existing conditions, and the risk of flooding on existing backlands would not be increased above that under baseline conditions. For the new fill areas (Project and Alternative 2), the potential for flooding would be the same as on the existing backlands. Because the Project facilities would be part of a paved container terminal, any flooding that did occur would not result in a loss of life, substantial property damage, or harm to sensitive biological resources.

Actions Taken to Minimize Impacts. Implementation of BMPs and monitoring to ensure compliance with permit conditions would minimize impacts of turbidity on aesthetics.

G. Determination of Cumulative Effects on the Aquatic Ecosystem

A number of the cumulative projects listed in the Final EIS/EIR (Table 2.1-1) would directly affect marine biological resources through fill (approximately 277 acres of which about 105 acres are completed or under construction), dredging, wharf construction/reconstruction, installation of boat slips, artificial reef construction, and/or rocky dike construction. Wharf construction and reconstruction would also result in underwater sound pressure waves from pile driving that could affect marine mammals and fish. Increased vessel traffic associated with some of the cumulative projects would increase the potential for introduction of invasive species. Further, all of the cumulative projects would have the potential to indirectly affect marine biological resources through runoff of sediments and pollutants as a result of construction and operations activities on land.

Special Status Species. Three cumulative projects have the potential to adversely affect the California least tern, an endangered species, and those cumulative impacts would be significant but feasibly mitigated. Increased vessel traffic as a result of the cumulative projects would have less than significant cumulative impacts within the harbor because few marine mammals would be affected (small numbers are present in the harbor), individuals would avoid the vessels, and overall underwater noise levels would not be significantly increased. Further, the environmental controls described previously in Section III.E (soft start for pile driving and use of a biological observer for marine mammals) would also serve to avoid significant effects. The cumulative increase in vessel traffic, particularly large vessels travelling at greater than 10 knots, would increase the potential for vessel strikes of whales. Mortality of blue whales is a particular concern, and cumulative impacts would be significant and unavoidable for this species. The Project and alternatives would not contribute to cumulative effects on the least tern because this species would not be affected, and the Project (and alternatives) would not make a cumulatively considerable contribution to cumulative effects of vessel sound on marine mammals because the same or fewer vessel calls (relative to the NEPA Baseline) would occur. Project-related vessel strikes to blue whales would be unlikely to occur, and the decrease in vessel calls (Project, Alternative 2, and Alternative 4) would not contribute to significant and unavoidable cumulative impacts associated with vessel strikes to that species. For Alternative 3, the number of vessel calls would be the same as the NEPA Baseline and would not change the potential for blue whale strikes, resulting in no contribution to cumulative impacts.

Loss of Marine Habitat. Numerous landfill projects have been constructed in the harbor since the harbor was first developed, and these projects have resulted in a generally unquantified loss of marine habitat. The more recent losses have been mitigated by use of mitigation bank credits. Six of the cumulative projects would involve placement of fill, totaling a loss of approximately 277 acres of marine habitat. These losses would be mitigated through use of existing mitigation bank credits from offsite marine habitat restoration through agreements with regulatory agencies. Therefore, cumulative impacts would be less than significant. The Project would contribute 54.6 acres, or about 16 percent, of the approximately 332 acres of fill recently completed or proposed for the harbor (including the Project). Alternative 2 would contribute 24.7 acres, or about 7.7 percent, and Alternatives 3 and 4 would not result in any loss of marine habitat. The Project and Alternative 2 would make cumulative considerable contributions to habitat loss prior to mitigation, but impacts would be mitigated to less than significant levels through use of mitigation bank credits. Alternatives 3 and 4 would not contribute to cumulative impacts.

Essential Fish Habitat. EFH has been and will be lost due to past, present, and future landfill projects in the harbor. EFH protection requirements began in 1996, and thus, only apply to projects since that time. Since 1996, the loss of EFH has been significant but mitigated, as described above for the recent marine habitat losses. The permanent marine habitat loss from the Project and Alternative 2 includes EFH, and would contribute to cumulatively considerable effects on EFH prior to mitigation. However, cumulative impacts would be mitigated to less than significant.

Natural Habitat, Special Aquatic Sites, and Wetlands. Natural habitats, special aquatic sites, and wetlands currently have a limited distribution and abundance in the harbor. The 40-acre Pier 300 expansion project caused a loss of eelgrass beds that was mitigated. The Southwest Slip fill in West Basin completed as part of the Channel Deepening Project resulted in a small loss of saltmarsh that also was mitigated. Losses of eelgrass, mudflats, and saltmarsh from early landfill and harbor development projects are quantitatively unknown but likely were significant. Future projects could affect these habitats, such as the mudflat at Berth 78 that could be affected by the San Pedro Waterfront project. Thus, impacts to these habitats are considered cumulatively significant. The Project and alternatives, however, would not contribute cumulatively considerable effects on any of these habitats.

Wildlife Migration Corridors. The cumulative projects would have no cumulative impacts on migration or movement of fish and terrestrial wildlife because no known migration corridors would be affected. Blue and gray whale migration along the coast would not be adversely affected by increased vessel traffic. The Project or alternatives would not affect migration or movement of fish and wildlife and, therefore, would not contribute to cumulative effects.

Biological Communities. Construction activities in harbor waters associated with the cumulative projects, such as dredging, excavation, and wharf construction, would remove soft bottom habitat as well as temporarily remove artificial hard substrate habitat (e.g., piles and rocky dikes). In general, the rocky dikes would be replaced and new pilings would be installed. The effects of such activities are generally of short duration, affect small, localized areas, and do not occur simultaneously for all projects. Because recolonization of dredged areas and new in-water structures begins quickly (hours to days) and proceeds rapidly (months to years), these areas would generate typical productivity and food sources for other species such as fish within a relatively short time. Accordingly, multiple projects spread over time would not result in a substantial reduction in the forage base that could affect predatory species. Temporary in-water construction disturbances that can cause fish and marine mammals to avoid the work area would not substantially alter the distribution and abundance of these organisms due to the cumulative projects. Consequently, cumulative impacts of such disturbances on local biological communities would be less than significant because the effects would be dispersed in time and space. Project and Alternative 2 construction activities related to dredging, excavation, and wharf construction would have less than significant impacts on local biological communities, and these activities would not contribute substantially to cumulative impacts of other projects that could take place concurrently. Alternatives 3 and 4 would not affect marine biological communities.

Runoff from temporary disturbances on land during construction of cumulative project facilities would not occur simultaneously, but rather would be spread over time so that total runoff to harbor waters would be dispersed, both in frequency and location. Cumulative impacts would be less than significant due in part to this dispersal, in part because cumulative project levels of development in the harbor would affect minimal

amounts of land, and in part because runoff control measures such as Stormwater Pollution Prevention Plans (SWPPPs), would be implemented as required in project permits. The contribution to this runoff from the Project or alternatives would not be cumulatively considerable due to implementation of a SWPPP.

Cumulative projects would have temporary and less than significant impacts on terrestrial biota and habitats during construction that would result in less than significant cumulative impacts on local biological communities. This is because these projects would only affect small areas at a time and would have minimal effects on biological communities, many of which are comprised of landscape or disturbed area species, in industrial areas. The Project and alternatives would not result in any cumulatively considerable effects on terrestrial biological communities because they would have minimal effects on terrestrial habitats in an existing industrial area.

Several of the cumulative projects would add vessel traffic to the harbors above baseline levels, thus increasing the risk of invasive species introduction. Many non-native species have already been introduced into the harbor and this would continue with the potential to have significant cumulative impacts on local biological communities. However, current ballast water regulations would reduce the potential for introducing invasive species to the harbor. As vessel traffic would be reduced by the Project, Alternative 2, and Alternative 4 and remain the same for Alternative 3 compared to the NEPA Baseline, the Project and alternatives would not contribute to cumulative impacts.

Past landfills in the harbor have altered water circulation, but not to the extent that local biological communities are substantially affected. Present and future landfill projects would have minor effects on water circulation because fill areas generally occur in dead-end slips with no through passage of water. Thus, cumulative impacts on water circulation would be less than significant. The proposed Project would add a small amount of fill, and Alternative 2 would add an even smaller amount, neither of which would substantially alter water circulation and nor contribute to cumulatively considerable effects.

H. Determination of Indirect/Secondary Effects on the Aquatic Ecosystem

Project construction activities related to filling the subsided area at the southwest end of Pier E, railyard improvements, development of facilities on the new landfills, and redevelopment of approximately 294 acres of backlands could result in temporary impacts on marine water quality through surface water runoff containing asphalt leachate, concrete washwater, and other construction materials, particularly during the rainy season. It is assumed that any contaminated soils would be remediated prior to construction. For Alternative 2, the amount of new landfill developed would be less than for the Project. Under Alternative 3, no development of facilities would occur on new land because no landfills would be constructed, but all other backland work would occur as described for the Project. Under Alternative 4, no backlands improvements would be constructed.

Runoff of construction-related contaminants other than soils from onshore construction sites would enter harbor waters primarily through storm drains. Most runoff would occur during storm events, although some could occur during use of water as part of construction activities. Standard BMPs, such as sediment barriers, sedimentation basins, and site contouring, would be implemented during construction activities to minimize runoff of contaminants dissolved in water and adsorbed on soil particles, thus complying with the State General Permit for Stormwater Discharges Associated with Construction Activity (Water Quality Order 99-08-DWQ) and the Project SWPPP. Sediment control measures generally have an average efficiency of approximately 70 percent, although efficiencies can be higher, particularly for coarser materials such as sand (EPA 1993). Thus, a small amount of pollutants associated with soils could reach harbor waters via storm drains, but this runoff would be rapidly diluted by rainfall and mixing in the immediate vicinity of the drain discharge.

Effects of runoff on DO, pH, and nutrient levels would be minor and limited to the vicinity of drain discharge locations because control measures would prevent the runoff of materials that could cause water quality standards to be exceeded. The small amount of pollutants that could pass the control measures would not result in a major input. No substances that are identified in the 303(d) list for the Inner Harbor (e.g., DDT and PCBs) would be used during construction, but some could be present in soils that would be disturbed during construction activities (Final EIS/EIR Section 3.1). These substances generally have a very low solubility in

water and remain adsorbed on sediment particles. Control of soil runoff from contaminated areas would be in accordance with all applicable regulations and would prevent these substances from entering harbor waters.

If dewatering activities were required for the Project or Alternatives 2 and 3 construction, shallow groundwater collected from the dewatering activities may contain unacceptable levels of contaminants that would affect the ability for discharge into nearby drainages and harbor waters. Any Project-related dewatering activities would be required to either discharge into the sanitary sewer, under permit with the City of Long Beach Sanitation Bureau, or comply with the NPDES permit regulations and an associated SWPPP regarding discharge into storm drains and/or directly into harbor waters. Such permit requirements typically include onsite treatment to remove pollutants prior to discharge. Alternatively, the water could be temporarily stored onsite in holding tanks, pending offsite disposal at a facility approved by the RWQCB. Incorporation of NPDES-mandated SWPPP elements would ensure that potential pollutants encountered during excavation would be isolated and collected for transportation to a licensed facility or treatment prior to their discharge into the storm drain system.

Based on past history for this type of work in the harbor, accidents resulting in spills of fuel, lubricants, or hydraulic fluid from equipment used during dredging, excavation, filling, and wharf demolition and construction are unlikely to occur during the Project or Alternative 2. Consequently, there would be a low potential for adverse affects on water quality from these sources. Most spills of this nature would be small and cleaned up immediately. Accidental leaks and spills during onshore construction activities (Project, Alternative 2, and Alternative 3) would also have a very low probability of occurring and entering storm drains due to implementation of BMPs (e.g., containment measures, sediment barriers, and sedimentation basins) that would be stipulated in the Project SWPPP. Most spills on land are expected to be small and contained within the work area. Existing regulations, such as the General Construction Activity Stormwater Permit and LBSWMP that include requirements to avoid or minimize effects on water quality during construction activities would be implemented during the Project.

Operation of terminal facilities on the new landfills and existing backlands would add approximately 54.6 acres of new paved landfill (Project), or 24.7 acres of new paved landfill (Alternative 2), and small, newly paved areas on the existing backlands that would increase the amount of impervious surface. Paving of these surfaces would reduce the amount of soil that could run off to harbor waters as a result of wind or water erosion. Although some soil would be carried into the harbor via storm runoff from the small remaining unpaved areas (primarily landscaped areas), the Project would not result in substantial erosion and sediment deposition in harbor waters due to implementation of required sediment control measures, presence of vegetation to stabilize soils, and the small amount of unpaved area present.

Proposed terminal operations would not result in any direct waste discharges to the harbor, other than stormwater discharges. However, increased transportation activities (truck and rail) associated with the Project could increase the amount of particulate and chemical pollutants settling from the air and brought in by vehicles (e.g., tires, fuel and lubricant leaks, and brakes) and cargo on the larger paved area. A portion of the pollutants from these sources would enter East Basin, primarily through stormwater runoff. Stormwater discharge sampling in the POLB in 2005 (MBC 2005) showed that pollutants such as metals and semi-volatile organic compounds were present in rain runoff before it entered harbor waters. Only copper, lead, nickel, and zinc were found in concentrations that could have the potential to exceed the standards for marine waters at a few locations. No exceedances of water quality standards or objectives in receiving waters (i.e., the harbor) were reported for this sampling program. Project or alternative activities are unlikely to result in runoff of metals at concentrations that would exceed water quality standards.

Aerial deposition of pollutants from Project non-electric equipment, vehicle, and vessel operations would occur on land with a minor amount on the surface of harbor waters (Project and all alternatives). Pollutants deposited on land could be washed into harbor waters in storm runoff. This deposition would represent a small amount of pollutants that would periodically enter the harbor. Past monitoring indicates that these inputs would not cause concentrations in harbor waters to exceed any regulatory standards or objectives, and no DDT or PCBs would be in the Project or alternative aerial fallout because these chemicals would not be used during proposed operations.

Actions Taken to Minimize Impacts. Standard BMPs, such as sediment barriers, sedimentation basins, and site contouring, would be used during construction activities to minimize runoff of soil and contaminants

dissolved in water and adsorbed on soil particles in compliance with the State General Permit for Stormwater Discharges Associated with Construction Activity (Water Quality Order 99-08-DWQ) and the Project SWPPP. Examples of BMPs that would be included in the SWPPP include:

- Equipment shall be inspected regularly (daily) during construction, and any leaks found shall be repaired immediately;
- Refueling of vehicles and equipment shall be in a designated, contained area;
- Drip pans shall be used under stationary equipment (e.g., diesel fuel generators), during refueling, and when equipment is maintained;
- Drip pans that are in use shall be covered during rainfall to prevent washout of pollutants; and
- Monitoring to verify that the BMPs are implemented and kept in good working order.

Continued use of existing pollution controls and implementation of improved storm drain infrastructure on the new fill and existing backlands (Project and Alternative 2) would reduce the potential for pollutants to enter the harbor. As described in the City of Long Beach Municipal Stormwater Permit, the Port will require all tenants to comply with all applicable pollution control measures stipulated in the City of Long Beach Municipal Stormwater Permit and in the LBSWMP. Other sources of pollutants that could accumulate in sediments of the East Basin include accidental spills on land that enter storm drains and accidental spills from vessels while at berth. Impacts would depend on the material spilled, speed of cleanup, and sedimentation rate of the material.

IV. FINDINGS

Evaluation of Compliance with Section 404(b)(1) Guidelines (restrictions on discharge, 40 CFG 230.10).

No adaptations of the Section 404(b)(1) Guidelines were made relative to this evaluation.

A. Alternatives Test

__ Yes X No (1) Based on the discussion in Section II.D, are there available, practicable alternatives having less adverse impacts on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into “waters of the United States” or at other locations within these waters.

Discussion: The Final EIS/EIR evaluated the proposed Project and three alternatives, including the 315-Acre Alternative, Landside Improvements Alternative, and the No Project Alternative, which would not involve a federal action (Section II.D). A number of other alternatives were considered but not carried forward for analysis for the reasons described in Section 1.6.2 of the Final EIS/EIR and previously in Section II.D for an alternative identified by the EPA during the Draft EIS/EIR public review period. The proposed Project (345-Acre Alternative) would create approximately 65 acres of new landfill in Slip 1 and the East Basin. The Project would rehabilitate or replace deteriorated and obsolete terminal facilities; provide deeper water (-55 feet MLLW) at berths and in basins and channels; create new land; modernize marine terminal facilities; and implement environmental controls to accommodate a portion of the predicted future increases in containerized cargo volume and the modern, larger cargo vessels that are expected to transport these goods to and from the Port. The existing 294-acre Project site would be increased to 345-acres, including 54.6 net acres of newly created land. The Project includes terminal consolidation, redevelopment, and expansion on areas of existing and newly created land, dredge and fill operations, wharf construction to create three deep water berths with -55 feet MLLW depths, and rail infrastructure improvements. When optimized at maximum throughput capacity (by year 2025), the consolidated container terminal would be designed to accommodate approximately 3,320,000 TEUs per year. This approach is consistent with the Coastal Zone Management Act and the California Coastal Act that encourage modernization of existing facilities within existing Port boundaries.

Alternative 2 (315-Acre Alternative) would add 24.7 net acres of newly created land to the existing 294-acre Project site by filling Slip 1 between Piers E and F (Berths E12-E14 and F1-F4). This

alternative would include terminal expansion on adjacent areas of existing and newly created land, dredge and fill operations, and new wharf construction. Under the 315-Acre Alternative, a new wharf would be constructed to handle increased cargo throughput and accommodate deep-draft container ships, and to replace existing, insufficient wharves. The new 2,900-foot wharf would consist of two deep water berths with -55 feet MLLW depth. When optimized at maximum throughput capacity (anticipated by approximately 2025), the consolidated container terminal would be designed to accommodate approximately 2,870,000 TEUs per year.

Alternative 3 (Landside Improvements Alternative) would redevelop existing terminal areas on Piers E and F and convert underutilized land north of the Gerald Desmond Bridge and Ocean Boulevard within the Project site to a container yard. Under this alternative, there would be no in-water activities (e.g., dredging, filling Slip 1 and the East Basin, new wharf construction) as proposed for the Project, no wharf upgrades would occur (except the provisions for shore-to-ship power), and channel and berth deepening would not occur. When optimized at maximum throughput capacity (anticipated by approximately 2025), the terminals would be designed to accommodate a combined total of about 2,910,000 TEUs per year.

Alternative 4 (No Project Alternative) would maintain the current CUT and LBCT container terminals at a combined size of 294 acres and in their current configuration. This alternative would not allow implementation of the proposed Project or other physical improvements at Middle Harbor. The No Project Alternative would result in a maximum throughput of approximately 2,600,000 TEUs per year, which is approximately 22 percent less throughput than the Project.

The same amount of dredged materials would be disposed in the harbor under the Project and Alternative 2. The amount of excavated material to be disposed within the harbor would be slightly less for Alternative 2 than for the Project. The amount of imported fill, however, would be considerably less for Alternative 2. Although the quantities to be disposed and the area filled would differ, the types of impacts would be similar.

Water Quality. Modifications to backlands and transportation systems within the Project area are not water-dependent activities, although their use is related to operation of the marine terminal berths. Runoff from construction activities at these locations, however, could similarly affect water quality in the harbor with the exception of the No Project Alternative where no backland construction would occur. Compliance with existing regulations and Project permits would minimize impacts on water quality.

Construction activities in harbor waters (Project and Alternative 2) would have short-term effects on water quality but would remain in compliance with federal and state water quality standards. The Project would have more in-water activity, due to the fill in East Basin, than Alternative 2. However, no contaminants would be discharged in concentrations that could be toxic to aquatic biota for the Project or Alternative 2. Alternatives 3 and 4 would not involve in-water activities.

Aquatic Biota. The Project would permanently remove 63.5 acres of marine habitat as a result of the Slip 1 and East Basin fills while creating 10.7 acres of marine habitat through excavation at Pier D and Pier F for a net loss of 54.6 acres. This would affect aquatic biota and EFH. Alternative 2 would permanently remove 31 acres of marine habitat while creating 6.3 acres of marine habitat through excavation at Pier D for a net loss of 24.7 acres. These impacts would be mitigated by use of existing Port mitigation credits. In-water construction activities would temporarily affect aquatic biota for the Project and Alternative 2 through turbidity, underwater noise, and habitat alteration. Impacts would be less than significant because the effects would occur in a small area, have a relatively short duration, would not permanently disrupt communities, and mobile species would temporarily avoid the work areas. The Landside Improvements Alternative and No Project Alternative would have no in-water construction or discharges and, therefore, not require federal action. No threatened or endangered species or special aquatic sites would be adversely affected by the Project or alternatives.

The potential for introduction of invasive species via ballast water and vessel hulls would not be increased by the Project or alternatives. The number of vessel calls for the Project, Alternative 2,

and Alternative 4 would be less than the NEPA Baseline, while the number of vessel calls under Alternative 3 would be the same as the NEPA Baseline. Vessel hulls are generally coated with antifouling paints and cleaned at intervals to reduce the frictional drag from growths of organisms on the hull (Global Security 2007), thereby reducing the potential for transport of exotic species. Due to these standard procedures and current ballast water regulations, the potential to introduce additional exotic species via ballast water would not be increased by the Project or alternatives.

Human Health and Welfare. The Project and alternatives would have no significant impacts on human health and welfare, including recreational and commercial fishing, municipal and private water supplies, water-related recreation, flooding, and aesthetics.

Waters of the U.S. The Project and Alternative 2 would result in a permanent loss of 54.7 acres and 24.7 acres of waters of the U.S., respectively, that would be mitigated through use of Port credits. The Project and Alternative 2 also would have temporary impacts within waters of the U.S. The extent and duration of these temporary impacts would be less for Alternative 2 than for the Project.

Terminal Function. As described in Section II.C, without expansion or significant improvements, the capacity of existing Port facilities is estimated to be approximately 12 million TEUs per year and that level of throughput will be reached by 2015, based on predicted future containerized cargo throughput volume. In addition to the total TEUs, the number of vessel calls required to transport this throughput have also been projected. The results of these forecasts are shown in Table E-4.

Conclusions. Based on the Final EIS/EIR analyses, Alternative 3 (Landside Improvements Alternative) and Alternative 4 (No Project Alternative) would be the least environmentally damaging alternatives; however, neither of these alternatives would meet the overall Project purpose of increasing container terminal efficiency to accommodate a portion of the predicted future containerized cargo throughput volume and the modern cargo vessels that transport those goods to and from the Port. Compared to the NEPA Baseline (Table E-4), the terminal area would remain the same for Alternative 3 (Landside Improvements Alternative) and Alternative 4 (No Project Alternative); throughput would be the same as the NEPA Baseline for Alternative 3 and 11 percent less for Alternative 4; and vessel calls would be the same as the NEPA Baseline for Alternative 3 and 25 percent less for Alternative 4. Under Alternatives 3 and 4, none of the existing berths would be upgraded or expanded. Consequently, the terminals would be insufficient for the activities and modern equipment necessary to efficiently and safely handle the anticipated containerized cargo volumes.

Compared to the NEPA Baseline, Alternative 2 (315-Acre Alternative) would be seven percent larger, throughput would be one percent less, and vessel calls would be 12.5 percent less. Slip 3 would be widened, Berths E24-E26 would be upgraded and expanded, and Berths F6-F10 would be upgraded, resulting in temporary disturbances to marine habitat. The increase in terminal area would result from landfill construction that would have a significant but mitigated net loss of 24.7 acres of marine habitat. Alternative 2 would be similar to the proposed Project except that the 34.3-acre East Basin area would not be filled and the Berth E23 wharf would not be constructed. The elimination of the East Basin fill and Berth E23 wharf would decrease container movement efficiency compared to the Project. Alternative 2 would consolidate common operations and wharves of the existing two terminals on Piers E and F into one terminal, as would occur under the proposed Project. However, under this design the available area along the railyard would be substantially limited in width and would not support efficient access by trucks transporting containerized cargo. Therefore, under Alternative 2 the proposed terminal areas would not support the activities and modern equipment necessary to efficiently and safely handle the anticipated containerized cargo volumes necessary to fulfill the Project purpose. Overall, Alternative 2 would be less environmentally damaging than the Project; however, it would not meet the overall Project purpose of increasing container terminal efficiency to accommodate a portion of the predicted future containerized cargo throughput volumes. Therefore, Alternative 2 is not considered the least environmentally damaging practicable alternative.

The Project would rehabilitate or replace deteriorated and obsolete terminal facilities; provide deeper water (-55 feet MLLW) at berths and in basins and channels; create new land; modernize marine terminal facilities; provide rail infrastructure improvements (e.g., Mainline Track Realignment at Ocean Boulevard/Harbor Scenic Drive, Pier F Avenue storage yard and tracks, Pier F tail track, and expansion of the existing Pier F intermodal railyard); construct a 66kV substation to support Middle Harbor container terminal operations, including shore-to-ship power; and implement environmental controls, including the Port's Green Port Policy and CAAP, to accommodate a portion of the predicted future increases in containerized cargo volume and the modern, larger cargo vessels that are expected to transport these goods to and from the Port. Project throughput volumes (3,320,000 TEUs) would adequately accommodate forecasted container throughput growth at the Port. Therefore, based on preliminary analysis, the Project is the least environmentally damaging practicable alternative that meets the overall Project purpose.

NA __ (2) Based on Section II.C, if the project is in a special aquatic site and is not water-dependent, has the applicant clearly demonstrated that there are no practicable alternative sites available?
Yes No

Table E-4. Comparison of Alternatives

	NEPA Baseline	345-Acre Alternative (Project)	315-Acre Alternative	Landside Improvements Alternative	No Project Alternative
Total terminal area (acres)	294	345	315	294	294
Vessel calls	416	364	364	416	312
Annual throughput (TEU)	2,910,000	3,320,000	2,870,000	2,910,000	2,600,000
Dredging (cy)	0	680,000	680,000	0	0
Excavation (cy)	0	1,290,000	710,000	0	0
New wharf (feet)	0	1,900	550	0	0

Note: Numbers represent total in 2025.

B. Special Restrictions

Will the discharge:

__ X (1) Violate state water quality standards?
Yes No

__ X (2) Violate toxic effluent standards (under Section 307 of the Act)?
Yes No

__ X (3) Jeopardize endangered or threatened species or their critical habitat?
Yes No

__ X (4) Violate standards set by the Department of Commerce to protect marine sanctuaries?
Yes No

X __ (5) Evaluation of the information in Sections II.D and II.E above indicates that the discharge material meets testing exclusions criteria for the following reason(s):
Yes No

( ) Based on the above information, the material is not a carrier of contaminants.

( ) The levels of contamination are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas.

(X) Acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being

transported beyond the boundaries of the disposal site.

C. Other Restrictions

Will the discharge contribute to significant "waters of the U.S." through adverse impacts to:

__ Yes X No (1) Human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife and special aquatic sites?

__ Yes X No (2) Life states of aquatic life and other wildlife?

__ Yes X No (3) Diversity, productivity and stability of the aquatic ecosystem, such as the loss of fish or wildlife habitat, or loss of the capacity of wetland to assimilate nutrients, purify water or reduce wave energy?

__ Yes X No (4) Recreational, aesthetic and economic values?

D. Actions to Minimize Potential Adverse Impacts (Mitigation)

X Yes __ No Will all appropriate and practicable steps (40 CFR 23.70-77) be taken to minimize the potential adverse impacts of the discharge on the aquatic ecosystem?

Discussion: Actions taken to minimize potential impacts are described in Section III. The permanent loss of aquatic habitat (54.6 acres) due to fill placement for the Project would be mitigated to less than significant through use of existing mitigation credits in the Bolsa Chica Bank. Alternative 2 (315-Acre Alternative) would reduce the amount of fill to 24.7 acres and the number of credits needed for mitigation. The temporary impacts of dredging, excavation, and berth construction/reconstruction would be minimized by limiting the area of disturbance to that needed for these activities. If the Project were approved, fill placement in Slip 1 and East Basin would be confined with a rock dike to limit sediment movement. Any contaminated sediments dredged or imported for fill would be placed in an approved CDF. Temporary construction impacts on water quality and aquatic biota would be minimized by compliance with conditions of the Project 401 Water Quality Certification and Section 404 permit. Plans and specifications for fill placement in Slip 1 and East Basin would include measures to prevent turbidity from leaving the site and monitoring to verify the Project complies with water quality standards. Runoff of pollutants during backland construction activities would be minimized through use of construction and industrial SWPPPs and standard Port BMPs listed in Final EIS/EIR Section 3.3.2.3 (e.g., use of drip pans, refueling in contained areas, regular equipment inspection with immediate repair of leaks, and covering drip pans during rainfall to prevent washout).

Based on the above information, the USACE has made a preliminary determination that the Project would avoid and minimize impacts to waters of the U.S. to the maximum extent practicable while meeting the overall Project purpose of increasing container terminal efficiency to accommodate a portion of the predicted future containerized cargo throughput volume and the modern cargo vessels that transport those goods to and from the Port. Therefore, the Project represents the least environmentally damaging practicable alternative.

V. REFERENCES

California Department of Transportation (Caltrans). 2007. *Compendium of Pile Driving Sound Data*. Sacramento, CA. Prepared by Illingworth & Rodkin, Petaluma, CA. Website: http://www.dot.ca.gov/hq/env/bio/files/pile_driving_snd_comp9_27_07.pdf.

_____. 2001. *San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, Pile Installation Demonstration Project*. Marine Mammal Impact Assessment. PIDP EA 012081, PIDP 04-ALA-80-0.0/0.5, Caltrans Contract 04A0148, Task Order 205.10.90.

Federal Register. 2005. Endangered Fish and Wildlife; Notice to Prepare and Environmental Impact Statement. Vol. 70, No. 7, Tuesday, January 11, 2005.

Grinnell, J., and A.H. Miller. 1986. The Distribution of the Birds of California. *Pacific Coast Avifauna* No. 27, publ. 1944, reprinted by Artemisia Press, Lee Vining, CA.

Gruber, N., and J. C. McWilliams. 2005. *Coastal Ocean Observing System Elements for the Southern California Bight and Santa Monica Bay*. Final Report for Grant 01T CEQI 04 1089 from the Coastal Environmental Quality Initiative, University of California. Website: http://repositories.cdlib.org/ucmarine/ceqi/017.

Jones, R.A. and G.F. Lee. 1978. Evaluation of the elutriate test as a method of predicting contaminant release during open water disposal of dredged sediment and environmental impacts of open water dredged material disposal, Volume 1, Discussion. Technical Report D-78-045. U.S. Army Corps of Engineers, Waterways Experiment Station, Vicksburg, MS.

Kinnetic Laboratories/ToxScan, Inc. 2002. *Review of Chemical and Biological Data on Sediments for the Channel Deepening Project, Port of Los Angeles.* Summary Report. Prepared for Port of Los Angeles, San Pedro and DMJM-Harris, Long Beach.

Lee, G.F., R.A. Jones, F.Y. Saleh, G.M. Mariani, D.H. Homer, J.S. Butler, and P. Bandyopadhyay. 1978. Evaluation of the elutriate test as a method of predicting contaminant release during open water disposal of dredged sediment and environmental impacts of open water dredged material disposal, Volume II, Data Report. Technical Report D-78-045. U.S. Army Corps of Engineers, Waterways Experiment Station, Vicksburg, MS.

Long, E. R., D. D. MacDonald, S. L. Smith, and F. D. Calder. 1995. Incidence of Adverse Biological Effects within the Ranges of Chemical Concentrations in Marine and Estuarine Sediments. *Environmental Management* 19:81-97.

Los Angeles Harbor Department (LAHD), Long Beach Harbor Department, and USACE. 1985. Final Environmental Impact Report/Environmental Impact Statement. Volume 1: Master Plan.

MBC Applied Environmental Sciences (MBC). 2005. 2005 Annual Report, Storm Water Discharge Monitoring, Port of Long Beach. Prepared for Port of Long Beach, Planning Division.

MEC Analytical Systems, Inc. 2002. *Final Ports of Long Beach and Los Angeles Year 2000 Biological Baseline Study of San Pedro Bay*. Prepared for Port of Long Beach and Port of Los Angeles.

_____. 1988. Biological Baseline and Ecological Evaluation of Existing Habitats in Los Angeles Harbor and Adjacent Waters. Final Report. Prepared for Port of Los Angeles.

Mercator. 2005. Forecast of Container Vessel Specification and Port Calls Within the San Pedro Bay. February.

Mercer Management Consulting, Inc and Standard & Poor's DRI. 1998. San Pedro Bay Ports Long-Term Cargo Forecast. October.

Meyer, Mohaddes Associates. 2001. Ports of Long Beach/Los Angeles Transportation Study.

Moore, D., and J. Edmunds. 2002. Overview of Pilot Capping Monitoring. MEC Analytical Systems. Website: www.coastal.ca.gov/ sediment/DavidmMCorpsResult.pdf.

Nezlin, N. P., and B. Li. 2003. Time-series Analysis of Remote-sensed Chlorophyll and Environmental Factors in the Santa Monica-San Pedro Basin off Southern California. *Journal of Marine Systems* 39(2003):185-202.

Pacific Edge Engineering, Inc. 2006. Subsurface Investigation Report, Port of Long Beach, Pier E/Middle Harbor Redevelopment, Long Beach, California. Prepared for the Port of Long Beach Planning Department, August 8.

Science Applications International Corporation (SAIC) and MEC Analytical Systems. 1997. Biological Baseline Study of Selected Areas of Long Beach Harbor. Prepared for Port of Long Beach.

Sverdrup, H.U., M.W. Johnson, and R.H. Fleming. 1942. *The Oceans: Their Physics, Chemistry, and General Biology*. Page 202.

URS. 2004. Environmental Impact Statement/ Environmental Impact Report and Application Summary Report, The Port of Long Beach Pier J South Marine Terminal. SCH No. 2000-061141.

U.S. Army Corps of Engineers (USACE), Anchor Environmental, Everest International consultants, MEC Analytical Systems, and Moffatt & Nichol Engineers. 2002. Los Angeles County Regional DMMP Dredge Pilot Studies. Presentation to Contaminated Sediments Task Force. November 12. Website: www.coastal.ca.gov/sediment/ Nov3-CSTF%20presentation.pdf.

U.S. Army Corps of Engineers (USACE). 2002. Los Angeles County Regional Dredged Material Management Plan Pilot Studies. Los Angeles County, California. Evaluation Report. Website: www.coastal. ca.gov/sediment/EvaluationReport.pdf.

U.S. Army Corps of Engineers and Los Angeles Harbor Department (USACE and LAHD). 1992. Deep Draft Navigation Improvements, Los Angeles and Long Beach Harbors, San Pedro Bay, California. Final EIS/EIR. SCH#202087101408. September.

_____. 1973. Effects of Dredged Materials on Dissolved Oxygen in Receiving Water. Prepared for the U.S. Army Corps of Engineers, San Francisco District, under contract No. DACW07-73-1005.

Vagle, S. 2003. *On the Impacts of Underwater Pile-Driving Noise on Marine Life*. Ocean Science and Productivity Division, Institute of Ocean Sciences, DFO/Pacific.

Weston Solutions. 2006. Final Report Chemical and Physical Characterization of Sediments Within Slip 3 for the Pier E Redevelopment Program at the Port of Long Beach, Long Beach, California.