APPENDIX D

TRAFFIC INTERSECTION WORKSHEETS
FOR THE LONG BEACH LNG IMPORT PROJECT

Pier T LNG Facility
Existing
AM Peak

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Existing
AM Peak

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
# 11 Navy Wy & Seaside	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 15 Alameda St & Anaheim St	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 16 Pier S Ave & New Dock St	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
# 17 Pier S Ave & Ocean Bl	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 18 Henry Ford Av & Anaheim St	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 19 Henry Ford & TI Ramps	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C
# 20 SR-47 SB Ramp & New Dock St	B	11.5	0.000	B	11.5	0.000	+ 0.000 D/V
# 21 SR-47 & Ocean Bl	F	xxxxx	1.114	F	xxxxx	1.114	+ 0.000 V/C
#187 SR-47 NB Ramp & Pier S Main En	A	8.2	0.098	A	8.2	0.098	+ 0.000 V/C
#197 Henry Ford Av & Deni St	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
#559 Pier S Ave & MT Exit	B	10.8	0.000	B	10.8	0.000	+ 0.000 D/V
#560 Alameda St & PCH e/o Alameda S	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
#561 Alameda St & PCH n/o PCH	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C

Pier T LNG Facility
Existing
AM Peak

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

Intersection #11 Navy Wy & Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	202	0	693	0	0	0	0	1619	83	266	2482	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	0	693	0	0	0	0	1619	83	266	2482	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	0	0	0	0	0	0	1619	83	266	2482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	0	0	0	0	0	0	1619	83	266	2482	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	222	0	0	0	0	0	0	1619	83	293	2482	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.06	0.10	0.58	0.00
Crit Vol:	111				0		0				827	
Crit Moves:	****						****				****	

Pier T LNG Facility
Existing
AM Peak

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

Intersection #15 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	1	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	9	127	387	6	250	142	87	730	8	385	731	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:	9	127	387	6	250	142	87	730	8	385	731	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:	9	127	387	6	250	142	87	730	8	385	731	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	127	387	6	250	142	87	730	8	385	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	9	127	426	6	250	142	87	730	8	424	731	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:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2778	72
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.15	0.00	0.09	0.10	0.06	0.26	0.01	0.15	0.26	0.26
Crit Vol:			213	6				365		212		
Crit Moves:			****	****				****		****		

Pier T LNG Facility
Existing
AM Peak

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

Intersection #16 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	259	67	30	8	18	31	6	100	346	59	103	32
Growth Adj:	1.00	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	67	30	8	18	31	6	100	346	59	103	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	259	67	30	8	18	31	6	100	0	59	103	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	67	30	8	18	31	6	100	0	59	103	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	259	67	30	8	18	31	6	100	0	59	103	32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.37	0.63	1.00	2.00	1.00	1.00	2.29	0.71
Final Sat.:	1600	1600	1600	1600	588	1012	1600	3200	1600	1600	3662	1138
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.02	0.01	0.03	0.03	0.00	0.03	0.00	0.04	0.03	0.03
Crit Moves:	****				****			****		****		

Pier T LNG Facility
Existing
AM Peak

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

Intersection #17 Pier S Ave & Ocean Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 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			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	253	0	190	212	2325	0	0	2763	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	253	0	190	212	2325	0	0	2763	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	253	0	190	212	2325	0	0	2763	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	253	0	190	212	2325	0	0	2763	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	253	0	190	212	2325	0	0	2763	351
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.14	0.00	0.86	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1828	0	1372	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.13	0.48	0.00	0.00	0.58	0.22
Crit Moves:				****			****				****	

Pier T LNG Facility
Existing
AM Peak

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

Intersection #18 Henry Ford Av & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	93	270	70	126	323	36	32	1042	265	62	1064	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:	93	270	70	126	323	36	32	1042	265	62	1064	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	93	270	70	126	323	36	32	1042	0	62	1064	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	270	70	126	323	36	32	1042	0	62	1064	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	102	270	70	126	323	36	32	1042	0	62	1064	126
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	3846	429	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.05	0.09	0.08	0.08	0.02	0.37	0.00	0.04	0.37	0.09
Crit Vol:		135		126				521		62		
Crit Moves:		****		****				****		****		

Pier T LNG Facility
Existing
AM Peak

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

Intersection #19 Henry Ford & TI Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.234
Loss Time (sec): 0 (Y+R = 4 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	22	205	101	183	291	36	85	9	5	40	5	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	205	101	183	291	36	85	9	5	40	5	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	22	205	0	183	291	36	85	9	5	40	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	205	0	183	291	36	85	9	5	40	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	22	205	0	201	291	36	85	9	5	40	5	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.64	0.36	0.89	0.11	1.00
Final Sat.:	1425	2850	1425	2850	2536	314	1425	916	509	1267	158	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.07	0.11	0.11	0.06	0.01	0.01	0.03	0.03	0.00
Crit Vol:		103		101			85				45	
Crit Moves:		****		****			****				****	

Pier T LNG Facility
Existing
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 SR-47 SB Ramp & New Dock St

Average Delay (sec/veh): 7.2 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	0	2	0 0
Volume Module:																
Base Vol:	24	0	10		0	9	342		0	151	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	
Initial Bse:	24	0	10		0	9	342		0	151	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	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	0	10		0	9	342		0	151	8		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	24	0	10		0	9	342		0	151	8		0	0	0	
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	xxxxx	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	156	xxxx	76	xxxx	159	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	802	xxxx	977	xxxx	737	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	492	xxxx	977	xxxx	737	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.05	xxxx	0.01	xxxx	0.01	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.2	xxxx	0.0	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	12.7	xxxx	8.7	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	A	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	890	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*				
ApproachDel:	11.5				10.0		xxxxxx			xxxxxx						
ApproachLOS:	B				B		*			*						

Pier T LNG Facility
Existing
AM Peak

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

Intersection #21 SR-47 & Ocean Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.114
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	1 1		2	0 2	1 0		1	0 3	0 1	
Volume Module:																
Base Vol:	16	10	53		425	24	645		305	2565	40		10	2453	322	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	18	11	59		476	27	722		342	2873	45		11	2747	361	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	11	59		476	27	722		342	2873	45		11	2747	361	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	11	59		476	27	722		342	2873	45		11	2747	361	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	18	11	59		476	27	722		342	2873	45		11	2747	361	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	2.00		2.00	2.95	0.05		1.00	3.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	3200		3200	4726	74		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.04		0.30	0.02	0.23		0.11	0.61	0.61		0.01	0.57	0.23	
Crit Moves:			****		****				****					****		

Pier T LNG Facility
Existing
AM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #187 SR-47 NB Ramp & Pier S Main Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.098
Loss Time (sec): 0 (Y+R = 4 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:	1	0 1	0	0	0	0 0	0	0	1	1 0	1	0	0	0 1	1	0
Volume Module:																
Base Vol:	0	0	0		0	0	0		141	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	0		141	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	0		141	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	0		141	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	0		141	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:	1.00	1.00	0.00		0.00	0.00	0.00		2.00	1.00	0.00		0.00	2.00	0.00	
Final Sat.:	0	0	0		0	0	0		1440	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.10	xxxx	xxxx		xxxx	xxxx	xxxx	
Crit Moves:									****							
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		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	0.0		8.2	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				8.2				xxxxxx			
Delay Adj:	xxxxx				xxxxx				1.00				xxxxx			
ApprAdjDel:	xxxxxx				xxxxxx				8.2				xxxxxx			
LOS by Appr:	*				*				A				*			

Pier T LNG Facility
Existing
AM Peak

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

Intersection #197 Henry Ford Av & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: 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	1	0	0	1 1	1	0	1	0 0	1	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	335	30		17	406	15		190	6	34		27	9	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	335	30		17	406	15		190	6	34		27	9	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	335	30		17	406	15		190	6	34		27	9	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	335	30		17	406	15		190	6	34		27	9	27	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	335	30		34	406	15		190	6	34		27	9	27	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.75	0.25		0.25	2.65	0.10		1.00	0.15	0.85		0.43	0.14	0.43	
Final Sat.:	1500	4130	370		379	3973	148		1500	225	1275		643	214	643	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.04	0.10	0.10		0.13	0.03	0.03		0.04	0.04	0.04	
Crit Vol:			122		17				190					63		
Crit Moves:			****		****				****					****		

Pier T LNG Facility
Existing
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #559 Pier S Ave & MT Exit

Average Delay (sec/veh): 0.4 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	0	1	1	0 1	1	0 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	0	361	6		7	259	32		0	0	0		8	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	361	6		7	259	32		0	0	0		8	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	361	6		7	259	32		0	0	0		8	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	361	6		7	259	32		0	0	0		8	0	9	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		367	xxxx	xxxxx		xxxx	xxxx	xxxxx		508	xxxx	184	
Potent Cap.:	xxxx	xxxx	xxxxx		1203	xxxx	xxxxx		xxxx	xxxx	xxxxx		500	xxxx	834	
Move Cap.:	xxxx	xxxx	xxxxx		1203	xxxx	xxxxx		xxxx	xxxx	xxxxx		497	xxxx	834	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	xxxx	xxxx		xxxx	xxxx	xxxx		0.02	xxxx	0.01	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		8.0	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	633	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	10.8	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx					10.8		
ApproachLOS:	*				*				*					B		

Pier T LNG Facility
Existing
AM Peak

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

Intersection #560 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 0 (Y+R = 4 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				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 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		264	0	187		230	858	0		0	761	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	0	0		264	0	187		230	858	0		0	761	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	0	0		264	0	187		230	858	0		0	761	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		264	0	187		230	858	0		0	761	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	0	0		264	0	187		230	858	0		0	761	134	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.13		0.16	0.30	0.00		0.00	0.27	0.09	
Crit Vol:		0			264				230					380		
Crit Moves:					****				****					****		

Pier T LNG Facility
Existing
AM Peak

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

Intersection #561 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 (Y+R = 4 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0 1		1	0 3	0 0		0	0 0	0 0		1	0 0	0 1	
Volume Module:																
Base Vol:	0	380	151		284	676	0		0	0	0		165	0	224	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	380	151		284	676	0		0	0	0		165	0	224	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	380	151		284	676	0		0	0	0		165	0	224	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	380	151		284	676	0		0	0	0		165	0	224	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	380	151		284	676	0		0	0	0		165	0	224	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4275	1425		1425	4275	0		0	0	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.11		0.20	0.16	0.00		0.00	0.00	0.00		0.12	0.00	0.16	
Crit Vol:			151		284					0			165			
Crit Moves:			****		****								****			

Pier T LNG Facility
Existing
PM Peak

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Existing
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
# 11 Navy Wy & Seaside	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 15 Alameda St & Anaheim St	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
# 16 Pier S Ave & New Dock St	A	xxxxx	0.219	A	xxxxx	0.219	+ 0.000 V/C
# 17 Pier S Ave & Ocean Bl	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
# 18 Henry Ford Av & Anaheim St	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 19 Henry Ford & TI Ramps	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 20 SR-47 SB Ramp & New Dock St	B	10.7	0.000	B	10.7	0.000	+ 0.000 D/V
# 21 SR-47 & Ocean Bl	F	xxxxx	1.284	F	xxxxx	1.284	+ 0.000 V/C
#187 SR-47 NB Ramp & Pier S Main En	B	11.5	0.438	B	11.5	0.438	+ 0.000 V/C
#197 Henry Ford Av & Deni St	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#559 Pier S Ave & MT Exit	B	10.2	0.000	B	10.2	0.000	+ 0.000 D/V
#560 Alameda St & PCH e/o Alameda S	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
#561 Alameda St & PCH n/o PCH	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C

Pier T LNG Facility
Existing
PM Peak

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

Intersection #11 Navy Wy & Seaside

Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 10 (Y+R = 4 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				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:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	257	0	1049		0	0	0		0	1885	63		80	2147	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	257	0	1049		0	0	0		0	1885	63		80	2147	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	257	0	0		0	0	0		0	1885	63		80	2147	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	257	0	0		0	0	0		0	1885	63		80	2147	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	283	0	0		0	0	0		0	1885	63		88	2147	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.00		0.00	0.00	0.00		0.00	0.44	0.04		0.03	0.50	0.00	
Crit Vol:	141						0			0				716		
Crit Moves:	****								****					****		

Pier T LNG Facility
Existing
PM Peak

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

Intersection #15 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	51	304	652		20	175	31		115	912	13		516	1301	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	304	652		20	175	31		115	912	13		516	1301	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	51	304	652		20	175	31		115	912	13		516	1301	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	304	652		20	175	31		115	912	13		516	1301	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.10		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	51	304	717		20	175	31		115	912	13		568	1301	25	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	2.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.96	0.04	
Final Sat.:	1425	1425	2850		1425	2850	1425		1425	2850	1425		2850	2796	54	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.25		0.01	0.06	0.02		0.08	0.32	0.01		0.20	0.47	0.47	
Crit Vol:			359		20					456			284			
Crit Moves:			****		****					****			****			

Pier T LNG Facility
Existing
PM Peak

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

Intersection #16 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.219
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	152	30	47	11	37	14	15	260	346	17	59	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:	152	30	47	11	37	14	15	260	346	17	59	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	30	47	11	37	14	15	260	0	17	59	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	30	47	11	37	14	15	260	0	17	59	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	152	30	47	11	37	14	15	260	0	17	59	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	1.00	1.00	1.00	0.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1161	439	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.03	0.01	0.03	0.03	0.01	0.08	0.00	0.01	0.02	0.03
Crit Moves:	****				****			****		****		

Pier T LNG Facility
Existing
PM Peak

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

Intersection #17 Pier S Ave & Ocean Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	382	0	230	145	3469	0	0	2742	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	382	0	230	145	3469	0	0	2742	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	382	0	230	145	3469	0	0	2742	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	382	0	230	145	3469	0	0	2742	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.:	0	0	0	382	0	230	145	3469	0	0	2742	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:	0.00	0.00	0.00	1.25	0.00	0.75	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1997	0	1203	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.09	0.72	0.00	0.00	0.57	0.14
Crit Moves:				****				****				

Pier T LNG Facility
Existing
PM Peak

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

Intersection #18 Henry Ford Av & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	452	460	176	112	101	42	78	1105	94	70	1169	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	460	176	112	101	42	78	1105	94	70	1169	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	452	460	176	112	101	42	78	1105	0	70	1169	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	460	176	112	101	42	78	1105	0	70	1169	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	497	460	176	112	101	42	78	1105	0	70	1169	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2221	2054	1425	1425	3019	1256	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.12	0.08	0.03	0.03	0.05	0.39	0.00	0.05	0.41	0.07
Crit Vol:	319			112			78			585		
Crit Moves:	****			****			****			****		

Pier T LNG Facility
Existing
PM Peak

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

Intersection #19 Henry Ford & TI Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.366
Loss Time (sec): 0 (Y+R = 4 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	84	637	81	51	165	35	59	1	0	115	1	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:	84	637	81	51	165	35	59	1	0	115	1	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	84	637	0	51	165	35	59	1	0	115	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	637	0	51	165	35	59	1	0	115	1	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	84	637	0	56	165	35	59	1	0	115	1	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.00	0.00	0.99	0.01	1.00
Final Sat.:	1425	2850	1425	2850	2351	499	1425	1425	0	1413	12	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.00	0.02	0.07	0.07	0.04	0.00	0.00	0.08	0.08	0.00
Crit Vol:	319			28			59			116		
Crit Moves:	****			****			****			****		

Pier T LNG Facility
Existing
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #20 SR-47 SB Ramp & New Dock St

Average Delay (sec/veh): 2.4 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	0	2	0 0
Volume Module:																
Base Vol:	1	0	16		0	9	171		0	617	0		0	0	0	
Growth Adj:	1.00	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	0	16		0	9	171		0	617	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:	1	0	16		0	9	171		0	617	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	1	0	16		0	9	171		0	617	0		0	0	0	
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	xxxxx	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	622	xxxx	309	xxxx	617	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	375	xxxx	693	xxxx	408	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	299	xxxx	693	xxxx	408	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	0.02	xxxx	0.02	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	17.1	xxxx	10.3	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	B	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	807	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*				
ApproachDel:	10.7				9.8		xxxxxx			xxxxxx						
ApproachLOS:	B				A		*			*						

Pier T LNG Facility
Existing
PM Peak

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

Intersection #21 SR-47 & Ocean Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.284
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	1	1	2	0 2	1	0	1	0 3	0	1
Volume Module:																
Base Vol:	10	30	77		261	2	600		892	2925	15		13	2724	423	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	11	34	86		292	2	672		999	3276	17		15	3051	474	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	34	86		292	2	672		999	3276	17		15	3051	474	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	34	86		292	2	672		999	3276	17		15	3051	474	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	34	86		292	2	672		999	3276	17		15	3051	474	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	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	2.00		2.00	2.98	0.02		1.00	3.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	3200		3200	4776	24		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.05		0.18	0.00	0.21		0.31	0.69	0.69		0.01	0.64	0.30	
Crit Moves:			****		****				****					****		

Pier T LNG Facility
Existing
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #187 SR-47 NB Ramp & Pier S Main Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
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 0	0	0 0	0 0	0	1 1	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	630	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	0	630	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	0	630	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	0	630	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	0	630	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:	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	1440	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:							****					
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	11.5	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	0.0	11.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.5			xxxxxx		
Delay Adj:	xxxxx			xxxxx			1.00			xxxxx		
ApprAdjDel:	xxxxxx			xxxxxx			11.5			xxxxxx		
LOS by Appr:	*			*			B			*		

Pier T LNG Facility
Existing
PM Peak

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

Intersection #197 Henry Ford Av & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 0 (Y+R = 4 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:	1 0	2 1	0	0 1	1 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	838	40	29	279	13	345	8	15	16	10	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	838	40	29	279	13	345	8	15	16	10	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	838	40	29	279	13	345	8	15	16	10	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	838	40	29	279	13	345	8	15	16	10	38
PCE Adj:	1.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	838	40	116	279	13	345	8	15	16	10	38
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	1.90	0.10	1.00	0.35	0.65	0.25	0.16	0.59
Final Sat.:	1500	4295	205	1500	2857	143	1500	522	978	375	234	891
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.10	0.09	0.23	0.02	0.02	0.04	0.04	0.04
Crit Vol:		293			29		345				64	
Crit Moves:		****			****		****				****	

Pier T LNG Facility
Existing
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #559 Pier S Ave & MT Exit

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	0	1	1	0 1	1	0 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	0	234	2		1	361	0		0	0	0		4	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	234	2		1	361	0		0	0	0		4	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	234	2		1	361	0		0	0	0		4	0	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	234	2		1	361	0		0	0	0		4	0	4	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.8	xxxx	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		236	xxxx	xxxxx		xxxx	xxxx	xxxxx		418	xxxx	118	
Potent Cap.:	xxxx	xxxx	xxxxx		1343	xxxx	xxxxx		xxxx	xxxx	xxxxx		569	xxxx	918	
Move Cap.:	xxxx	xxxx	xxxxx		1343	xxxx	xxxxx		xxxx	xxxx	xxxxx		568	xxxx	918	
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx		xxxx	xxxx	xxxx		0.01	xxxx	0.00	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		7.7	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	702	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	10.2	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.2			
ApproachLOS:	*				*				*				B			

Pier T LNG Facility
Existing
PM Peak

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

Intersection #560 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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				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 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		274	0	299		189	1141	0		0	1079	287	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		274	0	299		189	1141	0		0	1079	287	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		274	0	299		189	1141	0		0	1079	287	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		274	0	299		189	1141	0		0	1079	287	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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		274	0	299		189	1141	0		0	1079	287	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.21		0.13	0.40	0.00		0.00	0.38	0.20	
Crit Vol:		0			274				189					539		
Crit Moves:					****				****					****		

Pier T LNG Facility
Existing
PM Peak

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

Intersection #561 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 0 (Y+R = 4 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	823	235	343	540	0	0	0	0	173	0	320				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	823	235	343	540	0	0	0	0	173	0	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:	0	823	235	343	540	0	0	0	0	173	0	320				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	823	235	343	540	0	0	0	0	173	0	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.:	0	823	235	343	540	0	0	0	0	173	0	320				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	4275	1425	1425	4275	0	0	0	0	1425	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.16	0.24	0.13	0.00	0.00	0.00	0.00	0.12	0.00	0.22				
Crit Vol:		274		343				0		173						
Crit Moves:		****		****						****						

Pier T LNG Facility
Year 2010 Base
AM Peak

Scenario Report

Scenario:	2010 Base - AM Peak
Command:	2010 Base - AM Peak
Volume:	2010 Base - AM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Base
AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C	
# 1 SR-47 NB On-Ramp & New Dock St	A	9.1	0.205	A	9.1	0.205	+ 0.000	V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.2	0.000	B	11.2	0.000	+ 0.000	D/V
# 3 SR-47 & Ocean Blvd	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000	V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000	V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000	V/C
# 6 Pier S Ave & Depot / SERRF Dri	A	9.7	0.000	A	9.7	0.000	+ 0.000	D/V
# 7 Navy Way & Seaside Ave	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000	V/C
# 8 Henry Ford Ave & TI Freeway Ra	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000	V/C
# 9 Henry Ford Ave & Anaheim St	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000	V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000	V/C
# 11 Alameda St & Anaheim St	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000	V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000	V/C
# 13 Alameda St & PCH n/o PCH	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000	V/C

Pier T LNG Facility
Year 2010 Base
AM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.205
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	24	133	0	0	0	0	260	53	165	0	17	36				
Growth Adj:	1.00	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	133	0	0	0	0	260	53	165	0	17	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	24	133	0	0	0	0	260	53	0	0	17	36				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	133	0	0	0	0	260	53	0	0	17	36				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	24	133	0	0	0	0	260	53	0	0	17	36				
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:	0.31	1.69	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	191	1073	0	0	0	0	1269	693	0	0	661	758				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.12	xxxx	xxxx	xxxx	xxxx	0.20	0.08	xxxx	xxxx	0.03	0.05				
Crit Moves:	****						****					****				
Delay/Veh:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	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:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	0.0	0.0	8.1	7.5				
LOS by Move:	A	A	*	*	*	*	A	A	*	*	A	A				
ApproachDel:	8.9			xxxxxx			9.4				7.7					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	8.9			xxxxxx			9.4				7.7					
LOS by Appr:	A			*			A				A					

Pier T LNG Facility
Year 2010 Base
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 7.4 | 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	3	0	17	180	6	423	0	279	0	0	41	0				
Growth Adj:	1.00	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	0	17	180	6	423	0	279	0	0	41	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	17	180	6	423	0	279	0	0	41	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	17	180	6	423	0	279	0	0	41	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	303	xxxx	140	181	320	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	632	xxxx	889	770	600	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	377	xxxx	889	755	600	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	0.02	0.24	0.01	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	14.6	xxxx	9.1	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	A	*	*	A	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	887	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*				
ApproachDel:	10.0				11.2			xxxxxx			xxxxxx					
ApproachLOS:	A				B			*			*					

Pier T LNG Facility
Year 2010 Base
AM Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0	1	2	0 0	0	2	2	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	51	213	83		289	0	1245		737	175	0		0	73	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	51	213	83		289	0	1245		737	175	0		0	73	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	51	213	83		289	0	1245		737	175	0		0	73	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	213	83		289	0	1245		737	175	0		0	73	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	51	213	83		289	0	1245		737	175	0		0	73	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	0.00	2.00		2.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	0	3200		3200	3200	0		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.05		0.09	0.00	0.39		0.23	0.05	0.00		0.00	0.02	0.00	
Crit Moves:		****					****		****					****		

Pier T LNG Facility
Year 2010 Base
AM Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 10 (Y+R = 4 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				Protected				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	0	2	0 0	0	1	1	0 2	0	0	0	0 2	0	2
Volume Module:																
Base Vol:	0	0	0		121	0	131		104	788	0		0	1286	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		121	0	131		104	788	0		0	1286	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		121	0	131		104	788	0		0	1286	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		121	0	131		104	788	0		0	1286	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		121	0	131		104	788	0		0	1286	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	0	0		3200	0	1600		1600	3200	0		0	3200	3200	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.08		0.07	0.25	0.00		0.00	0.40	0.00	
Crit Moves:							****		****					****		

Pier T LNG Facility
Year 2010 Base
AM Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	141	94	17	21	87	31	6	182	313	48	171	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:	141	94	17	21	87	31	6	182	313	48	171	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	94	17	21	87	31	6	182	0	48	171	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	94	17	21	87	31	6	182	0	48	171	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	141	94	17	21	87	31	6	182	0	48	171	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1180	420	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.01	0.01	0.07	0.07	0.00	0.06	0.00	0.03	0.05	0.10
Crit Moves:	****				****		****					****

Pier T LNG Facility
Year 2010 Base
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 0.5 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	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	184	6	7	253	0	0	0	0	8	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	184	6	7	253	0	0	0	0	8	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	184	6	7	253	0	0	0	0	8	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	184	6	7	253	0	0	0	0	8	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	190	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	95
Potent Cap.:	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	949
Move Cap.:	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	xxxx	949
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	777	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				9.7	
ApproachLOS:	*			*			*				A	

Pier T LNG Facility
Year 2010 Base
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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				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:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	339	0	0		0	0	0		0	2049	343		266	3432	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	339	0	0		0	0	0		0	2049	343		266	3432	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	373	0	0		0	0	0		0	2049	343		293	3432	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.24		0.10	0.80	0.00	
Crit Vol:	186						0			0				1144		
Crit Moves:	****								****					****		

Pier T LNG Facility
Year 2010 Base
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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				Permitted				Permitted			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	2	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	50	574	81		205	835	164		246	0	81		45	10	247	
Growth Adj:	1.00	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	574	81		205	835	164		246	0	81		45	10	247	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	574	0		205	835	164		246	0	81		45	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	574	0		205	835	164		246	0	81		45	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	50	574	0		226	835	164		246	0	81		45	10	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.67	0.33		1.00	0.00	1.00		0.82	0.18	1.00	
Final Sat.:	1425	2850	1425		2850	2382	468		1425	0	1425		1166	259	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.20	0.00		0.08	0.35	0.35		0.17	0.00	0.06		0.04	0.04	0.00	
Crit Vol:	50					500			246					55		
Crit Moves:	****					****			****					****		

Pier T LNG Facility
Year 2010 Base
AM Peak

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

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	132	563	114	82	651	8	22	946	442	64	851	77
Growth Adj:	1.00	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	563	114	82	651	8	22	946	442	64	851	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	563	114	82	651	8	22	946	0	64	851	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	563	114	82	651	8	22	946	0	64	851	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	145	563	114	82	651	8	22	946	0	64	851	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4223	52	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.08	0.06	0.15	0.15	0.02	0.33	0.00	0.04	0.30	0.05
Crit Vol:	282					220		473		64		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Base
AM Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	583	0	0	671	0	337	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	583	0	0	671	0	337	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	583	0	0	671	0	337	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	0	0	671	0	337	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	583	0	0	671	0	337	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	1500	0	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.15	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				224		337				0	
Crit Moves:	****				****		****					

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 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			Protected		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	28	319	382	30	343	222	148	533	22	300	665	27
Growth Adj:	1.00	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	319	382	30	343	222	148	533	22	300	665	27
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	28	319	0	30	343	0	148	533	0	300	665	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	319	0	30	343	0	148	533	0	300	665	27
PCE Adj:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	62	319	0	30	343	0	148	533	0	300	665	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.02	0.12	0.00	0.10	0.19	0.00	0.21	0.23	0.02
Crit Vol:	31				172			267		300		
Crit Moves:	****				****			****		****		

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

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			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	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	210	0	288	357	829	0	0	774	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	0	0	210	0	288	357	829	0	0	774	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	0	0	210	0	288	357	829	0	0	774	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	288	357	829	0	0	774	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	0	0	210	0	288	357	829	0	0	774	134
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.20	0.25	0.29	0.00	0.00	0.27	0.09
Crit Vol:		0		210			357				387	
Crit Moves:				****			****				****	

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	1	0 3	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	879	229		498	1006	0		0	0	0		59	0	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	879	229		498	1006	0		0	0	0		59	0	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	879	229		498	1006	0		0	0	0		59	0	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	879	229		498	1006	0		0	0	0		59	0	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	
Final Vol.:	0	879	229		498	1006	0		0	0	0		59	0	75	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4275	1425		1425	4275	0		0	0	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.16		0.35	0.24	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Vol:		293			498					0			59			
Crit Moves:		****			****								****			

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Scenario Report

Scenario:	2010 Base - MD Peak
Command:	2010 Base - MD Peak
Volume:	2010 Base - MD Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 SR-47 NB On-Ramp & New Dock St	B	12.3	0.467	B	12.3	0.467	+ 0.000
# 2 SR-47 SB Off-Ramp & New Dock S	B	13.8	0.000	B	13.8	0.000	+ 0.000
# 3 SR-47 & Ocean Blvd	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
# 5 Pier S Ave & New Dock St	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
# 6 Pier S Ave & Depot / SERRF Dri	B	10.1	0.000	B	10.1	0.000	+ 0.000
# 7 Navy Way & Seaside Ave	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 8 Henry Ford Ave & TI Freeway Ra	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 9 Henry Ford Ave & Anaheim St	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000
# 11 Alameda St & Anaheim St	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000
# 12 Alameda St & PCH e/o Alameda S	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 13 Alameda St & PCH n/o PCH	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000

Pier T LNG Facility
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	1	0	0
Volume Module:																		
Base Vol:	31	244	0		0	0	0		555	23	241		0	10	24	
Growth Adj:	1.00	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	244	0		0	0	0		555	23	241		0	10	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	31	244	0		0	0	0		555	23	0		0	10	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	244	0		0	0	0		555	23	0		0	10	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	31	244	0		0	0	0		555	23	0		0	10	24	
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:	0.23	1.77	0.00		0.00	0.00	0.00		2.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	127	1008	0		0	0	0		1189	645	0		0	568	639	
Capacity Analysis Module:																		
Vol/Sat:	0.24	0.24	xxxx		xxxx	xxxx	xxxx		0.47	0.04	xxxx		xxxx	0.02	0.04	
Crit Moves:	****								****						****	
Delay/Veh:	10.7	10.6	0.0		0.0	0.0	0.0		13.6	8.3	0.0		0.0	8.8	8.2	
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:	10.7	10.6	0.0		0.0	0.0	0.0		13.6	8.3	0.0		0.0	8.8	8.2	
LOS by Move:	B	B	*		*	*	*		B	A	*		*	A	A	
ApproachDel:	10.6				xxxxxx				13.4				8.4			
Delay Adj:	1.00				xxxxx				1.00				1.00			
ApprAdjDel:	10.6				xxxxxx				13.4				8.4			
LOS by Appr:	B				*				B				A			

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 7.0 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0	1	0	0	1!	0	1	0	0	2	0	1	0	1	1	0	0
Volume Module:																		
Base Vol:	3	0	15		225	0	397		0	577	2		0	41	0	
Growth Adj:	1.00	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	0	15		225	0	397		0	577	2		0	41	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	0	15		225	0	397		0	577	2		0	41	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	3	0	15		225	0	397		0	577	2		0	41	0	
Critical Gap Module:																		
Critical Gp:	7.5	xxxx	6.9		7.5	xxxx	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		3.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																		
Cnflict Vol:	598	xxxx	289		330	xxxx	20		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	391	xxxx	714		605	xxxx	1059		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	244	xxxx	714		592	xxxx	1059		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	0.02		0.38	xxxx	0.37		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																		
Queue:	0.0	xxxx	0.1		xxxxx	xxxx	0.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	19.9	xxxx	10.1		xxxxx	xxxx	9.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	B		*	*	A		*	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	747	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	3.6	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	16.0	xxxxx		xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx	
Shared LOS:	*	*	*		*	C	*		*	*	*		A	*	*	
ApproachDel:	11.8				13.8				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 10 (Y+R = 4 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	2	0	0	0 2	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	67	490	103		341	0	1254		1256	204	0		0	77	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	490	103		341	0	1254		1256	204	0		0	77	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	67	490	103		341	0	1254		1256	204	0		0	77	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	490	103		341	0	1254		1256	204	0		0	77	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	67	490	103		341	0	1254		1256	204	0		0	77	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	0.00	2.00		2.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	0	3200		3200	3200	0		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15	0.06		0.11	0.00	0.39		0.39	0.06	0.00		0.00	0.02	0.00	
Crit Moves:		****			****				****					****		

Pier T LNG Facility
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 10 (Y+R = 4 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				Protected				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0 0	2	0	0	0 1	1	0	2	0 0	0	0	2	0 2
Volume Module:																
Base Vol:	0	0	0		118	0	128		161	1339	0		0	1303	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		118	0	128		161	1339	0		0	1303	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	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		118	0	128		161	1339	0		0	1303	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		118	0	128		161	1339	0		0	1303	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		118	0	128		161	1339	0		0	1303	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	0	0		3200	0	1600		1600	3200	0		0	3200	3200	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.08		0.10	0.42	0.00		0.00	0.41	0.00	
Crit Moves:							****		****					****		

Pier T LNG Facility
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	110	46	99	98	52	0	0	420	152	41	307	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	46	99	98	52	0	0	420	152	41	307	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	110	46	99	98	52	0	0	420	0	41	307	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	46	99	98	52	0	0	420	0	41	307	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	110	46	99	98	52	0	0	420	0	41	307	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	1.00	2.00	1.00	1.00	2.01	0.99
Final Sat.:	1600	1600	1600	1600	1600	0	1600	3200	1600	1600	3210	1590
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.06	0.06	0.03	0.00	0.00	0.13	0.00	0.03	0.10	0.10
Crit Moves:			****	****				****		****		

Pier T LNG Facility
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 0.4 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	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	253	1	1	246	0	0	0	0	9	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	253	1	1	246	0	0	0	0	9	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	1	1	246	0	0	0	0	9	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	253	1	1	246	0	0	0	0	9	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	254	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	xxxx	127
Potent Cap.:	xxxx	xxxx	xxxxx	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	601	xxxx	906
Move Cap.:	xxxx	xxxx	xxxxx	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	601	xxxx	906
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.7	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	723	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	312	0	1211	0	0	0	0	2473	424	0	2662	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	0	1211	0	0	0	0	2473	424	0	2662	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	0	0	0	0	0	0	2473	424	0	2662	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	0	0	0	0	0	0	2473	424	0	2662	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	343	0	0	0	0	0	0	2473	424	0	2662	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.30	0.00	0.62	0.00
Crit Vol:	172				0		0				887	
Crit Moves:	****						****				****	

Pier T LNG Facility
Year 2010 Base
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 0 (Y+R = 4 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	924	61	143	803	116	263	12	92	51	22	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	924	61	143	803	116	263	12	92	51	22	262
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	924	0	143	803	116	263	12	92	51	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	924	0	143	803	116	263	12	92	51	22	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	37	924	0	157	803	116	263	12	92	51	22	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	0.12	0.88	0.70	0.30	1.00
Final Sat.:	1425	2850	1425	2850	2490	360	1425	164	1261	996	429	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.00	0.06	0.32	0.32	0.18	0.07	0.07	0.05	0.05	0.00
Crit Vol:		462			79		263				73	
Crit Moves:		****			****		****				****	

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	122	844	105	75	803	7	25	1130	502	68	1190	84
Growth Adj:	1.00	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	844	105	75	803	7	25	1130	502	68	1190	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	122	844	105	75	803	7	25	1130	0	68	1190	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	844	105	75	803	7	25	1130	0	68	1190	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	134	844	105	75	803	7	25	1130	0	68	1190	84
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4238	37	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.07	0.05	0.19	0.19	0.02	0.40	0.00	0.05	0.42	0.06
Crit Vol:	422					270		565		68		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Base
MD Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	897	0	0	830	0	266	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	897	0	0	830	0	266	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	897	0	0	830	0	266	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	0	0	830	0	266	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	897	0	0	830	0	266	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	0	1500	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Vol:	299			0			266				0	
Crit Moves:	****			****			****					

Pier T LNG Facility
Year 2010 Base
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: 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			Protected		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	202	326	25	316	185	136	437	20	274	1012	24
Growth Adj:	1.00	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	202	326	25	316	185	136	437	20	274	1012	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	23	202	0	25	316	0	136	437	0	274	1012	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	202	0	25	316	0	136	437	0	274	1012	24
PCE Adj:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	51	202	0	25	316	0	136	437	0	274	1012	24
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.02	0.11	0.00	0.10	0.15	0.00	0.19	0.36	0.02
Crit Vol:	25				158			218			506	
Crit Moves:	****				****						****	

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			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	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	137
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.21	0.29	0.27	0.00	0.00	0.29	0.10
Crit Vol:		0		199			408				414	
Crit Moves:				****			****				****	

Pier T LNG Facility
Year 2010 Base
MD Peak

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1107	226	504	1080	0	0	0	0	63	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	1107	226	504	1080	0	0	0	0	63	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	1107	226	504	1080	0	0	0	0	63	0	74				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1107	226	504	1080	0	0	0	0	63	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	1107	226	504	1080	0	0	0	0	63	0	74				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	4275	1425	1425	4275	0	0	0	0	1425	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.16	0.35	0.25	0.00	0.00	0.00	0.00	0.04	0.00	0.05				
Crit Vol:		369		504				0		63						
Crit Moves:		****		****						****						

Pier T LNG Facility
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Scenario Report

Scenario:	2010 Base - PM Peak
Command:	2010 Base - PM Peak
Volume:	2010 Base - PM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Base
PM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C	
# 1 SR-47 NB On-Ramp & New Dock St	B	11.4	0.429	B	11.4	0.429	+ 0.000	V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.8	0.000	B	11.8	0.000	+ 0.000	D/V
# 3 SR-47 & Ocean Blvd	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000	V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000	V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000	V/C
# 6 Pier S Ave & Depot / SERRF Dri	B	10.6	0.000	B	10.6	0.000	+ 0.000	D/V
# 7 Navy Way & Seaside Ave	F	xxxxx	1.033	F	xxxxx	1.033	+ 0.000	V/C
# 8 Henry Ford Ave & TI Freeway Ra	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000	V/C
# 9 Henry Ford Ave & Anaheim St	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000	V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000	V/C
# 11 Alameda St & Anaheim St	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000	V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000	V/C
# 13 Alameda St & PCH n/o PCH	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000	V/C

Pier T LNG Facility
Year 2010 Base
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 | Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1	0	0	0	0	0	1	1	0	1	0	0	1	0	0
Volume Module:																
Base Vol:	25	167	0		0	0	0		522	51	129		0	34	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:	25	167	0		0	0	0		522	51	129		0	34	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	25	167	0		0	0	0		522	51	0		0	34	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	167	0		0	0	0		522	51	0		0	34	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	25	167	0		0	0	0		522	51	0		0	34	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:	0.26	1.74	0.00		0.00	0.00	0.00		2.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	144	971	0		0	0	0		1216	660	0		0	598	677	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	xxxx		xxxx	xxxx	xxxx		0.43	0.08	xxxx		xxxx	0.06	0.09	
Crit Moves:	****								****						****	
Delay/Veh:	10.1	10.0	0.0		0.0	0.0	0.0		12.7	8.5	0.0		0.0	8.8	8.2	
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:	10.1	10.0	0.0		0.0	0.0	0.0		12.7	8.5	0.0		0.0	8.8	8.2	
LOS by Move:	B	B	*		*	*	*		B	A	*		*	A	A	
ApproachDel:	10.0				xxxxxx				12.4					8.4		
Delay Adj:	1.00				xxxxx				1.00					1.00		
ApprAdjDel:	10.0				xxxxxx				12.4					8.4		
LOS by Appr:	B				*				B					A		

Pier T LNG Facility
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 4.0 | 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0	1	0	0	1!	0	1	0	0	2	0	1	0	1	1	0	0
Volume Module:																
Base Vol:	4	0	11		125	5	195		0	566	0		0	59	0	
Growth Adj:	1.00	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	0	11		125	5	195		0	566	0		0	59	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	0	11		125	5	195		0	566	0		0	59	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	0	11		125	5	195		0	566	0		0	59	0	
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9		7.5	6.5	6.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3		3.5	4.0	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	598	xxxx	283		342	625	30		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	390	xxxx	720		593	404	1045		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	314	xxxx	720		584	404	1045		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	0.02		0.21	0.01	0.19		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	0.0	xxxx	0.0		xxxxx	xxxx	0.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	16.6	xxxx	10.1		xxxxx	xxxx	8.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	B		*	*	A		*	*	*		*	*	*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx		711	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		1.4	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx		12.4	xxxxx	xxxxx	xxxx	xxxxx		9.0	xxxx	xxxxx	
Shared LOS:	*	*	*		*		B	*	*	*	*		A	*	*	
ApproachDel:	11.8				11.3				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 10 (Y+R = 4 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	2	0	0	0	2	2	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	52	371	99	175	0	1071	1370	213	0	0	72	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:	52	371	99	175	0	1071	1370	213	0	0	72	176								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	52	371	99	175	0	1071	1370	213	0	0	72	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	52	371	99	175	0	1071	1370	213	0	0	72	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	52	371	99	175	0	1071	1370	213	0	0	72	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00								
Final Sat.:	1600	3200	1600	3200	0	3200	3200	3200	0	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.12	0.06	0.05	0.00	0.33	0.43	0.07	0.00	0.00	0.02	0.00								
Crit Moves:		****		****			****				****									

Pier T LNG Facility
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PM Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 10 (Y+R = 4 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				Protected				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	2	0	2
Volume Module:																				
Base Vol:	0	0	0	101	0	182	200	1484	0	0	1085	110								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	101	0	182	200	1484	0	0	1085	110								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	0	0	0	101	0	182	200	1484	0	0	1085	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	101	0	182	200	1484	0	0	1085	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	0	0	0	101	0	182	200	1484	0	0	1085	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	2.00								
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	3200								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.11	0.13	0.46	0.00	0.00	0.34	0.00								
Crit Moves:						****	****				****									

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	178	93	116	59	51	14	15	419	260	29	61	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	93	116	59	51	14	15	419	260	29	61	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	178	93	116	59	51	14	15	419	0	29	61	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	93	116	59	51	14	15	419	0	29	61	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	178	93	116	59	51	14	15	419	0	29	61	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1255	345	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.07	0.04	0.04	0.04	0.01	0.13	0.00	0.02	0.02	0.03
Crit Moves:	****				****			****		****		

Pier T LNG Facility
Year 2010 Base
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

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	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	321	2	1	318	0	0	0	0	4	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	321	2	1	318	0	0	0	0	4	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	321	2	1	318	0	0	0	0	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	321	2	1	318	0	0	0	0	4	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	162
Potent Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	518	xxxx	861
Move Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	517	xxxx	861
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.9	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	646	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6		
ApproachLOS:	*			*			*			B		

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	547	0	1687	0	0	0	0	2850	310	80	3514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	0	1687	0	0	0	0	2850	310	80	3514	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	0	0	0	0	0	0	2850	310	80	3514	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	0	0	0	0	0	2850	310	80	3514	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	602	0	0	0	0	0	0	2850	310	88	3514	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.22	0.03	0.82	0.00
Crit Vol:	301				0		0				1171	
Crit Moves:	****						****				****	

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	126	1043	47	104	613	625	78	8	153	38	6	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:	126	1043	47	104	613	625	78	8	153	38	6	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	1043	0	104	613	625	78	8	153	38	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1043	0	104	613	625	78	8	153	38	6	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	126	1043	0	114	613	625	78	8	153	38	6	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.05	0.95	0.86	0.14	1.00
Final Sat.:	1425	2850	1425	2850	1425	1425	1425	71	1354	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.00	0.04	0.43	0.44	0.05	0.11	0.11	0.03	0.03	0.00
Crit Vol:	126					625		161		38		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	384	899	101	105	549	34	20	1146	140	51	1322	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:	384	899	101	105	549	34	20	1146	140	51	1322	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	384	899	101	105	549	34	20	1146	0	51	1322	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	899	101	105	549	34	20	1146	0	51	1322	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	422	899	101	105	549	34	20	1146	0	51	1322	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4026	249	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.30	0.32	0.07	0.07	0.14	0.14	0.01	0.40	0.00	0.04	0.46	0.08
Crit Vol:		450				194	20				661	
Crit Moves:		****				****	****				****	

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	953	0	0	602	0	243	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	953	0	0	602	0	243	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	953	0	0	602	0	243	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	953	0	0	602	0	243	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	953	0	0	602	0	243	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	0	1500	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.13	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Vol:		318		0			243				0	
Crit Moves:		****		****			****					

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 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			Protected		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	231	479	28	522	234	157	516	15	336	1113	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	231	479	28	522	234	157	516	15	336	1113	36
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	11	231	0	28	522	0	157	516	0	336	1113	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	231	0	28	522	0	157	516	0	336	1113	36
PCE Adj:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	24	231	0	28	522	0	157	516	0	336	1113	36
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.02	0.18	0.00	0.11	0.18	0.00	0.24	0.39	0.03
Crit Vol:	12			261			258			336		
Crit Moves:	****			****			****			****		

Pier T LNG Facility
Year 2010 Base
PM Peak

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

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			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	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	73	0	425	395	849	0	0	966	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	425	395	849	0	0	966	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	425	395	849	0	0	966	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	425	395	849	0	0	966	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	73	0	425	395	849	0	0	966	264
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.30	0.28	0.30	0.00	0.00	0.34	0.19
Crit Vol:	0			73			395			483		
Crit Moves:				****			****			****		

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-------------------------------------------------------------------------------
                              Pier T LNG Facility
                                Year 2010 Base
                                    PM Peak
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Alameda St & PCH n/o PCH
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.686
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       59                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         Permitted        Permitted
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  3  0  1    1  0  3  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1127   395   498 1129     0     0    0     0    84    0   180
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1127   395   498 1129     0     0    0     0    84    0   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1127   395   498 1129     0     0    0     0    84    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1127   395   498 1129     0     0    0     0    84    0   180
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0 1127   395   498 1129     0     0    0     0    84    0   180
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 3.00  1.00  1.00 3.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 4275  1425  1425 4275     0     0    0     0  1425    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.26  0.28  0.35 0.26  0.00  0.00 0.00  0.00  0.06 0.00  0.13
Crit Vol:                 395   498                     0          84
Crit Moves:              ****  ****                             ****
*******************************************************************************
```

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

Scenario Report

Scenario:	2010 Construction - AM Peak
Command:	2010 Construction - AM Peak
Volume:	2010 Base - AM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

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 SR-47 NB On-Ramp & New Dock St	A	9.1	0.205	A	9.1	0.206	+ 0.001 V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.2	0.000	B	11.6	0.000	+ 0.372 D/V
# 3 SR-47 & Ocean Blvd	A	xxxxx	0.578	B	xxxxx	0.649	+ 0.071 V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.649	C	xxxxx	0.717	+ 0.069 V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.266	A	xxxxx	0.312	+ 0.047 V/C
# 6 Pier S Ave & Depot / SERRF Dri	A	9.7	0.000	C	17.7	0.000	+ 8.010 D/V
# 7 Navy Way & Seaside Ave	E	xxxxx	0.934	E	xxxxx	0.937	+ 0.003 V/C
# 8 Henry Ford Ave & TI Freeway Ra	A	xxxxx	0.597	B	xxxxx	0.637	+ 0.040 V/C
# 9 Henry Ford Ave & Anaheim St	C	xxxxx	0.729	C	xxxxx	0.760	+ 0.032 V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.399	+ 0.026 V/C
# 11 Alameda St & Anaheim St	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 13 Alameda St & PCH n/o PCH	A	xxxxx	0.596	A	xxxxx	0.600	+ 0.003 V/C

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	24	133	0	0	0	0	260	53	165	0	17	36				
Growth Adj:	1.00	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	133	0	0	0	0	260	53	165	0	17	36				
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	24	133	0	0	0	0	261	53	165	0	17	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	24	133	0	0	0	0	261	53	0	0	17	36				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	133	0	0	0	0	261	53	0	0	17	36				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	24	133	0	0	0	0	261	53	0	0	17	36				
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:	0.31	1.69	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	191	1073	0	0	0	0	1269	693	0	0	661	757				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.12	xxxx	xxxx	xxxx	xxxx	0.21	0.08	xxxx	xxxx	0.03	0.05				
Crit Moves:	****						****					****				
Delay/Veh:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	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:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	0.0	0.0	8.1	7.5				
LOS by Move:	A	A	*	*	*	*	A	A	*	*	A	A				
ApproachDel:	8.9			xxxxxx			9.4				7.7					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	8.9			xxxxxx			9.4				7.7					
LOS by Appr:	A			*			A				A					

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 8.0 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	3	0	17	180	6	423	0	279	0	0	41	0				
Growth Adj:	1.00	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	0	17	180	6	423	0	279	0	0	41	0				
Added Vol:	0	0	0	0	0	102	0	1	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	0	17	180	6	525	0	280	0	0	41	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	17	180	6	525	0	280	0	0	41	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	17	180	6	525	0	280	0	0	41	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	304	xxxx	140	181	321	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	631	xxxx	889	769	599	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	316	xxxx	889	755	599	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	0.02	0.24	0.01	0.50	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	1.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	16.5	xxxx	9.1	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	A	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	903	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*				
ApproachDel:	10.2			11.6			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	0 0	2	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	51	213	83	289	0	1245	737	175	0	0	73	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	213	83	289	0	1245	737	175	0	0	73	59
Added Vol:	0	0	0	14	0	0	0	25	0	0	227	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	213	83	303	0	1245	737	200	0	0	300	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	213	83	303	0	1245	737	200	0	0	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	213	83	303	0	1245	737	200	0	0	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	51	213	83	303	0	1245	737	200	0	0	300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	3200	0	3200	3200	3200	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.05	0.09	0.00	0.39	0.23	0.06	0.00	0.00	0.09	0.00
Crit Moves:		****				****	****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 10 (Y+R = 4 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			Protected			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	0	121	0	131	104	788	0	0	1286	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	121	0	131	104	788	0	0	1286	82
Added Vol:	0	0	0	11	0	1	102	14	0	0	14	213
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	132	0	132	206	802	0	0	1300	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	132	0	132	206	802	0	0	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	132	0	132	206	802	0	0	1300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	132	0	132	206	802	0	0	1300	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.13	0.25	0.00	0.00	0.41	0.00
Crit Moves:						****	****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	141	94	17	21	87	31	6	182	313	48	171	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:	141	94	17	21	87	31	6	182	313	48	171	160
Added Vol:	0	0	1	0	0	0	0	0	0	102	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	94	18	21	87	31	6	182	313	150	171	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	94	18	21	87	31	6	182	0	150	171	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	94	18	21	87	31	6	182	0	150	171	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	141	94	18	21	87	31	6	182	0	150	171	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1180	420	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.01	0.01	0.07	0.07	0.00	0.06	0.00	0.09	0.05	0.10
Crit Moves:	****				****			****		****		

Pier T LNG Facility
Year 2010 Construction Scenario
AM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 3.7 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:	1 0	1 1	0	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	184	6	7	253	0	0	0	0	8	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	184	6	7	253	0	0	0	0	8	0	9
Added Vol:	315	0	0	0	0	102	1	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	184	6	7	253	102	1	0	12	8	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	184	6	7	253	102	1	0	12	8	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	315	184	6	7	253	102	1	0	12	8	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	355	xxxx	xxxxx	190	xxxx	xxxxx	989	xxxx	127	957	xxxx	95
Potent Cap.:	1215	xxxx	xxxxx	1396	xxxx	xxxxx	204	xxxx	907	215	xxxx	949
Move Cap.:	1215	xxxx	xxxxx	1396	xxxx	xxxxx	161	xxxx	907	169	xxxx	949
Volume/Cap:	0.26	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	0.01	0.05	xxxx	0.01
Level Of Service Module:												
Queue:	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	0.0	xxxxx	xxxx	xxxxx
Stopped Del:	9.0	xxxx	xxxxx	7.6	xxxx	xxxxx	27.5	xxxx	9.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	D	*	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	299	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.4			17.7		
ApproachLOS:	*			*			B			C		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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				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:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
Added Vol:	0	0	0		0	0	0		0	115	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	339	0	1087		0	0	0		0	2164	343		266	3446	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	339	0	0		0	0	0		0	2164	343		266	3446	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	339	0	0		0	0	0		0	2164	343		266	3446	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	373	0	0		0	0	0		0	2164	343		293	3446	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.00		0.00	0.00	0.00		0.00	0.51	0.24		0.10	0.81	0.00	
Crit Vol:	186						0			0				1149		
Crit Moves:	****								****					****		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 (Y+R = 4 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				Permitted				Permitted			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	2	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	50	574	81		205	835	164		246	0	81		45	10	247	
Growth Adj:	1.00	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	574	81		205	835	164		246	0	81		45	10	247	
Added Vol:	0	14	0		0	115	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	588	81		205	950	164		246	0	81		45	10	247	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	588	0		205	950	164		246	0	81		45	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	588	0		205	950	164		246	0	81		45	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	50	588	0		226	950	164		246	0	81		45	10	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.71	0.29		1.00	0.00	1.00		0.82	0.18	1.00	
Final Sat.:	1425	2850	1425		2850	2430	420		1425	0	1425		1166	259	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.00		0.08	0.39	0.39		0.17	0.00	0.06		0.04	0.04	0.00	
Crit Vol:	50						557		246					55		
Crit Moves:	****						****		****					****		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	132	563	114	82	651	8	22	946	442	64	851	77
Growth Adj:	1.00	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	563	114	82	651	8	22	946	442	64	851	77
Added Vol:	0	14	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	577	114	82	766	8	22	946	442	64	851	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	577	114	82	766	8	22	946	0	64	851	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	577	114	82	766	8	22	946	0	64	851	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	145	577	114	82	766	8	22	946	0	64	851	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4231	44	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.08	0.06	0.18	0.18	0.02	0.33	0.00	0.04	0.30	0.05
Crit Vol:	289			258			473			64		
Crit Moves:	****			****			****			****		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 (Y+R = 4 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	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	583	0	0	671	0	337	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	583	0	0	671	0	337	0	0	0	0	0
Added Vol:	0	14	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	597	0	0	786	0	337	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	597	0	0	786	0	337	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	597	0	0	786	0	337	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	597	0	0	786	0	337	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	1500	0	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.17	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			262			337			0		
Crit Moves:	****			****			****					

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 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				Protected			
Rights:	Ignore				Ignore				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	319	382		30	343	222		148	533	22		300	665	27	
Growth Adj:	1.00	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	319	382		30	343	222		148	533	22		300	665	27	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	319	382		30	343	222		148	533	22		300	665	27	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	28	319	0		30	343	0		148	533	0		300	665	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	319	0		30	343	0		148	533	0		300	665	27	
PCE Adj:	2.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	62	319	0		30	343	0		148	533	0		300	665	27	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1425	2850	1425		1425	2850	1425		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.11	0.00		0.02	0.12	0.00		0.10	0.19	0.00		0.21	0.23	0.02	
Crit Vol:	31				172				267				300			
Crit Moves:	****				****				****				****			

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

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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				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	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.20		0.25	0.29	0.00		0.00	0.27	0.09	
Crit Vol:	0				210				357				387			
Crit Moves:					****				****				****			

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	879	229	498	1006	0	0	0	0	59	0	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	879	229	498	1006	0	0	0	0	59	0	75				
Added Vol:	0	14	0	0	115	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	893	229	498	1121	0	0	0	0	59	0	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	893	229	498	1121	0	0	0	0	59	0	75				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	893	229	498	1121	0	0	0	0	59	0	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				
Final Vol.:	0	893	229	498	1121	0	0	0	0	59	0	75				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	4275	1425	1425	4275	0	0	0	0	1425	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.16	0.35	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.05				
Crit Vol:		298		498				0		59						
Crit Moves:		****		****						****						

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

Scenario Report

Scenario:	2010 Construction - MD Peak
Command:	2010 Construction - MD Peak
Volume:	2010 Base - MD Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	MD Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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 SR-47 NB On-Ramp & New Dock St	B	12.3	0.467	B	13.9	0.553	+ 0.086 V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	13.8	0.000	B	14.8	0.000	+ 1.052 D/V
# 3 SR-47 & Ocean Blvd	C	xxxxx	0.776	C	xxxxx	0.788	+ 0.012 V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.688	C	xxxxx	0.757	+ 0.069 V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.280	A	xxxxx	0.344	+ 0.064 V/C
# 6 Pier S Ave & Depot / SERRF Dri	B	10.1	0.000	B	12.4	0.000	+ 2.300 D/V
# 7 Navy Way & Seaside Ave	C	xxxxx	0.743	C	xxxxx	0.770	+ 0.027 V/C
# 8 Henry Ford Ave & TI Freeway Ra	B	xxxxx	0.615	B	xxxxx	0.656	+ 0.040 V/C
# 9 Henry Ford Ave & Anaheim St	E	xxxxx	0.930	E	xxxxx	0.973	+ 0.044 V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.377	A	xxxxx	0.402	+ 0.026 V/C
# 11 Alameda St & Anaheim St	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 12 Alameda St & PCH e/o Alameda S	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 13 Alameda St & PCH n/o PCH	B	xxxxx	0.657	B	xxxxx	0.684	+ 0.027 V/C

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	31	244	0	0	0	0	555	23	241	0	10	24				
Growth Adj:	1.00	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	244	0	0	0	0	555	23	241	0	10	24				
Added Vol:	0	0	0	0	0	0	102	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	31	244	0	0	0	0	657	23	241	0	10	24				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	31	244	0	0	0	0	657	23	0	0	10	24				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	244	0	0	0	0	657	23	0	0	10	24				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	31	244	0	0	0	0	657	23	0	0	10	24				
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:	0.23	1.77	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	122	971	0	0	0	0	1189	644	0	0	552	619				
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	xxxx	xxxx	xxxx	xxxx	0.55	0.04	xxxx	xxxx	0.02	0.04				
Crit Moves:	****						****					****				
Delay/Veh:	11.1	11.0	0.0	0.0	0.0	0.0	15.6	8.4	0.0	0.0	9.0	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:	11.1	11.0	0.0	0.0	0.0	0.0	15.6	8.4	0.0	0.0	9.0	8.4				
LOS by Move:	B	B	*	*	*	*	C	A	*	*	A	A				
ApproachDel:	11.0			xxxxxx			15.4				8.5					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	11.0			xxxxxx			15.4				8.5					
LOS by Appr:	B			*			C				A					

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[14.8]

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				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	3	0	15	225	0	397	0	577	2	0	41	0				
Growth Adj:	1.00	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	0	15	225	0	397	0	577	2	0	41	0				
Added Vol:	0	0	0	0	0	1	0	102	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	0	15	225	0	398	0	679	2	0	41	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	15	225	0	398	0	679	2	0	41	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	15	225	0	398	0	679	2	0	41	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	700	xxxx	340	381	xxxx	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	330	xxxx	662	557	xxxx	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	206	xxxx	662	544	xxxx	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	0.02	0.41	xxxx	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	22.7	xxxx	10.6	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	B	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	705	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	C	*	*	*	*	A	*	*				
ApproachDel:	12.6			14.8			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		2	0 0	0 2		2	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	67	490	103		341	0	1254		1256	204	0		0	77	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	67	490	103		341	0	1254		1256	204	0		0	77	96	
Added Vol:	0	0	0		14	0	0		0	227	0		0	25	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	67	490	103		355	0	1254		1256	431	0		0	102	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	67	490	103		355	0	1254		1256	431	0		0	102	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	490	103		355	0	1254		1256	431	0		0	102	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	67	490	103		355	0	1254		1256	431	0		0	102	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	0.00	2.00		2.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	0	3200		3200	3200	0		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.15	0.06		0.11	0.00	0.39		0.39	0.13	0.00		0.00	0.03	0.00	
Crit Moves:		****			****				****					****		

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 10 (Y+R = 4 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				Protected				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		2	0 0	0 1		1	0 2	0 0		0	0 2	0 2	
Volume Module:																
Base Vol:	0	0	0		118	0	128		161	1339	0		0	1303	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		118	0	128		161	1339	0		0	1303	94	
Added Vol:	0	0	0		213	0	102		1	14	0		0	14	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		331	0	230		162	1353	0		0	1317	105	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		331	0	230		162	1353	0		0	1317	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		331	0	230		162	1353	0		0	1317	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		331	0	230		162	1353	0		0	1317	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	0	0		3200	0	1600		1600	3200	0		0	3200	3200	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.10	0.00	0.14		0.10	0.42	0.00		0.00	0.41	0.00	
Crit Moves:							****		****					****		

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	110	46	99	98	52	0	0	420	152	41	307	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	46	99	98	52	0	0	420	152	41	307	152
Added Vol:	0	0	102	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	46	201	98	52	0	0	420	152	42	307	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	110	46	201	98	52	0	0	420	0	42	307	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	46	201	98	52	0	0	420	0	42	307	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	110	46	201	98	52	0	0	420	0	42	307	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.00	1.00	2.00	1.00	1.00	2.01	0.99
Final Sat.:	1600	1600	1600	1600	1600	0	1600	3200	1600	1600	3210	1590
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.13	0.06	0.03	0.00	0.00	0.13	0.00	0.03	0.10	0.10
Crit Moves:			****	****				****		****		

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 5.4 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		0 1	1 0	1		1 0	0 0	1		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	253	1		1	246	0		0	0	0		9	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	253	1		1	246	0		0	0	0		9	0	9	
Added Vol:	12	0	0		0	0	1		102	0	315		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	253	1		1	246	1		102	0	315		9	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	12	253	1		1	246	1		102	0	315		9	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	12	253	1		1	246	1		102	0	315		9	0	9	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	xxxx	6.9		7.5	xxxx	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx	3.3		3.5	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	247	xxxx	xxxxx		254	xxxx	xxxxx		399	xxxx	123		403	xxxx	127	
Potent Cap.:	1331	xxxx	xxxxx		1323	xxxx	xxxxx		541	xxxx	911		537	xxxx	906	
Move Cap.:	1331	xxxx	xxxxx		1323	xxxx	xxxxx		532	xxxx	911		349	xxxx	906	
Volume/Cap:	0.01	xxxx	xxxx		0.00	xxxx	xxxx		0.19	xxxx	0.35		0.03	xxxx	0.01	
Level Of Service Module:																
Queue:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		0.7	xxxx	1.6		xxxxx	xxxx	xxxxx	
Stopped Del:	7.7	xxxx	xxxxx		7.7	xxxx	xxxxx		13.4	xxxx	11.0		xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*		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		xxxx	504	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	12.4	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				11.6				12.4			
ApproachLOS:	*				*				B				B			

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	312	0	1211	0	0	0	0	2473	424	0	2662	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	0	1211	0	0	0	0	2473	424	0	2662	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	0	1211	0	0	0	0	2487	424	0	2777	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	312	0	0	0	0	0	0	2487	424	0	2777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	0	0	0	0	0	0	2487	424	0	2777	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	343	0	0	0	0	0	0	2487	424	0	2777	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.30	0.00	0.65	0.00
Crit Vol:	172				0		0				926	
Crit Moves:	****						****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	37	924	61	143	803	116	263	12	92	51	22	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	924	61	143	803	116	263	12	92	51	22	262
Added Vol:	0	115	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1039	61	143	817	116	263	12	92	51	22	262
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	1039	0	143	817	116	263	12	92	51	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1039	0	143	817	116	263	12	92	51	22	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	37	1039	0	157	817	116	263	12	92	51	22	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	0.12	0.88	0.70	0.30	1.00
Final Sat.:	1425	2850	1425	2850	2496	354	1425	164	1261	996	429	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.00	0.06	0.33	0.33	0.18	0.07	0.07	0.05	0.05	0.00
Crit Vol:		520		79			263				73	
Crit Moves:		****		****			****				****	

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 1	0	1	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	122	844	105		75	803	7		25	1130	502		68	1190	84	
Growth Adj:	1.00	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	844	105		75	803	7		25	1130	502		68	1190	84	
Added Vol:	0	115	0		0	14	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	122	959	105		75	817	7		25	1130	502		68	1190	84	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	122	959	105		75	817	7		25	1130	0		68	1190	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	122	959	105		75	817	7		25	1130	0		68	1190	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	134	959	105		75	817	7		25	1130	0		68	1190	84	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.97	0.03		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1425	2850	1425		1425	4239	36		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.34	0.07		0.05	0.19	0.19		0.02	0.40	0.00		0.05	0.42	0.06	
Crit Vol:	480				275				565				68			
Crit Moves:	****				****				****				****			

Pier T LNG Facility
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MD Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 (Y+R = 4 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 3	0	0	0	0 3	0	0	1	0 0	1	0	0	0 1!	0	0
Volume Module:																
Base Vol:	0	897	0		0	830	0		266	0	3		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	897	0		0	830	0		266	0	3		0	0	0	
Added Vol:	0	115	0		0	14	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1012	0		0	844	0		266	0	3		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1012	0		0	844	0		266	0	3		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1012	0		0	844	0		266	0	3		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	1012	0		0	844	0		266	0	3		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00	
Final Sat.:	1500	4500	0		0	4500	0		1500	0	1500		0	1500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00		0.00	0.19	0.00		0.18	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	337				0				266					0		
Crit Moves:	****				****				****							

Pier T LNG Facility
Year 2010 Construction Scenario
MD Peak

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: 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			Protected		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	23	202	326	25	316	185	136	437	20	274	1012	24
Growth Adj:	1.00	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	202	326	25	316	185	136	437	20	274	1012	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	202	326	25	316	185	136	437	20	274	1012	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	23	202	0	25	316	0	136	437	0	274	1012	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	202	0	25	316	0	136	437	0	274	1012	24
PCE Adj:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	51	202	0	25	316	0	136	437	0	274	1012	24
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.02	0.11	0.00	0.10	0.15	0.00	0.19	0.36	0.02
Crit Vol:	25				158			218			506	
Crit Moves:	****				****						****	

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			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	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	199	0	305	408	774	0	0	827	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	0	0	199	0	305	408	774	0	0	827	137
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.21	0.29	0.27	0.00	0.00	0.29	0.10
Crit Vol:		0			199			408			414	
Crit Moves:				****			****				****	

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	1	0 3	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	1107	226		504	1080	0		0	0	0		63	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	1107	226		504	1080	0		0	0	0		63	0	74	
Added Vol:	0	115	0		0	14	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1222	226		504	1094	0		0	0	0		63	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	1222	226		504	1094	0		0	0	0		63	0	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1222	226		504	1094	0		0	0	0		63	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	1222	226		504	1094	0		0	0	0		63	0	74	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4275	1425		1425	4275	0		0	0	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.16		0.35	0.26	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Vol:		407			504					0			63			
Crit Moves:		****			****								****			

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

Scenario Report

Scenario:	2010 Construction - PM Peak
Command:	2010 Construction - PM Peak
Volume:	2010 Base - PM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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 SR-47 NB On-Ramp & New Dock St	B	11.4	0.429	B	12.7	0.514	+ 0.084 V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.8	0.000	B	12.7	0.000	+ 0.881 D/V
# 3 SR-47 & Ocean Blvd	C	xxxxx	0.721	C	xxxxx	0.733	+ 0.012 V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.678	C	xxxxx	0.747	+ 0.069 V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.301	A	xxxxx	0.323	+ 0.022 V/C
# 6 Pier S Ave & Depot / SERRF Dri	B	10.6	0.000	B	13.6	0.000	+ 2.911 D/V
# 7 Navy Way & Seaside Ave	F	xxxxx	1.033	F	xxxxx	1.060	+ 0.027 V/C
# 8 Henry Ford Ave & TI Freeway Ra	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.001 V/C
# 9 Henry Ford Ave & Anaheim St	E	xxxxx	0.930	E	xxxxx	0.973	+ 0.044 V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.399	+ 0.026 V/C
# 11 Alameda St & Anaheim St	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 13 Alameda St & PCH n/o PCH	B	xxxxx	0.686	B	xxxxx	0.699	+ 0.013 V/C

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	25	167	0	0	0	0	522	51	129	0	34	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:	25	167	0	0	0	0	522	51	129	0	34	63				
Added Vol:	0	0	0	0	0	0	102	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	25	167	0	0	0	0	624	51	129	0	34	63				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	25	167	0	0	0	0	624	51	0	0	34	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	25	167	0	0	0	0	624	51	0	0	34	63				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	25	167	0	0	0	0	624	51	0	0	34	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:	0.26	1.74	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	139	939	0	0	0	0	1214	659	0	0	582	657				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	xxxx	xxxx	xxxx	xxxx	0.51	0.08	xxxx	xxxx	0.06	0.10				
Crit Moves:	****						****					****				
Delay/Veh:	10.4	10.3	0.0	0.0	0.0	0.0	14.5	8.5	0.0	0.0	8.9	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:	10.4	10.3	0.0	0.0	0.0	0.0	14.5	8.5	0.0	0.0	8.9	8.4				
LOS by Move:	B	B	*	*	*	*	B	A	*	*	A	A				
ApproachDel:	10.3			xxxxxx			14.0				8.6					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	10.3			xxxxxx			14.0				8.6					
LOS by Appr:	B			*			B				A					

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 3.8 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	4	0	11	125	5	195	0	566	0	0	59	0				
Growth Adj:	1.00	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	0	11	125	5	195	0	566	0	0	59	0				
Added Vol:	0	0	0	0	0	1	0	102	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	0	11	125	5	196	0	668	0	0	59	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	11	125	5	196	0	668	0	0	59	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	4	0	11	125	5	196	0	668	0	0	59	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	700	xxxx	334	393	727	30	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	330	xxxx	668	546	353	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	265	xxxx	668	537	353	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	0.02	0.23	0.01	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	18.8	xxxx	10.5	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	B	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	669	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*				
ApproachDel:	12.7			11.8			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 10 (Y+R = 4 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	2 0	0	0 2	2 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	52	371	99	175	0	1071	1370	213	0	0	72	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:	52	371	99	175	0	1071	1370	213	0	0	72	176
Added Vol:	0	0	0	14	0	0	0	227	0	0	25	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	371	99	189	0	1071	1370	440	0	0	97	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	52	371	99	189	0	1071	1370	440	0	0	97	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	371	99	189	0	1071	1370	440	0	0	97	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	52	371	99	189	0	1071	1370	440	0	0	97	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	3200	0	3200	3200	3200	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.06	0.06	0.00	0.33	0.43	0.14	0.00	0.00	0.03	0.00
Crit Moves:		****		****			****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 10 (Y+R = 4 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			Protected			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	0	0	101	0	182	200	1484	0	0	1085	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	182	200	1484	0	0	1085	110
Added Vol:	0	0	0	213	0	102	1	14	0	0	14	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	314	0	284	201	1498	0	0	1099	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	314	0	284	201	1498	0	0	1099	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	314	0	284	201	1498	0	0	1099	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	314	0	284	201	1498	0	0	1099	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.18	0.13	0.47	0.00	0.00	0.34	0.00
Crit Moves:						****	****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 4 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	178	93	116	59	51	14	15	419	260	29	61	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	93	116	59	51	14	15	419	260	29	61	46
Added Vol:	0	0	102	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	93	218	59	51	14	15	419	260	30	61	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	178	93	218	59	51	14	15	419	0	30	61	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	93	218	59	51	14	15	419	0	30	61	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	178	93	218	59	51	14	15	419	0	30	61	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1255	345	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.14	0.04	0.04	0.04	0.01	0.13	0.00	0.02	0.02	0.03
Crit Moves:			****	****				****		****		

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[13.6]

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				0 1	1 0	1				1 0	0 0	1				0 0	1! 0	0			
Volume Module:																								
Base Vol:	0	321	2				1	318	0				0	0	0				4	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	321	2				1	318	0				0	0	0				4	0	4			
Added Vol:	12	0	0				0	0	1				102	0	315				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	12	321	2				1	318	1				102	0	315				4	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:	12	321	2				1	318	1				102	0	315				4	0	4			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	12	321	2				1	318	1				102	0	315				4	0	4			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx					6.9	7.5	xxxx			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx					3.3	3.5	xxxx			
Capacity Module:																								
Cnflict Vol:	319	xxxx	xxxxx				323	xxxx	xxxxx				505	xxxx					159	507	xxxx			
Potent Cap.:	1252	xxxx	xxxxx				1248	xxxx	xxxxx				455	xxxx					864	453	xxxx			
Move Cap.:	1252	xxxx	xxxxx				1248	xxxx	xxxxx				449	xxxx					864	286	xxxx			
Volume/Cap:	0.01	xxxx	xxxx				0.00	xxxx	xxxx				0.23	xxxx					0.36	0.01	xxxx			
Level Of Service Module:																								
Queue:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				0.9	xxxx					1.7	xxxxx	xxxx	xxxxx		
Stopped Del:	7.9	xxxx	xxxxx				7.9	xxxx	xxxxx				15.4	xxxx					11.5	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*				A	*	*				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	429	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.1	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx				7.9	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	13.6	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	*					*	B	*			
ApproachDel:	xxxxxx						xxxxxx						12.5						13.6					
ApproachLOS:	*						*						B						B					

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.060
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	547	0	1687	0	0	0	0	2850	310	80	3514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	0	1687	0	0	0	0	2850	310	80	3514	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	115	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	0	1687	0	0	0	0	2864	310	80	3629	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	0	0	0	0	0	0	2864	310	80	3629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	0	0	0	0	0	2864	310	80	3629	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	602	0	0	0	0	0	0	2864	310	88	3629	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.22	0.03	0.85	0.00
Crit Vol:	301				0		0				1210	
Crit Moves:	****						****				****	

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	126	1043	47	104	613	625	78	8	153	38	6	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:	126	1043	47	104	613	625	78	8	153	38	6	181
Added Vol:	0	115	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1158	47	104	627	625	78	8	153	38	6	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	1158	0	104	627	625	78	8	153	38	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1158	0	104	627	625	78	8	153	38	6	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	126	1158	0	114	627	625	78	8	153	38	6	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.05	0.95	0.86	0.14	1.00
Final Sat.:	1425	2850	1425	2850	1427	1423	1425	71	1354	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.04	0.44	0.44	0.05	0.11	0.11	0.03	0.03	0.00
Crit Vol:	126					626		161		38		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1 1	0	1	1	0 2	1	0	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	384	899	101		105	549	34		20	1146	140		51	1322	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:	384	899	101		105	549	34		20	1146	140		51	1322	114	
Added Vol:	0	115	0		0	14	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	384	1014	101		105	563	34		20	1146	140		51	1322	114	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	384	1014	101		105	563	34		20	1146	0		51	1322	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	384	1014	101		105	563	34		20	1146	0		51	1322	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	422	1014	101		105	563	34		20	1146	0		51	1322	114	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.83	0.17		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1425	2850	1425		1425	4032	243		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.36	0.07		0.07	0.14	0.14		0.01	0.40	0.00		0.04	0.46	0.08	
Crit Vol:	507				199				20				661			
Crit Moves:	****				****				****				****			

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 (Y+R = 4 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 3	0	0	0	0 3	0	0	1	0 0	1	0	0	0 1!	0	0
Volume Module:																
Base Vol:	4	953	0		0	602	0		243	0	5		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	953	0		0	602	0		243	0	5		0	0	0	
Added Vol:	0	115	0		0	14	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1068	0		0	616	0		243	0	5		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1068	0		0	616	0		243	0	5		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1068	0		0	616	0		243	0	5		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	4	1068	0		0	616	0		243	0	5		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00	
Final Sat.:	1500	4500	0		0	4500	0		1500	0	1500		0	1500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.00		0.00	0.14	0.00		0.16	0.00	0.00		0.00	0.00	0.00	
Crit Vol:	356				0				243					0		
Crit Moves:	****				****				****							

Pier T LNG Facility
Year 2010 Construction Scenario
PM Peak

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 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			Protected		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	11	231	479	28	522	234	157	516	15	336	1113	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	231	479	28	522	234	157	516	15	336	1113	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	231	479	28	522	234	157	516	15	336	1113	36
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	11	231	0	28	522	0	157	516	0	336	1113	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	231	0	28	522	0	157	516	0	336	1113	36
PCE Adj:	2.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	24	231	0	28	522	0	157	516	0	336	1113	36
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.02	0.18	0.00	0.11	0.18	0.00	0.24	0.39	0.03
Crit Vol:	12			261			258			336		
Crit Moves:	****			****			****			****		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			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	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	73	0	425	395	849	0	0	966	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	425	395	849	0	0	966	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	73	0	425	395	849	0	0	966	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	425	395	849	0	0	966	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	425	395	849	0	0	966	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	73	0	425	395	849	0	0	966	264
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.30	0.28	0.30	0.00	0.00	0.34	0.19
Crit Vol:	0			73			395			483		
Crit Moves:				****			****			****		

Pier T LNG Facility
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1127	395	498	1129	0	0	0	0	84	0	180				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1127	395	498	1129	0	0	0	0	84	0	180				
Added Vol:	0	115	0	0	14	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1242	395	498	1143	0	0	0	0	84	0	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	1242	395	498	1143	0	0	0	0	84	0	180				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1242	395	498	1143	0	0	0	0	84	0	180				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	1242	395	498	1143	0	0	0	0	84	0	180				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	4275	1425	1425	4275	0	0	0	0	1425	0	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.28	0.35	0.27	0.00	0.00	0.00	0.00	0.06	0.00	0.13				
Crit Vol:		414		498				0		84						
Crit Moves:		****		****						****						

Pier T LNG Facility
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AM Peak

Scenario Report

Scenario:	2010 Operations - AM Peak
Command:	2010 Operations - AM Peak
Volume:	2010 Base - AM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Operation Scneario
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR-47 NB On-Ramp & New Dock St	A	9.1	0.205	A	9.1	0.205	+ 0.000 V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
# 3 SR-47 & Ocean Blvd	A	xxxxx	0.578	A	xxxxx	0.580	+ 0.001 V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.649	B	xxxxx	0.650	+ 0.001 V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000 V/C
# 6 Pier S Ave & Depot / SERRF Dri	A	9.7	0.000	A	9.7	0.000	+ 0.000 D/V
# 7 Navy Way & Seaside Ave	E	xxxxx	0.934	E	xxxxx	0.935	+ 0.001 V/C
# 8 Henry Ford Ave & TI Freeway Ra	A	xxxxx	0.597	A	xxxxx	0.598	+ 0.001 V/C
# 9 Henry Ford Ave & Anaheim St	C	xxxxx	0.729	C	xxxxx	0.731	+ 0.002 V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.375	+ 0.001 V/C
# 11 Alameda St & Anaheim St	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 13 Alameda St & PCH n/o PCH	A	xxxxx	0.596	A	xxxxx	0.597	+ 0.001 V/C

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.205
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	24	133	0	0	0	0	260	53	165	0	17	36				
Growth Adj:	1.00	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	133	0	0	0	0	260	53	165	0	17	36				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	24	133	0	0	0	0	260	53	165	0	17	36				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	24	133	0	0	0	0	260	53	0	0	17	36				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	133	0	0	0	0	260	53	0	0	17	36				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	24	133	0	0	0	0	260	53	0	0	17	36				
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:	0.31	1.69	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	191	1073	0	0	0	0	1269	693	0	0	661	758				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.12	xxxx	xxxx	xxxx	xxxx	0.20	0.08	xxxx	xxxx	0.03	0.05				
Crit Moves:	****						****					****				
Delay/Veh:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	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:	9.0	8.9	0.0	0.0	0.0	0.0	9.7	8.2	0.0	0.0	8.1	7.5				
LOS by Move:	A	A	*	*	*	*	A	A	*	*	A	A				
ApproachDel:	8.9			xxxxxx			9.4				7.7					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	8.9			xxxxxx			9.4				7.7					
LOS by Appr:	A			*			A				A					

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 7.4 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	3	0	17	180	6	423	0	279	0	0	41	0				
Growth Adj:	1.00	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	0	17	180	6	423	0	279	0	0	41	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	3	0	17	180	6	423	0	279	0	0	41	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	17	180	6	423	0	279	0	0	41	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	3	0	17	180	6	423	0	279	0	0	41	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	303	xxxx	140	181	320	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	632	xxxx	889	770	600	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	377	xxxx	889	755	600	1059	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	0.02	0.24	0.01	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.1	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	14.6	xxxx	9.1	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	A	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	887	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*				
ApproachDel:	10.0			11.2			xxxxxx			xxxxxx						
ApproachLOS:	A			B			*			*						

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Split Phase					Split Phase				
Rights:	Include					Ovl					Include					Ignore				
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	2	0	1	2	0	0	0	2	2	0	1	1	0	1	0	2	0	1
Volume Module:																				
Base Vol:	51	213	83	289	0	1245	737	175	0	0	73	59								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	51	213	83	289	0	1245	737	175	0	0	73	59								
Added Vol:	0	0	0	4	0	0	0	4	0	0	4	4								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	51	213	83	293	0	1245	737	179	0	0	77	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	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	51	213	83	293	0	1245	737	179	0	0	77	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	51	213	83	293	0	1245	737	179	0	0	77	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	51	213	83	293	0	1245	737	179	0	0	77	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	1.00	2.00	1.00								
Final Sat.:	1600	3200	1600	3200	0	3200	3200	3200	0	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.07	0.05	0.09	0.00	0.39	0.23	0.06	0.00	0.00	0.02	0.00								
Crit Moves:		****				****	****				****									

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 10 (Y+R = 4 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					Protected					Permitted				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	1	0	2	0	0	0	0	2	0	2
Volume Module:																				
Base Vol:	0	0	0	121	0	131	104	788	0	0	1286	82								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	121	0	131	104	788	0	0	1286	82								
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	121	0	131	104	792	0	0	1290	82								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	0	0	0	121	0	131	104	792	0	0	1290	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	121	0	131	104	792	0	0	1290	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
Final Vol.:	0	0	0	121	0	131	104	792	0	0	1290	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	2.00								
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	3200								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.08	0.07	0.25	0.00	0.00	0.40	0.00								
Crit Moves:						****	****				****									

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	141	94	17	21	87	31	6	182	313	48	171	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:	141	94	17	21	87	31	6	182	313	48	171	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	94	17	21	87	31	6	182	313	48	171	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	94	17	21	87	31	6	182	0	48	171	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	94	17	21	87	31	6	182	0	48	171	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	141	94	17	21	87	31	6	182	0	48	171	160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.74	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1180	420	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.01	0.01	0.07	0.07	0.00	0.06	0.00	0.03	0.05	0.10
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

Average Delay (sec/veh): 0.5 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	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	184	6	7	253	0	0	0	0	8	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	184	6	7	253	0	0	0	0	8	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	184	6	7	253	0	0	0	0	8	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	184	6	7	253	0	0	0	0	8	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	184	6	7	253	0	0	0	0	8	0	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	190	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	xxxx	95
Potent Cap.:	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	949
Move Cap.:	xxxx	xxxx	xxxxx	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	xxxx	949
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	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	777	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.7		
ApproachLOS:	*			*			*			A		

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

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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				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:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	339	0	1087		0	0	0		0	2049	343		266	3432	0	
Added Vol:	0	0	0		0	0	0		0	4	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	339	0	1087		0	0	0		0	2053	343		266	3436	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	339	0	0		0	0	0		0	2053	343		266	3436	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	339	0	0		0	0	0		0	2053	343		266	3436	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00	
Final Vol.:	373	0	0		0	0	0		0	2053	343		293	3436	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.00	0.00		0.00	0.00	0.00		0.48	0.24	0.10		0.80	0.00		
Crit Vol:	186						0			0				1145		
Crit Moves:	****									****				****		

Pier T LNG Facility
Year 2010 Operation Scneario
AM Peak

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

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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				Permitted				Permitted			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	2	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	50	574	81		205	835	164		246	0	81		45	10	247	
Growth Adj:	1.00	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	574	81		205	835	164		246	0	81		45	10	247	
Added Vol:	0	4	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	578	81		205	839	164		246	0	81		45	10	247	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	578	0		205	839	164		246	0	81		45	10	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	578	0		205	839	164		246	0	81		45	10	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	50	578	0		226	839	164		246	0	81		45	10	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	1.67	0.33		1.00	0.00	1.00		0.82	0.18	1.00	
Final Sat.:	1425	2850	1425		2850	2384	466		1425	0	1425		1166	259	1425	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.20	0.00		0.08	0.35	0.35		0.17	0.00	0.06		0.04	0.04	0.00	
Crit Vol:	50						502		246					55		
Crit Moves:	****						****		****					****		

Pier T LNG Facility
Year 2010 Operation Scneario
AM Peak

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

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	132	563	114	82	651	8	22	946	442	64	851	77
Growth Adj:	1.00	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	563	114	82	651	8	22	946	442	64	851	77
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	567	114	82	655	8	22	946	442	64	851	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	567	114	82	655	8	22	946	0	64	851	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	567	114	82	655	8	22	946	0	64	851	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	145	567	114	82	655	8	22	946	0	64	851	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4223	52	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.08	0.06	0.16	0.16	0.02	0.33	0.00	0.04	0.30	0.05
Crit Vol:	284					221		473		64		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Operation Scneario
AM Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	583	0	0	671	0	337	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	583	0	0	671	0	337	0	0	0	0	0
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	587	0	0	675	0	337	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	587	0	0	675	0	337	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	0	0	675	0	337	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	587	0	0	675	0	337	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	1500	0	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.15	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0				225		337				0	
Crit Moves:	****				****		****					

Pier T LNG Facility
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AM Peak

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 4 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				Protected			
Rights:	Ignore				Ignore				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	319	382		30	343	222		148	533	22		300	665	27	
Growth Adj:	1.00	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	319	382		30	343	222		148	533	22		300	665	27	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	28	319	382		30	343	222		148	533	22		300	665	27	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	28	319	0		30	343	0		148	533	0		300	665	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	319	0		30	343	0		148	533	0		300	665	27	
PCE Adj:	2.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	62	319	0		30	343	0		148	533	0		300	665	27	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1425	2850	1425		1425	2850	1425		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.11	0.00		0.02	0.12	0.00		0.10	0.19	0.00		0.21	0.23	0.02	
Crit Vol:	31				172				267				300			
Crit Moves:	****				****				****				****			

Pier T LNG Facility
Year 2010 Operation Scneario
AM Peak

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

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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				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	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		210	0	288		357	829	0		0	774	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	0	0		210	0	288		357	829	0		0	774	134	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.20		0.25	0.29	0.00		0.00	0.27	0.09	
Crit Vol:	0				210				357				387			
Crit Moves:					****				****				****			

Pier T LNG Facility
Year 2010 Operation Scneario
AM Peak

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	1	0 3	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	879	229		498	1006	0		0	0	0		59	0	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	879	229		498	1006	0		0	0	0		59	0	75	
Added Vol:	0	4	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	883	229		498	1010	0		0	0	0		59	0	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	883	229		498	1010	0		0	0	0		59	0	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	883	229		498	1010	0		0	0	0		59	0	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	
Final Vol.:	0	883	229		498	1010	0		0	0	0		59	0	75	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4275	1425		1425	4275	0		0	0	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.16		0.35	0.24	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Vol:		294			498					0			59			
Crit Moves:		****			****								****			

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

Scenario Report

Scenario:	2010 Operations - PM Peak
Command:	2010 Operations - PM Peak
Volume:	2010 Base - PM Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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 SR-47 NB On-Ramp & New Dock St	B	11.4	0.429	B	11.4	0.429	+ 0.000 V/C
# 2 SR-47 SB Off-Ramp & New Dock S	B	11.8	0.000	B	11.8	0.000	+ 0.000 D/V
# 3 SR-47 & Ocean Blvd	C	xxxxx	0.721	C	xxxxx	0.724	+ 0.003 V/C
# 4 Pier S Ave & Ocean Blvd	B	xxxxx	0.678	B	xxxxx	0.679	+ 0.001 V/C
# 5 Pier S Ave & New Dock St	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
# 6 Pier S Ave & Depot / SERRF Dri	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V
# 7 Navy Way & Seaside Ave	F	xxxxx	1.033	F	xxxxx	1.034	+ 0.001 V/C
# 8 Henry Ford Ave & TI Freeway Ra	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 9 Henry Ford Ave & Anaheim St	E	xxxxx	0.930	E	xxxxx	0.932	+ 0.002 V/C
# 10 Henry Ford Ave & Deni St	A	xxxxx	0.374	A	xxxxx	0.375	+ 0.001 V/C
# 11 Alameda St & Anaheim St	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 12 Alameda St & PCH e/o Alameda S	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 13 Alameda St & PCH n/o PCH	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 SR-47 NB On-Ramp & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 (Y+R = 4 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				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	0	0	0 0	1	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	25	167	0	0	0	0	522	51	129	0	34	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:	25	167	0	0	0	0	522	51	129	0	34	63				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	25	167	0	0	0	0	522	51	129	0	34	63				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	25	167	0	0	0	0	522	51	0	0	34	63				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	25	167	0	0	0	0	522	51	0	0	34	63				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Vol.:	25	167	0	0	0	0	522	51	0	0	34	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:	0.26	1.74	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	144	971	0	0	0	0	1216	660	0	0	598	677				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.43	0.08	xxxx	xxxx	0.06	0.09				
Crit Moves:	****						****					****				
Delay/Veh:	10.1	10.0	0.0	0.0	0.0	0.0	12.7	8.5	0.0	0.0	8.8	8.2				
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:	10.1	10.0	0.0	0.0	0.0	0.0	12.7	8.5	0.0	0.0	8.8	8.2				
LOS by Move:	B	B	*	*	*	*	B	A	*	*	A	A				
ApproachDel:	10.0			xxxxxx			12.4				8.4					
Delay Adj:	1.00			xxxxx			1.00				1.00					
ApprAdjDel:	10.0			xxxxxx			12.4				8.4					
LOS by Appr:	B			*			B				A					

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 SR-47 SB Off-Ramp & New Dock St

Average Delay (sec/veh): 4.0 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	0 1	0	0	1!	0 1	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	4	0	11	125	5	195	0	566	0	0	59	0				
Growth Adj:	1.00	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	0	11	125	5	195	0	566	0	0	59	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	0	11	125	5	195	0	566	0	0	59	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	0	11	125	5	195	0	566	0	0	59	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	4	0	11	125	5	195	0	566	0	0	59	0				
Critical Gap Module:																
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	598	xxxx	283	342	625	30	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	390	xxxx	720	593	404	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	314	xxxx	720	584	404	1045	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	0.02	0.21	0.01	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
Queue:	0.0	xxxx	0.0	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Stopped Del:	16.6	xxxx	10.1	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*	B	*	*	A	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	711	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx				
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*				
ApproachDel:	11.8			11.3			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #3 SR-47 & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 10 (Y+R = 4 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		2	0 0	0 2		2	0 1	1 0		1	0 2	0 1	
Volume Module:																
Base Vol:	52	371	99		175	0	1071		1370	213	0		0	72	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:	52	371	99		175	0	1071		1370	213	0		0	72	176	
Added Vol:	0	0	0		4	0	0		0	4	0		0	4	4	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	371	99		179	0	1071		1370	217	0		0	76	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	52	371	99		179	0	1071		1370	217	0		0	76	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	371	99		179	0	1071		1370	217	0		0	76	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	52	371	99		179	0	1071		1370	217	0		0	76	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	0.00	2.00		2.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		3200	0	3200		3200	3200	0		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.06		0.06	0.00	0.33		0.43	0.07	0.00		0.00	0.02	0.00	
Crit Moves:		****			****				****					****		

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #4 Pier S Ave & Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 10 (Y+R = 4 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				Protected				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 0	0 0		2	0 0	0 1		1	0 2	0 0		0	0 2	0 2	
Volume Module:																
Base Vol:	0	0	0		101	0	182		200	1484	0		0	1085	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		101	0	182		200	1484	0		0	1085	110	
Added Vol:	0	0	0		0	0	0		0	4	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		101	0	182		200	1488	0		0	1089	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		101	0	182		200	1488	0		0	1089	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		101	0	182		200	1488	0		0	1089	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		101	0	182		200	1488	0		0	1089	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	2.00	
Final Sat.:	0	0	0		3200	0	1600		1600	3200	0		0	3200	3200	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.11		0.13	0.47	0.00		0.00	0.34	0.00	
Crit Moves:							****		****					****		

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #5 Pier S Ave & New Dock St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 0 (Y+R = 4 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			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	178	93	116	59	51	14	15	419	260	29	61	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	93	116	59	51	14	15	419	260	29	61	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	93	116	59	51	14	15	419	260	29	61	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	178	93	116	59	51	14	15	419	0	29	61	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	93	116	59	51	14	15	419	0	29	61	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	178	93	116	59	51	14	15	419	0	29	61	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1255	345	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.07	0.04	0.04	0.04	0.01	0.13	0.00	0.02	0.02	0.03
Crit Moves:	****				****			****		****		

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Pier S Ave & Depot / SERRF Driveway

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	0 1	1 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	0	321	2	1	318	0	0	0	0	4	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	321	2	1	318	0	0	0	0	4	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	321	2	1	318	0	0	0	0	4	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	321	2	1	318	0	0	0	0	4	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	321	2	1	318	0	0	0	0	4	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	xxxx	162
Potent Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	518	xxxx	861
Move Cap.:	xxxx	xxxx	xxxxx	1248	xxxx	xxxxx	xxxx	xxxx	xxxxx	517	xxxx	861
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.9	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	646	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6		
ApproachLOS:	*			*			*			B		

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #7 Navy Way & Seaside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	547	0	1687	0	0	0	0	2850	310	80	3514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	0	1687	0	0	0	0	2850	310	80	3514	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	0	1687	0	0	0	0	2854	310	80	3518	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	0	0	0	0	0	0	2854	310	80	3518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	0	0	0	0	0	0	2854	310	80	3518	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	602	0	0	0	0	0	0	2854	310	88	3518	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.22	0.03	0.82	0.00
Crit Vol:	301				0		0				1173	
Crit Moves:	****						****				****	

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #8 Henry Ford Ave & TI Freeway Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	126	1043	47	104	613	625	78	8	153	38	6	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:	126	1043	47	104	613	625	78	8	153	38	6	181
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1047	47	104	617	625	78	8	153	38	6	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	1047	0	104	617	625	78	8	153	38	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1047	0	104	617	625	78	8	153	38	6	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	126	1047	0	114	617	625	78	8	153	38	6	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.05	0.95	0.86	0.14	1.00
Final Sat.:	1425	2850	1425	2850	1425	1425	1425	71	1354	1231	194	1425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.00	0.04	0.43	0.44	0.05	0.11	0.11	0.03	0.03	0.00
Crit Vol:	126					625		161		38		
Crit Moves:	****					****		****		****		

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #9 Henry Ford Ave & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1 0	1	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	384	899	101	105	549	34	20	1146	140	51	1322	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:	384	899	101	105	549	34	20	1146	140	51	1322	114
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	903	101	105	553	34	20	1146	140	51	1322	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	384	903	101	105	553	34	20	1146	0	51	1322	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	903	101	105	553	34	20	1146	0	51	1322	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	422	903	101	105	553	34	20	1146	0	51	1322	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	4027	248	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.30	0.32	0.07	0.07	0.14	0.14	0.01	0.40	0.00	0.04	0.46	0.08
Crit Vol:	452					196	20				661	
Crit Moves:	****					****	****				****	

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #10 Henry Ford Ave & Deni St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	953	0	0	602	0	243	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	953	0	0	602	0	243	0	5	0	0	0
Added Vol:	0	4	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	957	0	0	606	0	243	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	957	0	0	606	0	243	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	957	0	0	606	0	243	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	957	0	0	606	0	243	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1500	4500	0	0	4500	0	1500	0	1500	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.13	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Vol:	319			0			243				0	
Crit Moves:	****			****			****					

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #11 Alameda St & Anaheim St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 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				Protected			
Rights:	Ignore				Ignore				Ignore				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	11	231	479		28	522	234		157	516	15		336	1113	36	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	231	479		28	522	234		157	516	15		336	1113	36	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	231	479		28	522	234		157	516	15		336	1113	36	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	11	231	0		28	522	0		157	516	0		336	1113	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	231	0		28	522	0		157	516	0		336	1113	36	
PCE Adj:	2.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	24	231	0		28	522	0		157	516	0		336	1113	36	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1425	2850	1425		1425	2850	1425		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.08	0.00		0.02	0.18	0.00		0.11	0.18	0.00		0.24	0.39	0.03	
Crit Vol:	12				261				258				336			
Crit Moves:	****				****				****				****			

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #12 Alameda St & PCH e/o Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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				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	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		73	0	425		395	849	0		0	966	264	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		73	0	425		395	849	0		0	966	264	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		73	0	425		395	849	0		0	966	264	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		73	0	425		395	849	0		0	966	264	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		73	0	425		395	849	0		0	966	264	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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		73	0	425		395	849	0		0	966	264	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.30		0.28	0.30	0.00		0.00	0.34	0.19	
Crit Vol:	0				73				395				483			
Crit Moves:					****				****				****			

Pier T LNG Facility
Year 2010 Operation Scenario
PM Peak

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

Intersection #13 Alameda St & PCH n/o PCH

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 3	0	1	1	0 3	0	0	0	0 0	0	0	1	0 0	0	1
Volume Module:																
Base Vol:	0	1127	395		498	1129	0		0	0	0		84	0	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1127	395		498	1129	0		0	0	0		84	0	180	
Added Vol:	0	4	0		0	4	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1131	395		498	1133	0		0	0	0		84	0	180	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1131	395		498	1133	0		0	0	0		84	0	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1131	395		498	1133	0		0	0	0		84	0	180	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1131	395		498	1133	0		0	0	0		84	0	180	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4275	1425		1425	4275	0		0	0	0		1425	0	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.28		0.35	0.27	0.00		0.00	0.00	0.00		0.06	0.00	0.13	
Crit Vol:			395		498					0			84			
Crit Moves:			****		****								****			