

Int. No.			2005 Peak Hour															
			No Action					Degan Alternative					Erickson Alternative					
			AM Peak			PM Peak		AM Peak			PM Peak		AM Peak			PM Peak		
			Control Type <sup>1</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	Control Type <sup>1</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	Control Type <sup>1</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	Control Delay/ Veh <sup>2</sup>	LOS <sup>3</sup>	
1	3rd Avenue	C Street	Signal	11.5	B	17.1	B	Signal						Signal				
2	3rd Avenue	A Street	Signal	10.9	B	11.5	B	Signal						Signal				
3	3rd Avenue	Gambell Street	Uncontrolled	-	-	-	-	Uncontrolled						Uncontrolled				
4	3rd Avenue	Ingra Street	TWSC	18.3	C	19.2	C	TWSC						TWSC				
5	Erickson	Loop	Signal	12.8	B	14.2	B	Signal						Signal				
6	Ocean Dock	Loop	OWSC	15.9	C	9.6	A	OWSC						OWSC				
7	5th Avenue	C Street	Signal	10.5	B	11.4	B	Signal						Signal				
8	6th Avenue	A Street	Signal	10.4	B	13.4	B	Signal						Signal				
9	5th Avenue	Gambell Street	Signal	11.0	B	16.3	B	Signal						Signal				
10	6th Avenue	Ingra Street	Signal	18.5	B	18.5	B	Signal						Signal				
1			2010 Peak Hour															
			Signal	14.2	B	15.9	B	Signal	16.4	B	16.5	B	Signal	17.7	B	17.0	B	
			Signal	12.5	B	13.8	B	Signal	15.4	B	15.7	B	Signal	15.5	B	15.7	B	
			Uncontrolled	-	-	-	-	Uncontrolled	-	-	-	-	Uncontrolled	-	-	-	-	
4	3rd Avenue	Ingra Street	TWSC	31.6	D	31.4	D	Signal	12.3	B	12.6	B	Signal	13.3	B	13.3	B	
5	Erickson	Loop	Signal	15.4	B	17.2	B	Signal	39.6	D	20.8	C	Signal	21.3	C	16.1	B	
6	Ocean Dock	Loop	Signal	12.4	B	9.9	A	Signal	13.0	B	10.3	B	Signal	11.9	B	13.3	B	
7	5th Avenue	C Street	Signal	18.1	B	18.4	B	Signal	15.0	B	15.5	B	Signal	14.3	B	14.7	B	
8	6th Avenue	A Street	Signal	14.8	B	14.8	B	Signal	16.2	B	16.2	B	Signal	15.8	B	15.8	B	
9	5th Avenue	Gambell Street	Signal	15.9	B	16.0	B	Signal	14.5	B	14.4	B	Signal	15.0	B	14.9	B	
10	6th Avenue	Ingra Street	Signal	18.4	B	17.8	B	Signal	15.1	B	14.7	B	Signal	16.0	B	15.5	B	
2			2020 Peak Hour															
			Signal	14.5	B	16.2	B	Signal	17.8	B	23.4	C	Signal	22.0	C	20.2	C	
			Signal	12.7	B	13.5	B	Signal	20.9	C	20.8	C	Signal	22.5	C	23.1	C	
			Uncontrolled	-	-	-	-	Uncontrolled	-	-	-	-	Uncontrolled	-	-	-	-	
4	3rd Avenue	Ingra Street	TWSC	35.0	D	35.0	D	Signal	11.1	B	11.8	B	Signal	14.7	B	14.7	B	
5	Erickson	Loop	Signal	17.7	B	21.5	C	Signal	22.8	C	21.7	C	Signal	22.6	C	16.2	B	
6	Ocean Dock	Loop	Signal	12.3	B	10.9	B	Signal	30.1	C	16.7	B	Signal	16.9	B	11.7	B	
7	5th Avenue	C Street	Signal	15.0	B	15.4	B	Signal	18.1	B	19.2	B	Signal	18.9	B	20.1	C	
8	6th Avenue	A Street	Signal	15.2	B	15.2	B	Signal	17.6	B	17.5	B	Signal	17.8	B	17.8	B	
9	5th Avenue	Gambell Street	Signal	15.5	B	15.5	B	Signal	15.3	B	15.2	B	Signal	15.4	B	15.4	B	
10	6th Avenue	Ingra Street	Signal	17.7	B	17.2	B	Signal	16.3	B	15.9	B	Signal	18.7	B	19.5	B	
3			2030 Peak Hour															
			Signal	15.6	B	17.0	B	Signal	16.1	B	17.1	B	Signal	15.2	B	16.7	B	
			Signal	12.6	B	13.3	B	Signal	11.5	B	12.9	B	Signal	13.6	B	13.8	B	
			OWSC	76.7	F	72.7	F	Signal	18.1	B	21.8	C	Signal	17.4	B	18.9	B	
4	3rd Avenue	Ingra Street	TWSC	24.3	C	24.4	C	Signal	18.8	B	18.8	B	Signal	20.2	C	16.3	B	
5	Erickson	Loop	Signal	19.4	B	27.6	C	Signal	22.3	C	18.4	B	Signal	25.2	C	17.3	B	
6	Ocean Dock	Loop	Signal	12.7	B	12.5	B	Signal	12.3	B	12.0	B	Signal	13.2	B	11.9	B	
7	5th Avenue	C Street	Signal	12.9	B	13.6	B	Signal	12.8	B	13.4	B	Signal	15.1	B	15.9	B	
8	6th Avenue	A Street	Signal	15.3	B	15.3	B	Signal	15.8	B	15.8	B	Signal	16.9	B	16.9	B	
9	5th Avenue	Gambell Street	Signal	15.7	B	15.9	B	Signal	22.1	C	22.3	C	Signal	19.8	B	19.2	B	
10	6th Avenue	Ingra Street	Signal	17.8	B	17.3	B	Signal	31.3	C	31.5	C	Signal	28.0	C	29.0	C	
19	Ingra Street	Off Ramp to East Bluff Dr	Uncontrolled					Uncontrolled	17.0	B	25.6	C	Uncontrolled					
20	Off Ramp from Ingra/Gambell	East Bluff Dr	Signal					Signal	15.8	B	15.4	B	Signal					
21	Ingra Street	On Ramp from East Bluff Dr	Uncontrolled					Uncontrolled	19.5	B	27.3	C	Uncontrolled					
22	Gambell Street	Off Ramp to East Bluff Dr	Uncontrolled					Uncontrolled	24.1	C	16.0	B	Uncontrolled					
23	Port Access Road	Off Ramp to Ingra St	Uncontrolled					Uncontrolled					Uncontrolled	7.8	A	11.7	B	
24	Port Access Road	On Ramp from Gambell St	Uncontrolled					Uncontrolled					Uncontrolled	16.5	B	12.3	B	
25	East Bluff Dr	On Ramp to Ingra St	TWSC					TWSC					TWSC	7.6	A	7.5	A	
26	East Bluff Dr	Off Ramp from Gambell St	TWSC					TWSC					TWSC	9.2	A	9.2	A	
27	Ingra Street	On Ramp from East Bluff Dr	Uncontrolled					Uncontrolled					Uncontrolled	15.8	B	22.4	C	
28	Ingra Street	On Ramp from Port Access Rd	Uncontrolled					Uncontrolled					Uncontrolled	19.8	B	27.7	C	
29	Gambell Street	Off Ramp to E. Bluff Dr & Port Access Rd	Uncontrolled					Uncontrolled					Uncontrolled	15.1	B	7.0	A	

Notes:  
 1. OWSC = One-way stop controlled intersections. TWSC = Two-way stop controlled intersections. AWSC = All-way stop controlled intersections. Signal = Signalized intersection. Signalized and unsignalized intersections were analyzed using Synchro.  
 2. Control delay, measured in seconds per vehicle, is a measure of all the delay attributable to traffic control measures, such as traffic signals or stop signs. At signalized intersections and all-way stop controlled intersections, the delay reported is the average of all the control delay experienced for all the movements. At two-way stop controlled intersections, the reported delay is for only one movement, the movement experiencing the worst control delay, which is typically one of the stop-controlled side street approaches. The control delay reported at two-way stop controlled intersections is not a valid indication of the operations at the entire intersection.  
 3. LOS is the level of service, a concept based on the 2000 Highway Capacity Manual for unsignalized and signalized intersections.