



# TRAFFIC STUDY





**TRAFFIC STUDY  
FOR THE  
CITY DOCK #1 DEVELOPMENT  
ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT**

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Prepared for:

**ICF INTERNATIONAL**

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## TABLE OF CONTENTS

<b>I. INTRODUCTION.....</b>	<b>1</b>
Project Description.....	1
Study Scope.....	3
Organization of Report.....	4
<b>II. EXISTING CONDITIONS.....</b>	<b>6</b>
Existing Highway and Street System.....	6
Existing Transit Service .....	7
Existing Traffic Volumes and Levels of Service.....	9
<b>III. TRAFFIC PROJECTIONS.....</b>	<b>15</b>
Project Traffic Volumes.....	15
Existing plus Project Traffic Projections .....	17
Future Base Traffic Volumes .....	17
Future plus Project Traffic Projections.....	31
Criteria for Determination of Significant Traffic Impact.....	44
Level of Service Analysis.....	44
<b>IV. CONGESTION MANAGEMENT PROGRAM ANALYSIS.....</b>	<b>52</b>
Regional Traffic Impact Analysis .....	52
Regional Transit Impact Analysis .....	53
<b>V. PARKING .....</b>	<b>54</b>
Parking Supply.....	54
Parking Analysis .....	54
<b>VI. SUMMARY AND CONCLUSIONS.....</b>	<b>56</b>

## APPENDICES

Appendix A – Lane Configurations
Appendix B – Traffic Counts
Appendix C – Level of Service Worksheets
Appendix D – List of Project Elements
Appendix E - Analysis of Unsignalized Intersections

## LIST OF FIGURES

Figure 1 – Project Site.....	2
Figure 2 – Study Area and Analyzed Intersections.....	5
Figure 3 – Existing Traffic Volumes .....	10
Figure 4 – Project Trip Distribution .....	18
Figure 5 – Project Only Traffic Volumes (Phase 1) .....	20
Figure 6 – Project Only Traffic Volumes (Phase 2) .....	24
Figure 7 – Existing plus Project (Phase 1) Traffic Volumes.....	26
Figure 8 – Existing plus Project (Phase 2) Traffic Volumes.....	28
Figure 9 – Future (Year 2016) Base Traffic Volumes .....	32
Figure 10 – Future (Year 2024) Base Traffic Volumes .....	34
Figure 11 – Future (Year 2042) Base Traffic Volumes .....	36
Figure 12 – Future (Year 2016) plus Project Traffic Volumes .....	38
Figure 13 – Future (Year 2024) plus Project Traffic Volumes .....	40
Figure 14 – Future (Year 2042) plus Project Traffic Volumes .....	42

## LIST OF TABLES

Table 1 – Level of Service Definitions.....	12
Table 2 – Existing Levels of Service .....	14
Table 3 – Project Trip Generation.....	16
Table 4 – Existing plus Project (Phase 1) Level of Service Analysis Results.....	45
Table 5 – Existing plus Project (Phase 2) Level of Service Analysis Results.....	47
Table 6 – Future (Year 2016) Level of Service Analysis Results .....	48
Table 7 – Future (Year 2024) Level of Service Analysis Results .....	49
Table 8 – Future (Year 2042) Level of Service Analysis Results .....	50
Table 9 – City Dock Parking Requirements per Zoning Code .....	55

## I. INTRODUCTION

Fehr & Peers conducted a traffic study to evaluate the potential traffic impacts of the proposed City Dock No. 1 Marine Research Center Project (proposed project) within the Port of Los Angeles (POLA) in Los Angeles, CA. This report identifies the base data and assumptions, explains the methodologies used, and summarizes the findings of the study, which was conducted in support of the environmental impact report (EIR) being prepared for the project. The traffic impact analysis conducted for this report includes analysis of existing (Year 2011) conditions, opening year (Year 2016), full buildout (Year 2024) and cumulative (Year 2042) conditions with the project.

### PROJECT DESCRIPTION

The City Dock No. 1 project site is located within the POLA boundaries at Berths 56-60 and 70-71. Figure 1 shows the project site area. The City Dock No. 1 Project site lies within the San Pedro Waterfront Plan area, which generally encompasses approximately 400 acres along the west side of the Los Angeles Harbor's Main Channel, from the Vincent Thomas Bridge to Cabrillo Beach, adjacent to the City of Los Angeles community of San Pedro. Specifically, the proposed project is located at Berths 56-60 and Berths 70-71. Berth 56 currently hosts a field office and vessel berth for the California Department of Fish and Game. Berths 57 through 60 are currently in use for warehouse operations, and Berths 70 and 71 are part of the Westway Terminal site, formerly used for liquid bulk storage.

The proposed Project would provide a world-class marine research center to support the research needs of the region's universities, research and educational institutions, and government agencies, as well as to provide an incubator for marine-related business ventures. Provided below is a summary of project objectives:

- Provide a location at Berths 56 to 60 and 70 to 71 for marine researchers in Southern California with world-class facilities including laboratories, offices, classrooms, a lecture hall/auditorium and storage space to conduct marine research, including, the study of global climate change and its related phenomena, fisheries, marine resource conservation and management, and other related marine science applications.
- Provide an opportunity for the Southern California Marine Institute (SCMI) and its members, government and other institutional researchers and research organizations to berth research vessels that range in size from small vessels to large 250- to 300-foot vessels at the proposed Project site.
- Provide public amenities, including public education classroom space and interpretive exhibits related to marine studies, along with a continuous waterfront promenade as approved in the San Pedro Waterfront Project.
- Replace existing SCMI facilities now located at Berth 260 in Fish Harbor with a location that allows for an expanded and upgraded SCMI facility in the Los Angeles Harbor to address SCMI's desire for increased research laboratory space with a sea water circulation system, access to deep draft docks to accommodate research vessels, and teaching space.
- Construct the world's largest wave tank using seawater to allow scientists from around the world to study tsunamis, rouge waves, and the generation of wave energy.



City Dock No. 1 Marine Research Center Project . 206278.14  
 SOURCE: POLA; ESA, 2010

- Provide a location for a marine-related business incubator park for synergy among research and commercial interests, such uses as aquaculture, sustainable energy production, and marine exploration.

The following is a brief summary of project's key elements

- Relocation of SCMI from its existing location at Berth 260 on Terminal Island to Berth 56 and 57.
- Adaptive reuse of the transit sheds at Berths 57-60 to accommodate research, teaching and meeting spaces within a collaborative environment to create research synergies among universities and colleges offering marine science programs. Wharf retrofits of Berths 57-60 and related infrastructure improvements would occur.
- Establishment of a marine science business park/incubator space with offices and research lab space within Berths 59 to 60 Transit Sheds.
- Development of Berths 70 and 71, following the demolition of the existing Westway Terminal site. This development would include the construction of new building for NOAA operations, the use of existing berthing space for research vessels, and the construction of a new building to host "the largest wave tank facility in the world."

Appendix D provides a detailed summary of project components by each of the two phases.

## STUDY SCOPE

The scope of work for this study was developed in conjunction with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed as part of the study approach. The study analyzes potential project-generated traffic impacts on the adjacent street system for three peak hours against existing conditions and three future horizon years. The analysis of future year traffic forecasts is based on projected conditions in years 2016, 2024 and 2042, both without and with the addition of project traffic. The following traffic scenarios were analyzed for the weekday morning (between 7:00 and 10:00 AM) and evening (between 3:00 and 6:00 PM) peak hours and weekend midday peak hour (between 11:00 AM and 2:00 PM):

- Existing (Year 2011) Conditions – The analysis of existing Year 2011 traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions. The existing traffic conditions are the baseline for assessing the significance of project impacts under the California Environmental Quality Act (CEQA).
- Existing (Year 2011) plus Project Conditions – This is an analysis of existing traffic conditions with traffic expected from the proposed project added to the traffic volumes. This is assessed under stabilized project attendance conditions.
- Cumulative Base Conditions – Future traffic conditions are projected without the proposed project in the opening year 2016 and cumulative conditions in 2024 and 2042. The objective of this phase of analysis is to project future traffic growth and operating conditions that could be expected to result from regional ambient growth and known cumulative projects if the proposed project were not developed. The cumulative base traffic forecasts are used to develop cumulative baseline operating conditions that provide the basis for determining cumulative project impacts under CEQA.



- Cumulative plus Project Conditions – This is an analysis of future traffic conditions with traffic expected from the proposed project added to the cumulative base traffic forecasts. Cumulative plus proposed project conditions were developed for years 2016, 2024 and 2042. The objective of this analysis is to develop the traffic forecasts of the proposed project that are then used to identify potential impacts.

Figure 2 shows location of study intersections in the study area. As shown, 19 intersections were identified, for weekday morning and afternoon and weekend midday peak hour analysis as part of the scope of work for this project.

**No. Intersection<sup>1</sup>**

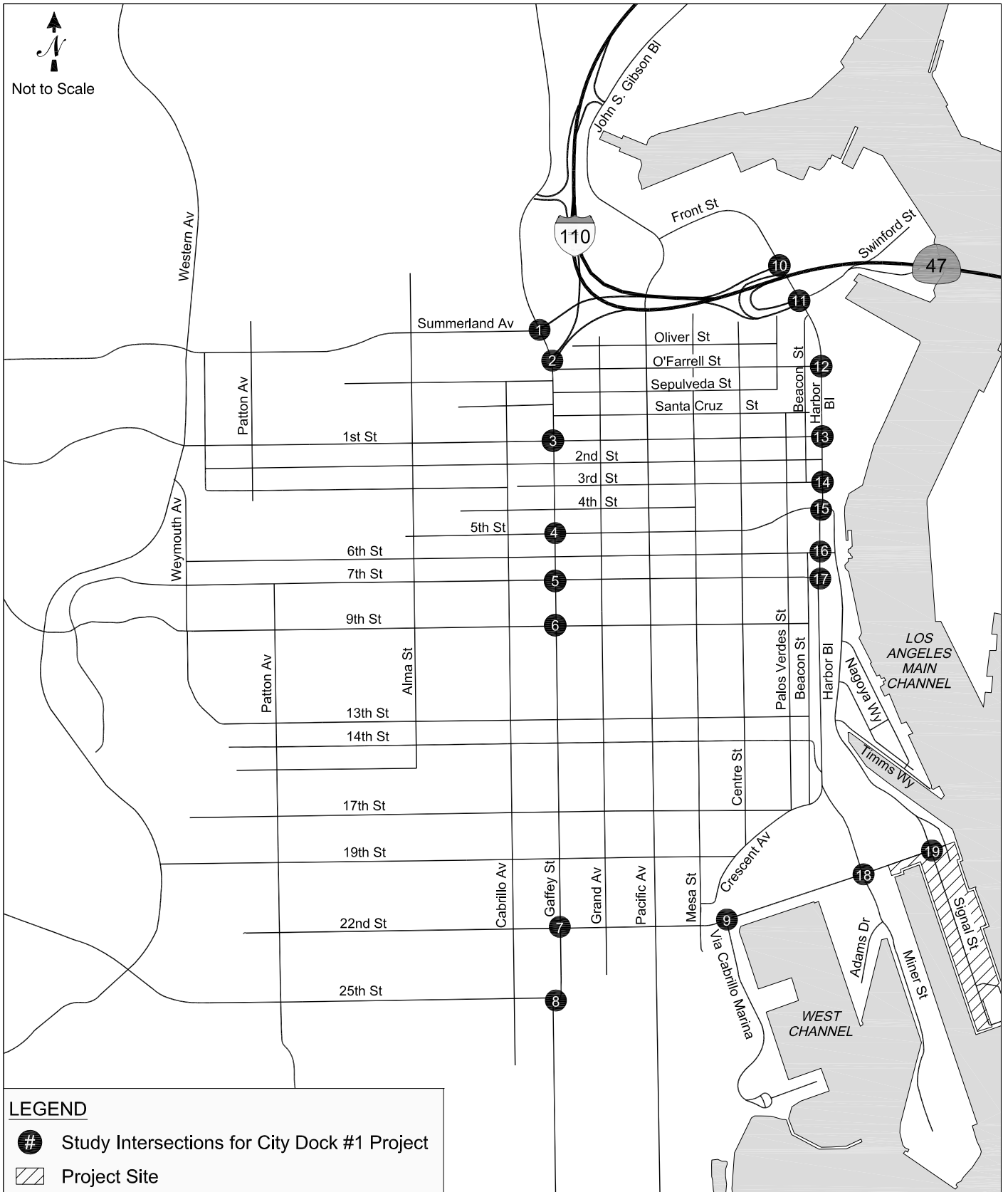
- 1 Gaffey Street & Summerland Avenue
- 2 Gaffey Street & I-110 Ramps
- 3 Gaffey Street & 1<sup>st</sup> Street
- 4 Gaffey Street & 5<sup>th</sup> Street
- 5 Gaffey Street & 7<sup>th</sup> Street
- 6 Gaffey Street & 9<sup>th</sup> Street
- 7 Gaffey Street & 22<sup>nd</sup> Street
- 8 Gaffey Street & 25<sup>th</sup> Street
- 9 Via Cabrillo Marina & 22<sup>nd</sup> Street
- 10 Harbor Boulevard & SR-47 Westbound Ramps (Unsignalized)
- 11 Harbor Boulevard & Swinford Street/SR-47 Eastbound Ramps
- 12 Harbor Boulevard & O'Farrell Street
- 13 Harbor Boulevard & 1<sup>st</sup> Street
- 14 Harbor Boulevard & 3<sup>rd</sup> Street (Unsignalized)
- 15 Harbor Boulevard & 5<sup>th</sup> Street
- 16 Harbor Boulevard & 6<sup>th</sup> Street
- 17 Harbor Boulevard & 7<sup>th</sup> Street
- 18 Miner Street & 22<sup>nd</sup> Street
- 19 Signal Street & 22<sup>nd</sup> Street (Unsignalized)

This report is divided into seven chapters, including this introduction (Chapter I). Chapter II describes the existing conditions in the study area including an inventory of the streets, highways, and transit service in the study area, a summary of traffic volumes and an assessment of operating conditions. The methodologies used to develop traffic forecasts for the existing plus project, cumulative base and cumulative plus project are included in Chapter III. Chapter IV presents an assessment of potential intersection traffic impacts generated by the proposed project. The results of the regional transportation system analysis are provided in Chapter V. Chapter VI provides an analysis of parking proposed for the project. Chapter VII summarizes the key findings and conclusions of the study. Appendices to this report include details of the technical analysis.

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<sup>1</sup> Per LADOT traffic study guidelines, a significant impact analysis was not conducted for the unsignalized intersections. A warrant analysis was conducted to determine if any of the unsignalized intersection meet City's signal warrants criteria.





## II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes an inventory of the street and highway systems, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

### EXISTING HIGHWAY AND STREET SYSTEM

The project site is in the San Pedro community of the City of Los Angeles. Primary regional access to the project area is provided by the Harbor Freeway (I-110) northwest of the project site and by the Vincent Thomas Bridge and Seaside Avenue (SR-47) northeast of the project site. Year 2009 data from the California Department of Transportation (Caltrans) shows that the average daily traffic (ADT) volume on the Harbor Freeway to the north of Gaffey Street was approximately 66,000 vehicles per day (vpd) and 50,000 vpd on the Vincent Thomas Bridge (*2009 Traffic Volumes on California State Highways*, California Department of Transportation, obtained November 2011). From SR-47, the project site can be accessed via ramps on Harbor Boulevard.

Local access to the project site is provided by a well-defined grid of arterial and collector roads. The primary roadway facilities in the project study area are:

- Gaffey Street – Gaffey Street is classified as a Major Class II Highway that runs north/south in the study area. This arterial provides a connection for local and regional travel from San Pedro to other parts of Los Angeles and the South Bay region. Gaffey Street is a major commercial corridor within San Pedro.
- Harbor Boulevard/Miner Street – Harbor Boulevard is classified as a Major Class II Highway and provides north/south access along the eastern edge of the San Pedro community. It continues as Front Street north of the site and as Miner Street south of Crescent Avenue.
- Via Cabrillo Marina – Via Cabrillo Marina is classified as a Local Street and provides north/south access along the eastern edge of San Pedro from the Cabrillo Marina. The four-lane divided roadway terminates at 22<sup>nd</sup> Street.
- Signal Street – Signal Street is a Local Street providing north/south access in San Pedro. It is a two-lane-undivided roadway, which continues as Sampson Way north of its intersection with 22<sup>nd</sup> Street.
- Summerland Avenue – Summerland Avenue is classified as a Secondary Highway and provides east/west access in San Pedro. It is a two-lane undivided roadway between its terminus to the west at Western Avenue and to the east at its terminus with Gaffey Street/Gaffey Place.
- O'Farrell Street – O'Farrell Street is classified as a Collector Street and provides east/west access in San Pedro. It is a predominantly residential corridor. The two-lane roadway terminates in the east at Harbor Boulevard and in the west terminates at Gaffey Street.
- 1<sup>st</sup> Street – 1<sup>st</sup> Street is classified as a Secondary Highway that provides east/west access in San Pedro. It is a predominantly residential corridor in San Pedro. The two-lane roadway terminates in the east at Harbor Boulevard and in the west terminates at Miraleste Drive.

- 3<sup>rd</sup> Street – 3<sup>rd</sup> Street is classified as a Collector Street and provides east/west access in San Pedro. It is a predominantly residential corridor with one travel lane in each direction. 3<sup>rd</sup> Street terminates to the east at Harbor Boulevard and to the west at South Harbor View Avenue.
- 5<sup>th</sup> Street – 5<sup>th</sup> Street is classified as a Secondary Highway and provides east/west access in San Pedro. 5<sup>th</sup> Street has a mix of commercial and residential land uses. The two-lane undivided roadway terminates to the west at South Bandini Street and to the east at Harbor Boulevard. 5<sup>th</sup> Street provides access directly to the Port of Los Angeles and the Maritime Museum parking lot.
- 6<sup>th</sup> Street – 6<sup>th</sup> Street is classified as a Local Street and provides east/west access in San Pedro. The two-lane undivided roadway extends from Weymouth Avenue eastbound to Sampson Way. Development along 6<sup>th</sup> Street is predominantly commercial east of Gaffey Street, and residential in nature west of Gaffey Street.
- 7<sup>th</sup> Street – 7<sup>th</sup> Street is classified as a Secondary Highway between Weymouth Avenue and Harbor Boulevard and provides east/west access through the central portion of the community of San Pedro. This roadway starts just east of Western Avenue and terminates at Harbor Boulevard.
- 9<sup>th</sup> Street – 9<sup>th</sup> Street is classified as a Major Class II Highway between Western Avenue and Pacific Avenue, providing east/west access through the central portion of the community of San Pedro. Between Pacific Avenue and Beacon Street, it is classified as a Local Street. This roadway starts west of Western Avenue and terminates at Beacon Street, one block west of Harbor Boulevard.
- 22<sup>nd</sup> Street – 22<sup>nd</sup> Street is classified as a Secondary Highway east of Gaffey Street and as a Local Street west of Gaffey Street. 22<sup>nd</sup> Street has a mix of residential and commercial land uses, and is a two-lane undivided roadway. 22<sup>nd</sup> Street extends from Elanita Drive eastbound to Signal Place.
- 25<sup>th</sup> Street – 25<sup>th</sup> Street is classified as a Major Class II Highway providing east/west access through the southern portion of the community of San Pedro. This roadway starts west of Western Avenue and terminates at Pacific Avenue.

Diagrams of the existing lane configurations at the analyzed intersections are provided in Appendix A.

## EXISTING TRANSIT SERVICE

The project study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT, and the Municipal Area Express (MAX) lines. To complement the traditional transit service in the study area, the Port operates the Waterfront Red Car Line, a historic streetcar line. The following transit routes provide service in the project vicinity:

- Metro Line 205 – Metro Line 205 travels along 1<sup>st</sup> Street, Harbor Boulevard, 7<sup>th</sup> Street, Pacific Avenue, and 13<sup>th</sup> Street in the vicinity of the project site. Line 205 provides service between San Pedro and the Metro Green Line Imperial/Wilmington Station with stops in Compton, Carson, and the Willowbrook and Harbor Gateway communities. Line 205 provides service from approximately 5:00 AM to midnight on weekdays, and from 5:00 to 11:15 AM on weekends and holidays. Bus headways are 30 to 60 minutes on weekdays and 60 minutes on weekends.
- Metro Line 246 – Metro Line 246 operates on Pacific Avenue in the vicinity of the project site. Line 446 provides service between San Pedro and Gardena, where it terminates at the Artesia Transit Center. Line 246 provides service from approximately 4:00 AM to 2:00 AM on weekdays and

weekends. Bus headways are 30 to 60 minutes on weekdays and Saturdays, and hourly on Sundays and holidays.

- Metro Line 450 – Metro Line 450 travels along 22<sup>nd</sup> Street, Gaffey Street, 19<sup>th</sup> Street, Pacific Avenue, 1<sup>st</sup> Street, and Harbor Boulevard in the vicinity of the project site. Line 450 provides service between San Pedro and Downtown Los Angeles, with stops in Gardena and Carson. Line 450 provides service from approximately 5:00 AM to 9:00 PM on weekdays and Saturdays and 7:00 AM to 9:00 PM on Sundays and holidays. Line 450 operates at 30- to 60-minute headways on weekdays, 40-minute headways on Saturdays, and 60-minute headways on Sundays and holidays. From San Pedro, this line provides freeway express service via the Harbor Transitway (on I-110) to the 7<sup>th</sup> Street/Metro Center station in downtown Los Angeles.
- Metro Line 550 – Line 550 travels along Gaffey Street, 7<sup>th</sup> Street and 13<sup>th</sup> Street in the study area. It operates from 5:00 AM to 11:45 PM on weekdays, and from 6:00 AM to 11:45 PM on weekends and holidays, with headways of approximately 30- to 60-minute headways on weekdays and 60-minute headways on weekends. This line provides express connection from San Pedro to West Hollywood.
- LADOT Commuter Express Line 142 – Line 142 travels along 7<sup>th</sup> Street in the vicinity of the project site. This line provides service between Ports O' Call in east San Pedro, downtown San Pedro, and the Long Beach Transit Center via the Vincent Thomas Bridge. The line runs from approximately 5:30 AM to 11:30 PM, seven days a week, with frequencies of 25 to 60 minutes.
- DASH San Pedro – This line travels along Gaffey Street, 7<sup>th</sup> Street, and 19<sup>th</sup> Street near the project site. This route provides local service in the community of San Pedro. The line runs from 6:30 AM to 7:30 PM on Monday through Friday, and from 9:00 AM to 6:30 PM on weekends and holidays. Service frequencies are 20 to 30 minutes.
- Waterfront Red Car Line – This local line is a 1.5-mile historic streetcar line connecting the World Cruise Center with attractions along the San Pedro waterfront in the vicinity of the project site. Hours of operation are from 12:00 noon to 9:30 PM Friday through Sunday, with service every 20 minutes. Red Cars also run on mid-week days when cruise ships are in Port.
- MAX Line 3 – This line travels along 9<sup>th</sup> Street and Pacific Avenue in San Pedro. It is a directional express line that brings passengers from the South Bay to the El Segundo and Los Angeles International Airport (LAX) area. The weekday morning northbound route has four buses with frequencies of 20 to 30 minutes starting at 5:20 AM. The afternoon southbound route also has four buses with frequencies of 20 to 30 minutes starting at 5:03 PM.
- MAX Line 3X – This line travels along Pacific Avenue and Gaffey Street near the project site. It is a directional express line that brings passengers from the South Bay to the El Segundo and LAX area. The weekday morning northbound route has four buses with frequencies of approximately 20 minutes starting at 6:00 AM. The afternoon southbound route also has four buses with frequencies of approximately 30 minutes starting at 4:36 PM.

## EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the analyzed intersections, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and level of service (LOS).

### ***Existing Traffic Volumes***

New traffic counts were conducted for the weekday morning peak period (between 7:00 and 10:00 AM), the evening peak period (between 3:00 and 6:00 PM) and the Saturday midday peak period (between 11:00 AM and 2:00 PM) in April 2011 on days when the cruise ships were present at the World Cruise Center. The existing weekday and Saturday peak hour traffic volumes at the analyzed intersections are presented in Figure 3. Traffic count data sheets are provided in Appendix B.

### ***Level of Service Methodology***

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent “free-flow” conditions at LOS A to overloaded “stop-and-go” conditions at LOS F. LOS D is typically considered to be the minimum acceptable level of service in urban areas.

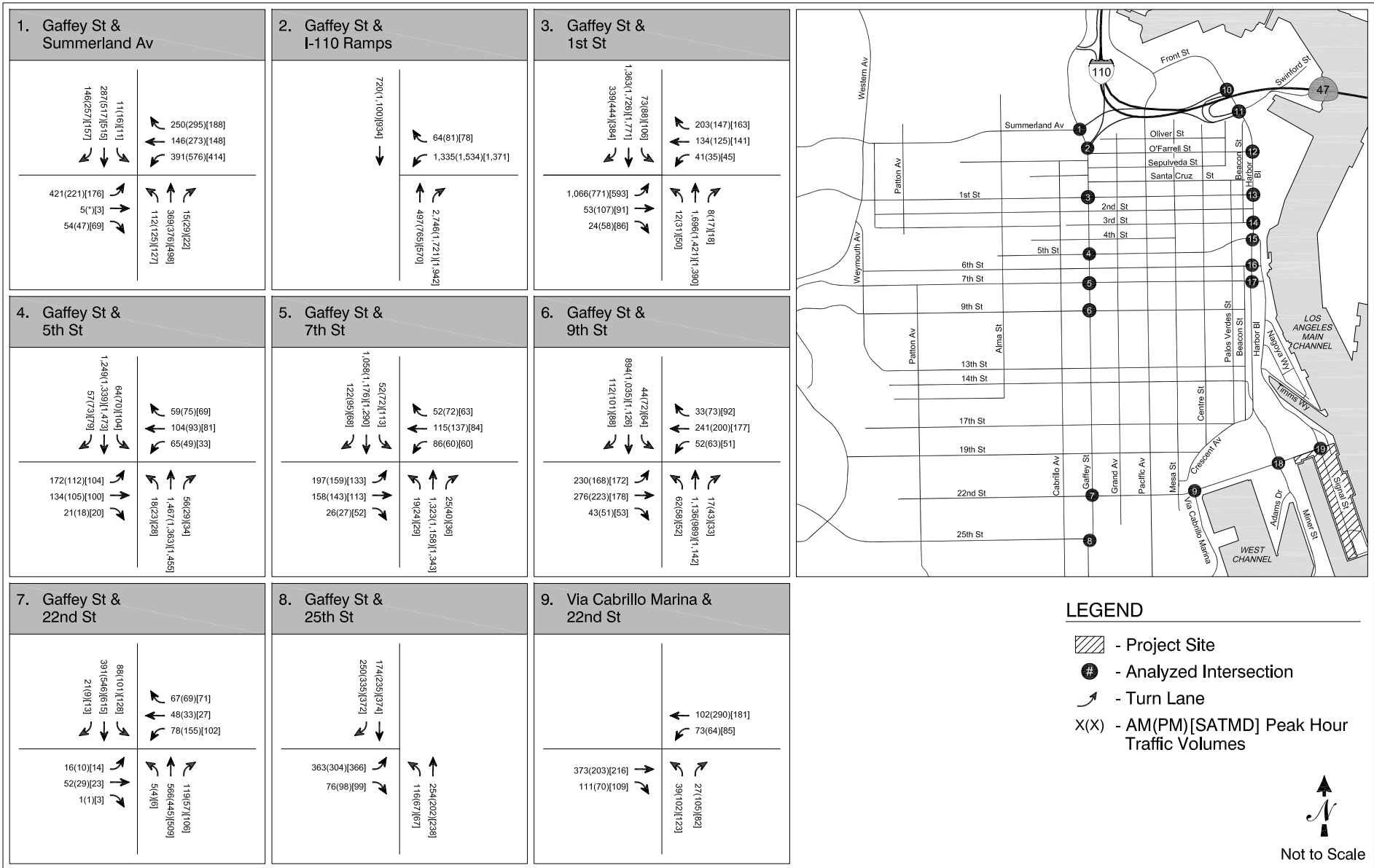
According to *Traffic Study Policies and Procedures* (LADOT, August 2011), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Circular No. 212, Transportation Research Board, 1980) to analyze the LOS at signalized intersections. The CMA methodology determines the V/C ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The CMA worksheet developed by LADOT was used to implement the CMA methodology in this study. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1.

Sixteen of the 19 analyzed intersections are currently controlled by traffic signals. All but two of these intersections are currently controlled by the City’s Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) system. The intersections of I-110 Eastbound Ramps/Swinford Street & Harbor Boulevard/Front Street and Miner Street & 22<sup>nd</sup> Street currently do not have ATSAC and ATCS installed. In accordance with LADOT procedures, a capacity increase of 10% was applied to reflect the benefits of ATSAC (7% credit) and ATCS (3% credit) in locations where these signals are installed.

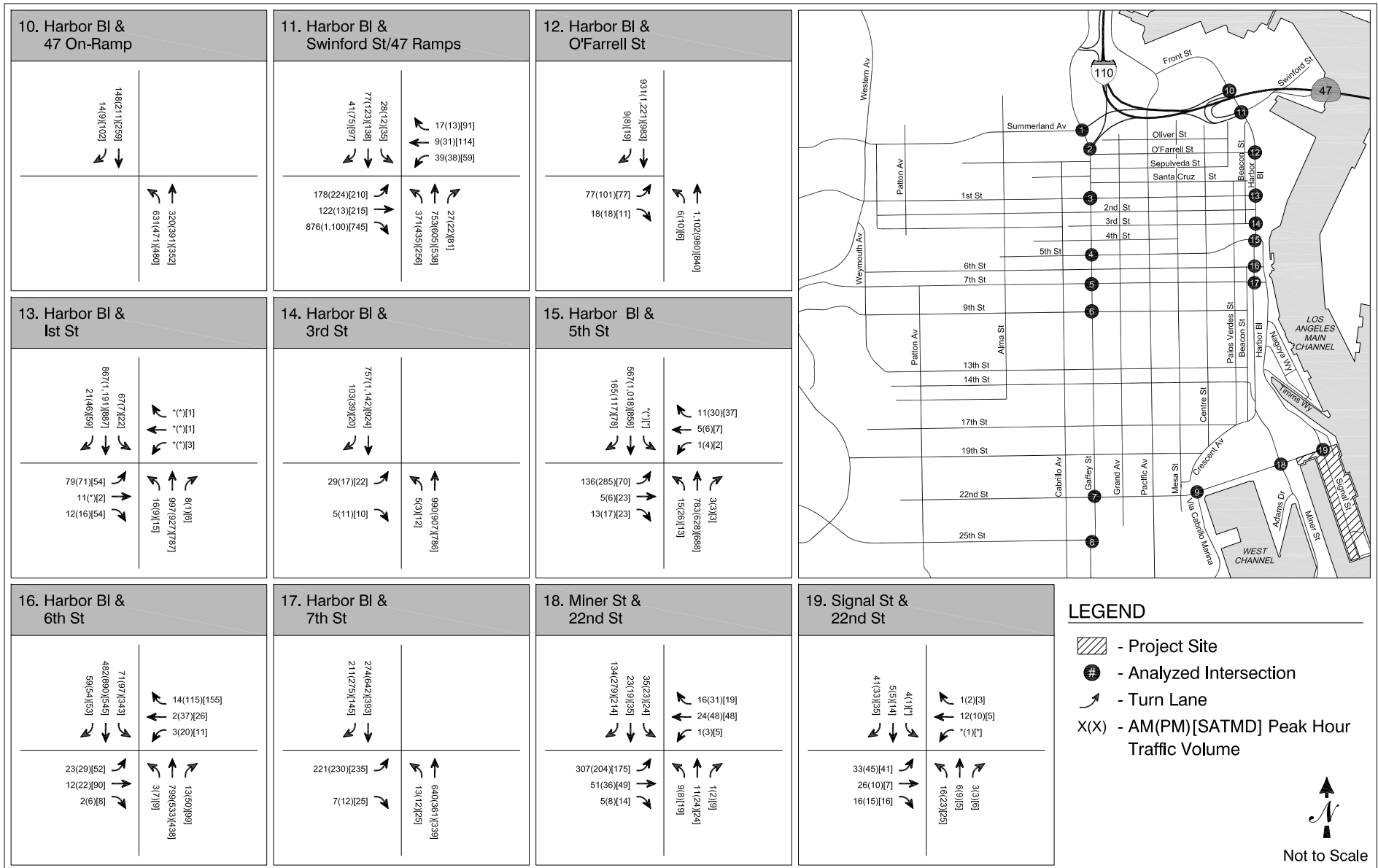
Three study intersections, Harbor Boulevard & SR-47 Westbound On-Ramp, Harbor Boulevard & 3<sup>rd</sup> Street, and Signal Street & 22<sup>nd</sup> Street are unsignalized and were analyzed for information purposes using the stop-controlled methodologies from *Highway Capacity Manual* (Transportation Research Board, 2000), which determines the average vehicle delay and the LOS using the relationship. The results of the analysis of these three unsignalized intersections are presented in Appendix E.

### ***Existing Peak Hour Levels of Service***

The existing weekday and weekend peak hour turning movement volumes presented in Figure 3 were used in conjunction with the LOS methodology described above to determine existing operating conditions at each of the study intersections. LOS calculation worksheets are included in Appendix C.







**TABLE 1  
LEVEL OF SERVICE DEFINITIONS  
FOR SIGNALIZED INTERSECTIONS**

Level of Service	Intersection Capacity Utilization	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*,  
 Transportation Research N:\Jobs\Active\2400s\2463 - City Dock 1 EIR-POLA\Report



**Table 2 summarizes the existing weekday evening and weekend midday peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that all 16 signalized study intersections are currently operating at acceptable LOS (LOS D or better) during the weekday morning and evening and weekend midday peak hours.**

**TABLE 2  
EXISTING CONDITIONS LEVEL OF SERVICE RESULTS**

	INTERSECTION [1]	PEAK HOUR	Existing	
			V/C	LOS
1	Gaffey St & Summerland Ave	AM	0.704	C
		PM	0.813	D
		WK	0.584	A
2	Gaffey St & I-110 Ramps	AM	0.377	A
		PM	0.514	A
		WK	0.429	A
3	Gaffey St & 1st St	AM	0.860	D
		PM	0.825	D
		WK	0.778	C
4	Gaffey St & 5th St	AM	0.715	C
		PM	0.634	B
		WK	0.674	B
5	Gaffey St & 7th St	AM	0.627	B
		PM	0.593	A
		WK	0.622	B
6	Gaffey St & 9th St	AM	0.650	B
		PM	0.611	B
		WK	0.633	B
7	Gaffey St & 22nd St	AM	0.330	A
		PM	0.333	A
		WK	0.427	A
8	Gaffey St & 25th St	AM	0.358	A
		PM	0.325	A
		WK	0.466	A
9	Via Cabrillo Marina & 22nd St	AM	0.136	A
		PM	0.080	A
		WK	0.122	A
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.505	A
		PM	0.485	A
		WK	0.583	A
12	Harbor Blvd & O'Farrell St	AM	0.431	A
		PM	0.493	A
		WK	0.391	A
13	Harbor Blvd & 1st St	AM	0.333	A
		PM	0.351	A
		WK	0.245	A
15	Harbor Blvd & 5th St	AM	0.258	A
		PM	0.498	A
		WK	0.282	A
16	Harbor Blvd & 6th St	AM	0.252	A
		PM	0.282	A
		WK	0.406	A
17A	Harbor Blvd & 7th St	AM	0.189	A
		PM	0.203	A
		WK	0.135	A
17B	Harbor Blvd & Sampson Way	AM	Intersection Does Not Exist	
		PM		
		WK		
18	Miner St & 22nd St	AM	0.258	A
		PM	0.301	A
		WK	0.249	A

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA analysis methodology.

[1] - CMA analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramps; Intersection #14 - Harbor Blvd & 3rd St; and Intersection # 19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

### III. TRAFFIC PROJECTIONS

#### PROJECT TRAFFIC VOLUMES

Development of the traffic generation estimates for the proposed project involved a three-step process including traffic generation, trip distribution, and traffic assignment.

##### ***Project Traffic Generation***

Trip generation rates and equations from *Trip Generation, 8<sup>th</sup> Edition* and other sources were used to develop trip generation estimates for the proposed project. The trip generation estimates proposed project is summarized in Table 3 for the interim Year 2016, the full buildout Year 2024, and end-of-lease term Year 2042. When a land use proposed as part of the project had an associated trip generation rate in *Trip Generation, 8<sup>th</sup> Edition*, that rate was used.

Trip generation rates for the boat slips on the East Channel were developed based on the following assumptions:

- Two external crew members making two round-trip commute trips would be necessary to serve the vessel.
- One daily round trip truck trip would be necessary to serve the vessel.
- All researchers on the vessel would be accounted for in trip generation for office/lab/classroom uses.
- All weekday vehicle trips would be made outside AM and PM peak hours.
- Outbound trips for crew would occur during the weekend midday peak hour.
- Six vessel sailings per day (half of the 12 small vessel slips would be used per weekday) on weekdays and three on weekend days (one quarter of the 12 small vessel slips would be used per weekend day).

Trip generation rates for the Public Plaza were developed using the *San Diego Land Development Code Trip Generation Manual* (City of San Diego, 2003). In order to provide a conservative estimate of potential traffic impacts of the proposed project, no adjustments were made to account for possible reductions due to either pass-by trips or internal capture with the exception of the small waterfront café, which would generally serve City Dock users.

In 2016, as shown in Table 3, the project is estimated to generate a total of approximately 1,046 daily weekday trips, including approximately 102 (83 inbound/19 outbound) trips during the AM peak hour and 96 (22 inbound/74 outbound) trips during the PM peak hour. The project is projected to generate approximately 518 daily weekend trips, including 53 (32 inbound/21 outbound) trips during the weekend peak hour.

In 2024, as shown in Table 3, using the same methodology as described above, the proposed project is projected to generate approximately 2,935 daily weekday trips, including approximately 384 (318 inbound/66 outbound) trips during the AM peak hour and 343 (60 inbound/283 outbound) trips during the PM peak hour. The project is projected to generate approximately 997 daily weekend trips, including 112 (77 inbound/35 outbound) trips during the weekend peak hour.

**TABLE 3  
CITY DOCK #1 TRIP GENERATION ESTIMATES**

Facility	Description	Location	Size	WEEKDAY						WEEKEND					
				Weekday Daily	AM Peak Hour			PM Peak Hour			Weekend Daily	Midday Peak Hour			
					Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total	
<b>PHASE 1</b>															
<i>Proposed</i>															
SCMI	Research & Development Facility	Berth 56/57	37.083 KSF	301	37	8	45	6	34	40	70	7	2	9	
	Support Facilities & Storage	Berth 56/57	13.020 KSF	46	3	1	4	1	3	4	16	1	1	2	
	Learning Center - Museum/Interpretive center	Berth 56	1.574 KSF	6	*	*	*	*	*	*	8	*	*	*	
	Learning Center - Classrooms & Auditorium(Seats)	Berth 56	270 Seats [1]	643	46	11	57	17	40	57	351	25	6	31	
	Boat Slips (Floating Finger Dock)	East Channel	12 Slips	72	*	*	*	*	*	*	72	*	12	12	
	Public Plaza	Berth 57	7.500 KSF	9	*	*	*	*	*	*	9	*	*	0	
	<i>Total New Square Footage</i>			<i>87.603 KSF</i>	<i>1,068</i>	<i>86</i>	<i>20</i>	<i>106</i>	<i>24</i>	<i>77</i>	<i>101</i>	<i>517</i>	<i>33</i>	<i>21</i>	<i>54</i>
<i>Existing to be Removed</i>															
Crescent Warehouse	Transit Shed 57-58	Berths 57-58	8 People	(31)	(3)	(1)	(4)	(2)	(3)	(5)	(8)	(1)	0	(1)	
<b>Phase 1 Net New Trips</b>				<b>87.603 KSF</b>	<b>1,037</b>	<b>83</b>	<b>19</b>	<b>102</b>	<b>22</b>	<b>74</b>	<b>96</b>	<b>509</b>	<b>32</b>	<b>21</b>	<b>53</b>
<b>PHASE 2</b>															
<i>Proposed</i>															
Berths 58-60	Research & Development Facility	Berth 58-60	180.000 KSF	1,460	183	37	220	29	164	193	342	34	9	43	
	Waterfront Café	Berth 58-60	0.280 KSF	36	2	1	3	2	1	3	44	2	2	4	
	Waterfront Café Internalization	Berth 58-60	50% internalized	(18)	(1)	(1)	(2)	(1)	(1)	(2)	(7)	0	0	0	
	Public Plaza	Berth 60	4.000 KSF	5	*	*	*	*	*	*	5	*	*	*	
<b>Net Trips Berths 58-60</b>			<b>184.780 KSF</b>	<b>1,483</b>	<b>184</b>	<b>37</b>	<b>221</b>	<b>30</b>	<b>164</b>	<b>194</b>	<b>384</b>	<b>36</b>	<b>11</b>	<b>47</b>	
Berth 70-71 (Westways)	NOAA Administration/Research Facility	Berth 70-71	50.000 KSF	406	51	10	61	8	45	53	95	9	3	12	
<b>Net Trips Berths 70-71</b>			<b>50.000 KSF</b>	<b>406</b>	<b>51</b>	<b>10</b>	<b>61</b>	<b>8</b>	<b>45</b>	<b>53</b>	<b>95</b>	<b>9</b>	<b>3</b>	<b>12</b>	
<b>Phase 2 Net New Trips</b>			<b>234.780 KSF</b>	<b>1,889</b>	<b>235</b>	<b>47</b>	<b>282</b>	<b>38</b>	<b>209</b>	<b>247</b>	<b>479</b>	<b>45</b>	<b>14</b>	<b>59</b>	
<b>Total Net New Trips (Phase 1 &amp; Phase 2)</b>				<b>2,926</b>	<b>318</b>	<b>66</b>	<b>384</b>	<b>60</b>	<b>283</b>	<b>343</b>	<b>988</b>	<b>77</b>	<b>35</b>	<b>112</b>	

Notes:

KSF = 1,000 square feet

[1] = Square footage of approximately 9.87 ksf is reflected in seat count per NOP

### ***Project Traffic Distribution***

The geographic distribution of trips generated by the proposed project is dependent on characteristics of the street system serving the site, the level of accessibility of routes to and from the proposed project site, the locations of employment and commercial centers to which residents of the project would be drawn, and the geographic distribution of population from which employees and potential patrons of the proposed commercial elements of the project would be drawn. The general distribution pattern used in this study was developed in consultation with LADOT and is illustrated in Figure 4.

### ***Project Traffic Assignment***

The trip generation estimates for Phase 1 and Phase 2 conditions summarized in Table 3 and the distribution patterns illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional street system. Figures 5 and 6 illustrate the estimated project-generated peak hour traffic volumes at each of the analyzed intersections during a typical weekday morning and evening peak hour and weekend midday peak hour, for opening year and stabilized year, respectively. Project traffic assignment for years 2024 and 2042 account for the proposed reconfiguration of Harbor Boulevard south of 7<sup>th</sup> Street, which will include a junction with Sampson Way.

## **EXISTING PLUS PROJECT TRAFFIC PROJECTIONS**

The proposed project traffic volumes for both Phase 1 and Phase 2 were added to the 2011 traffic counts to develop the existing plus project traffic volumes. Figure 7 illustrates the resulting projected existing plus project peak hour traffic volumes for a typical weekday AM and PM peak hour and weekend peak hour with Phase 1 developed, and Figure 8 illustrates the Existing plus Project conditions with the addition of Phase 2 project trips.

## **FUTURE BASE TRAFFIC VOLUMES**

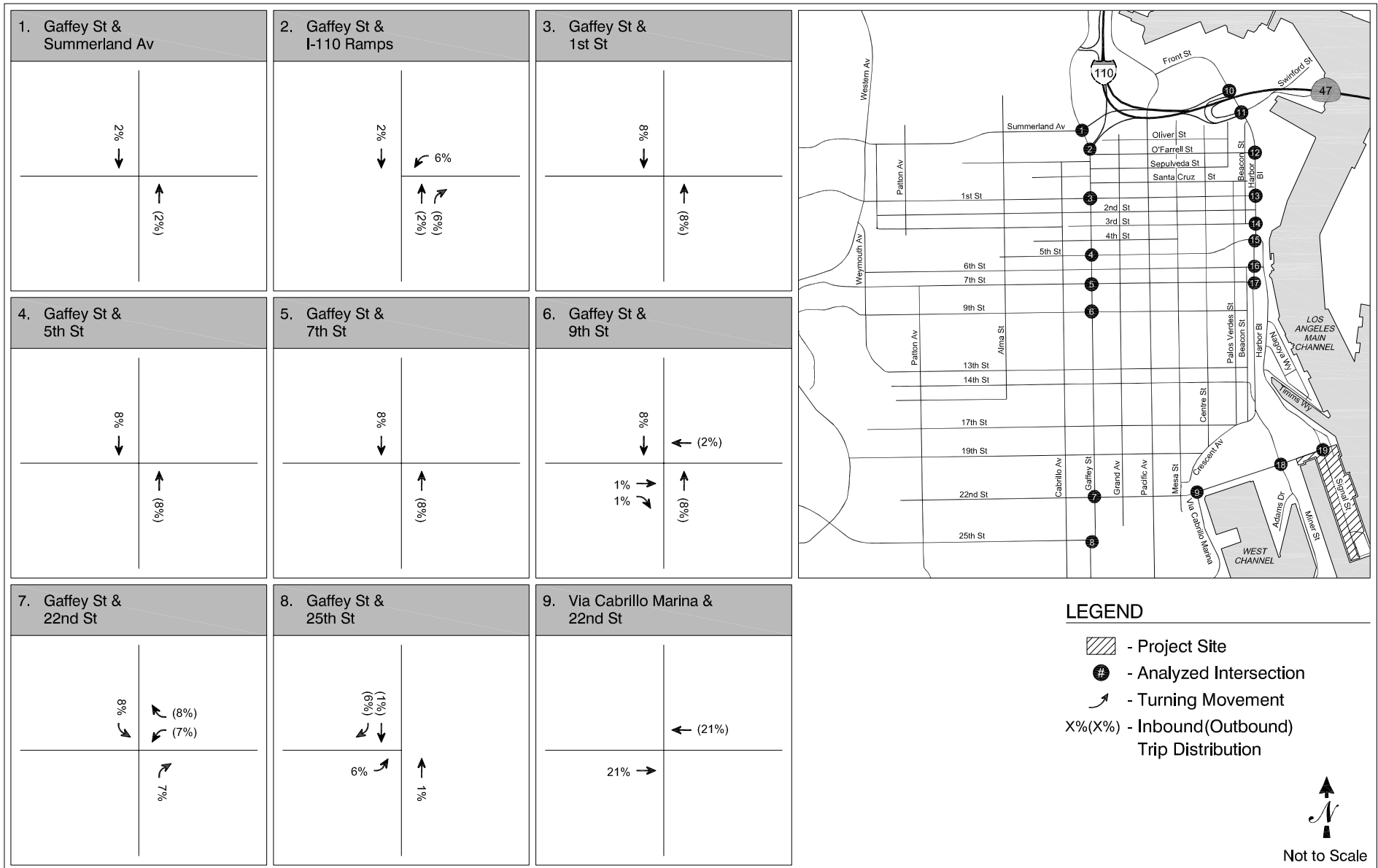
The future base traffic projections reflect the changes to existing traffic conditions expected from: (1) ambient growth in traffic, which reflects increases in traffic because of regional growth and development; (2) traffic generated by specific development projects located in, or in the vicinity of, the study area; and (3) roadway or intersection capacity enhancements. These factors are described below.

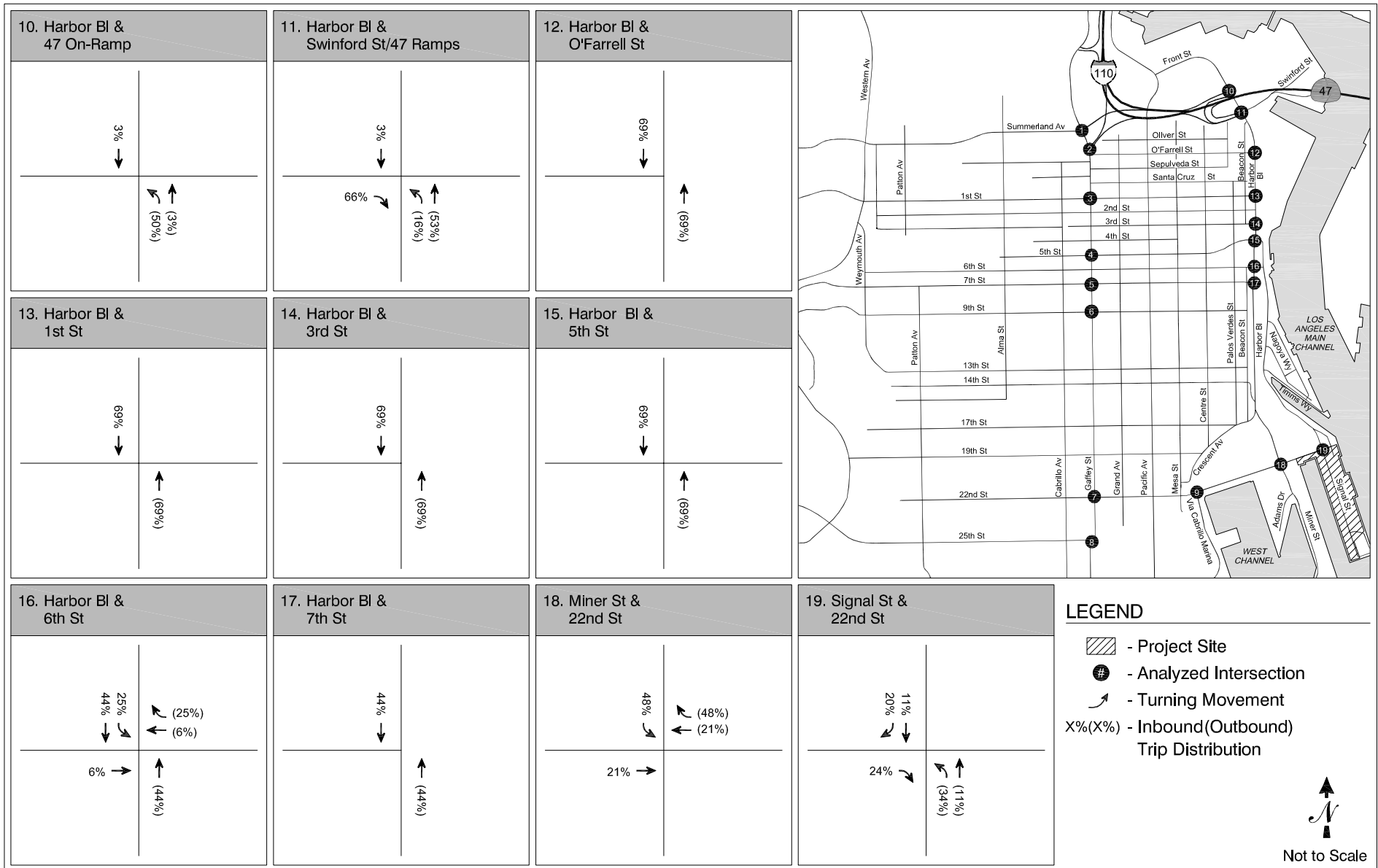
### ***Areawide Traffic Growth***

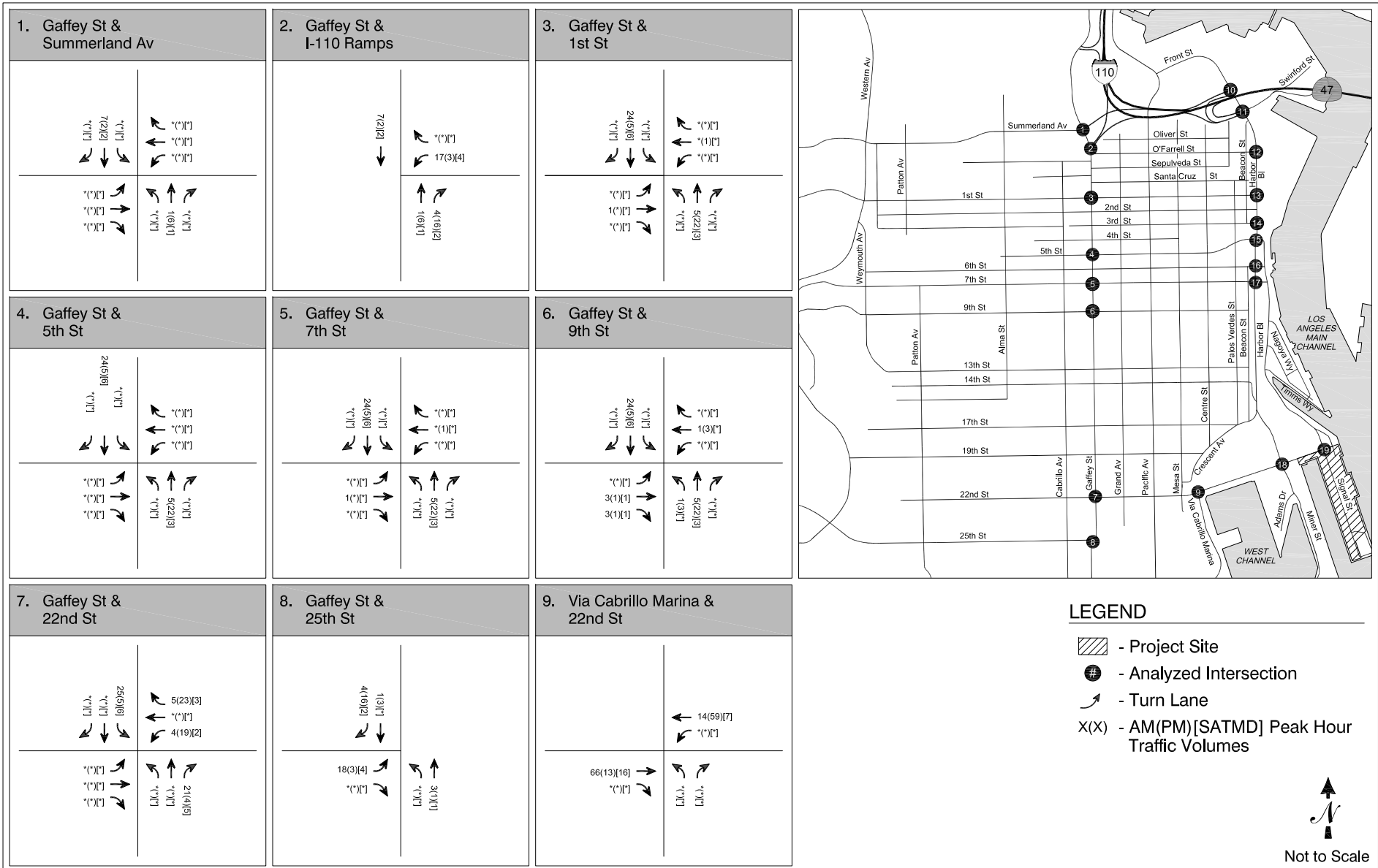
Regional background (ambient) traffic growth was estimated using data from a computerized traffic analysis tool known as the Port Area Travel Demand Model, which includes traffic growth for the port and the local area. Background traffic growth occurs as a result of regional growth in employment, population, schools, and other activities. Related projects are covered by the growth forecasts of the Port Travel Demand Model. Local projects not included in the SCAG Regional Travel Demand Forecasting Model were separately accounted for in the Port Travel Demand Model, such as detailed Ports of Long Beach and Los Angeles projected container and non-container terminal growth and the Wilmington Waterfront.

### ***Related Project Traffic Generation and Assignment***

Future base traffic forecasts include the effects of specific cumulative development projects, also called related projects, expected to be built in the vicinity of the proposed project site prior to the proposed project's future years of 2016, 2024 and 2042. The following projects were included in the related project traffic generation and assignment:

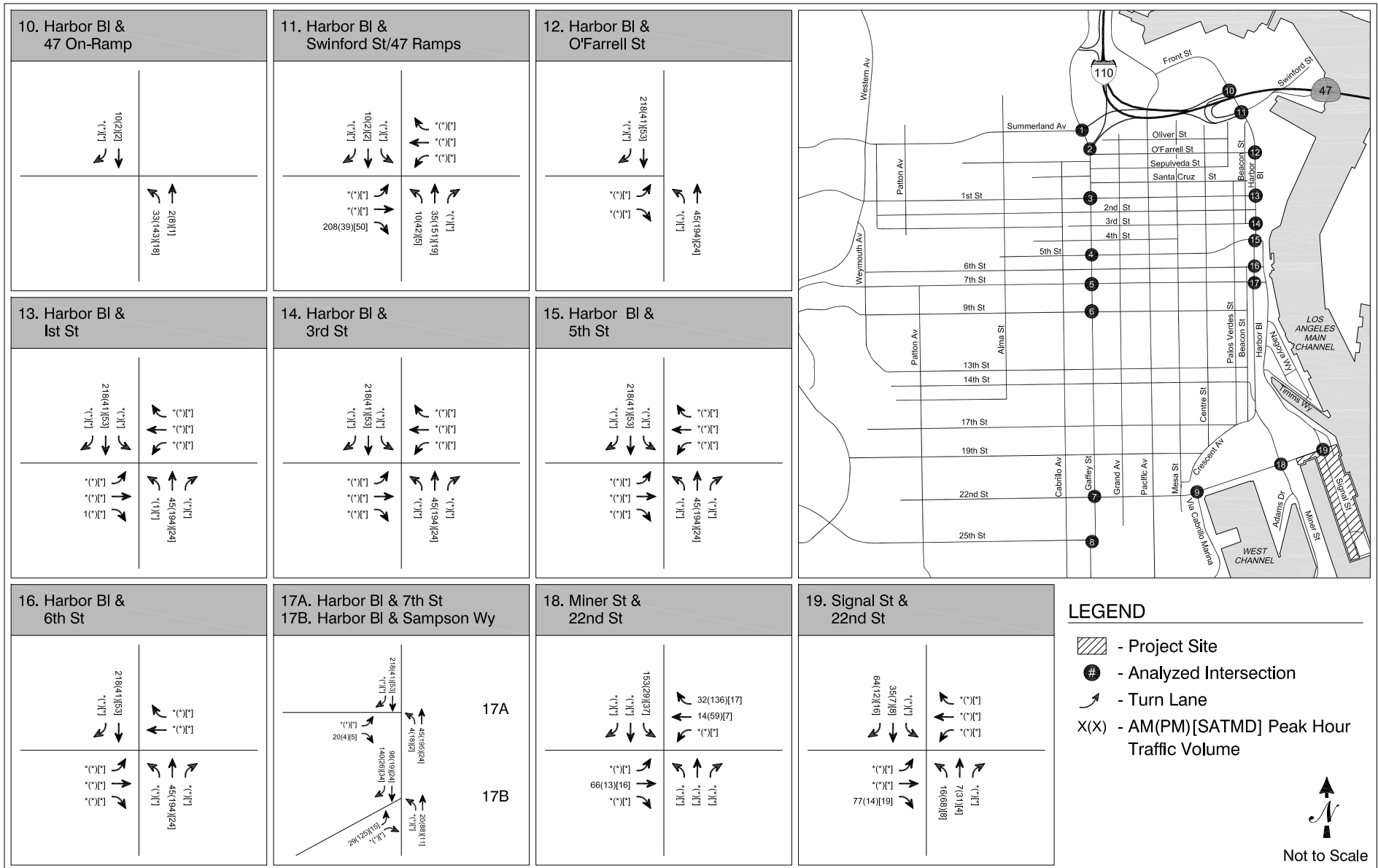




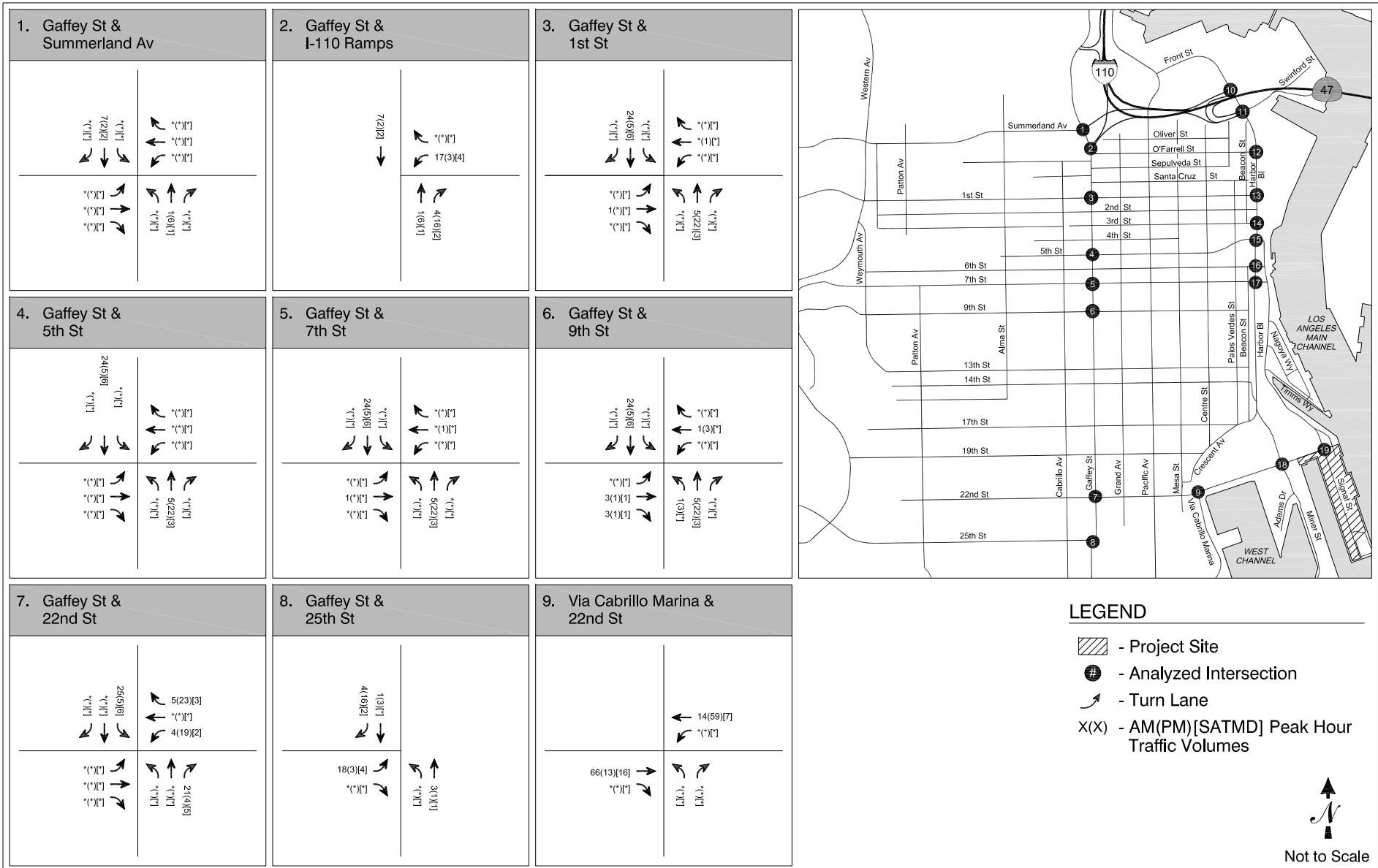


Note: Project Only volumes reflect future year graphic assignment

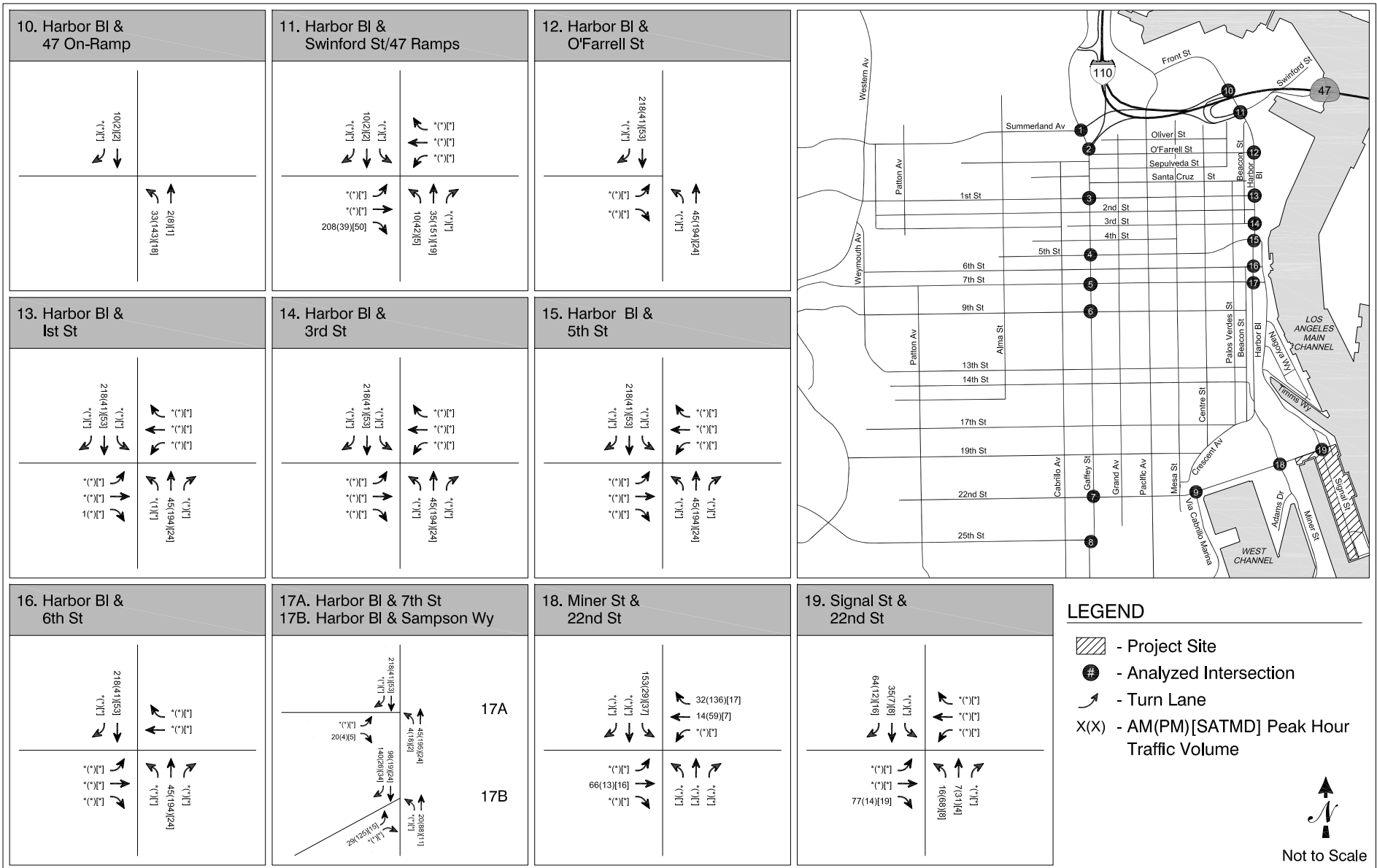




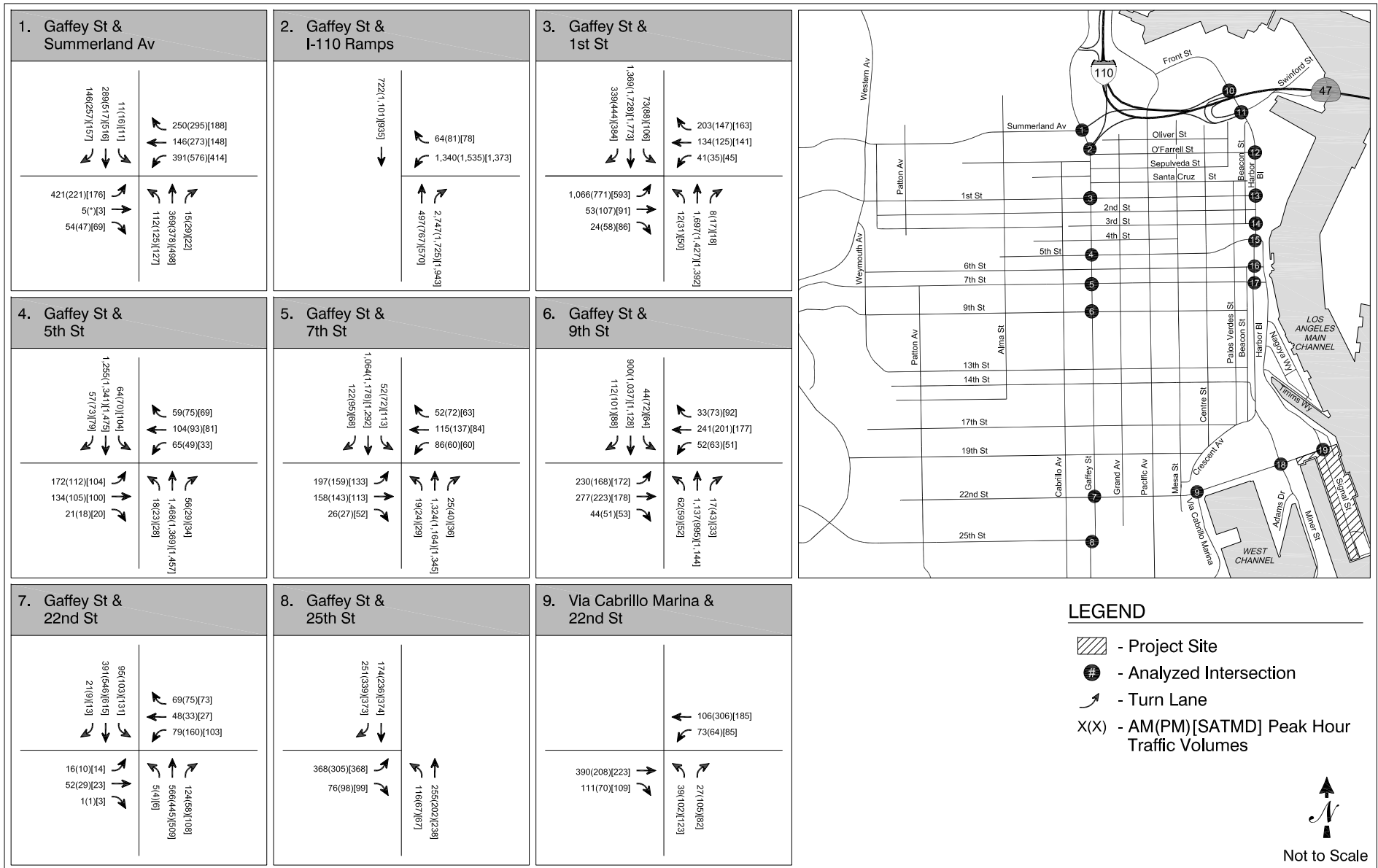
Note: Project Only volumes reflect future year graphic assignment

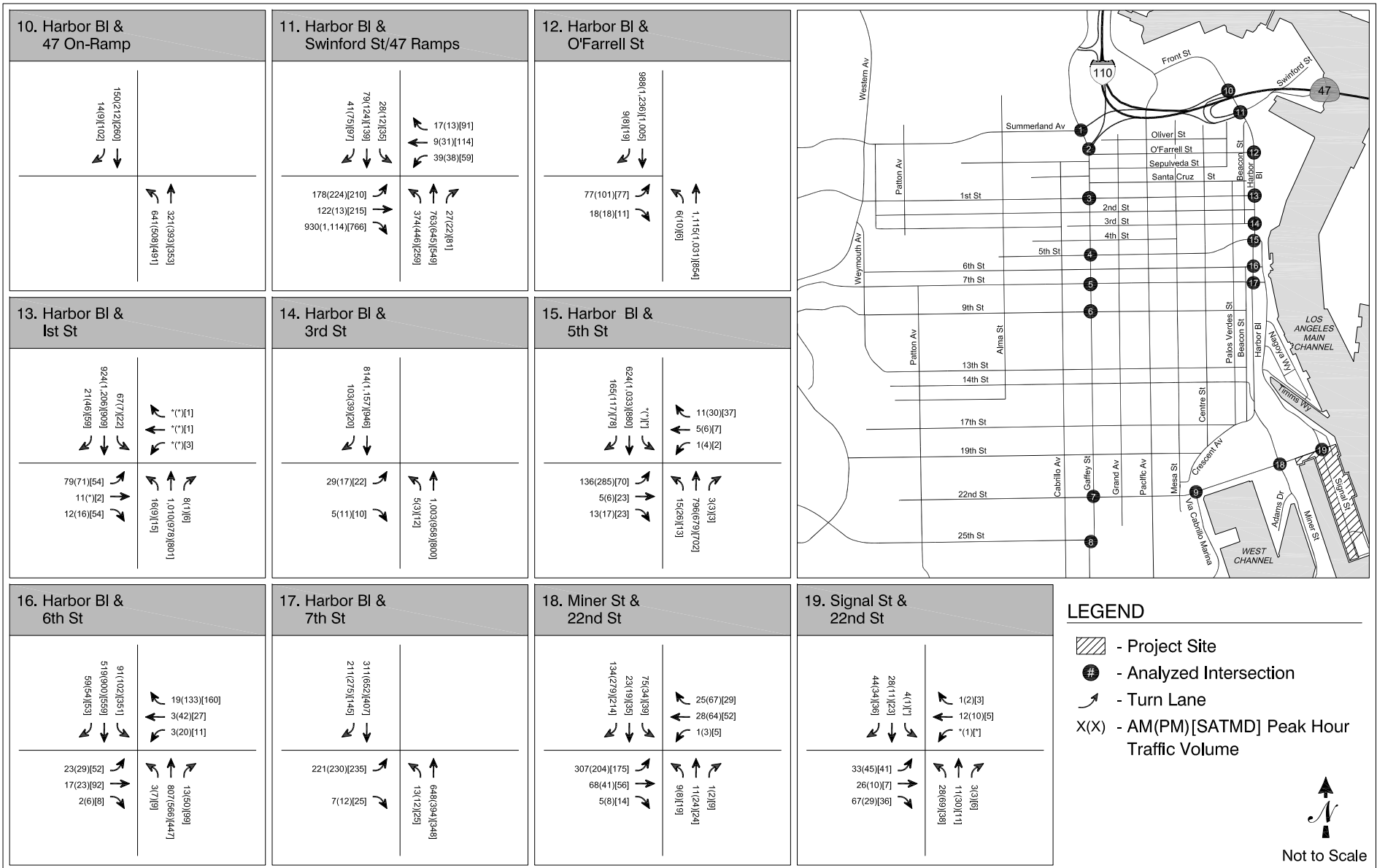


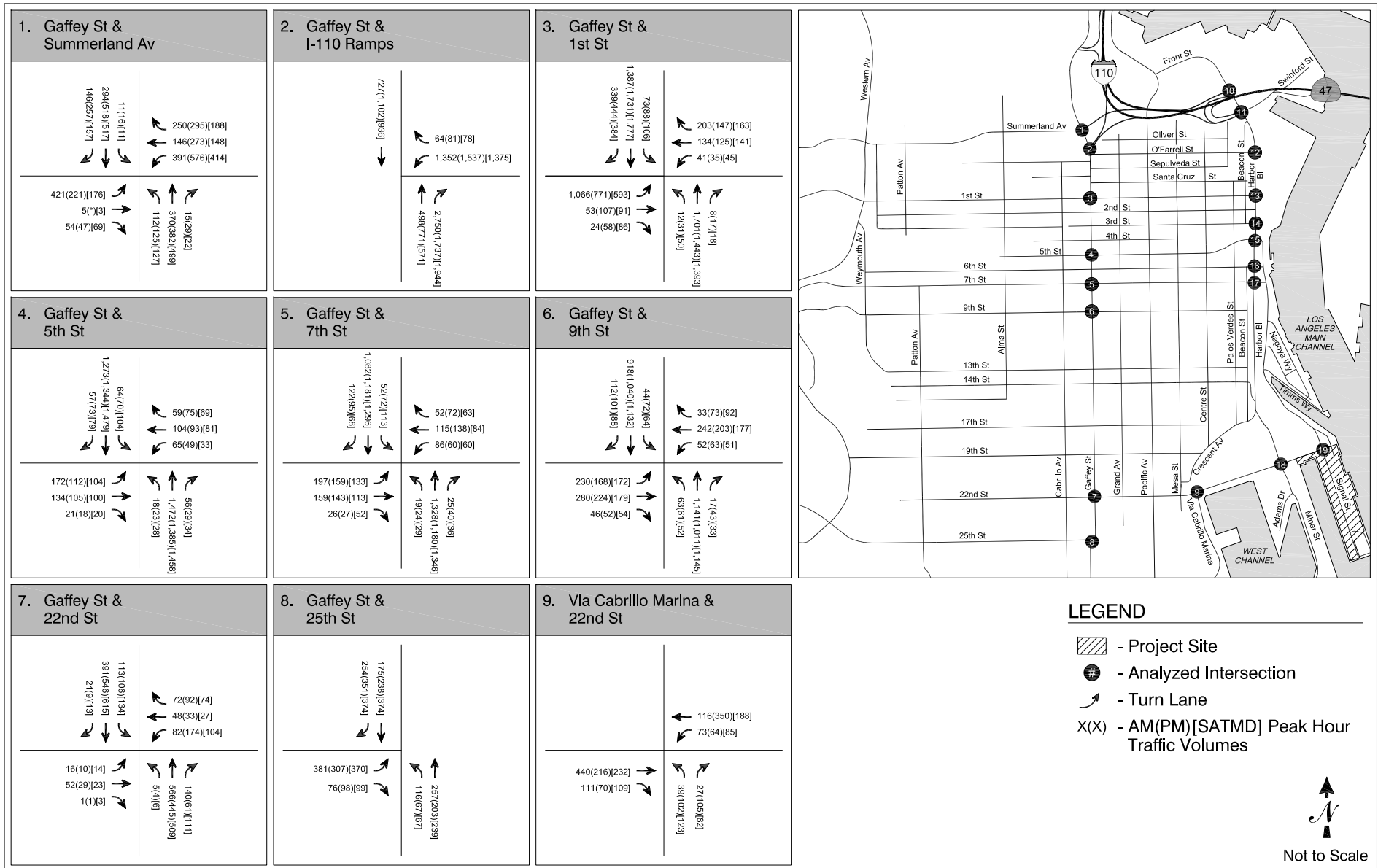
Note: Project Only volumes reflect future year graphic assignment

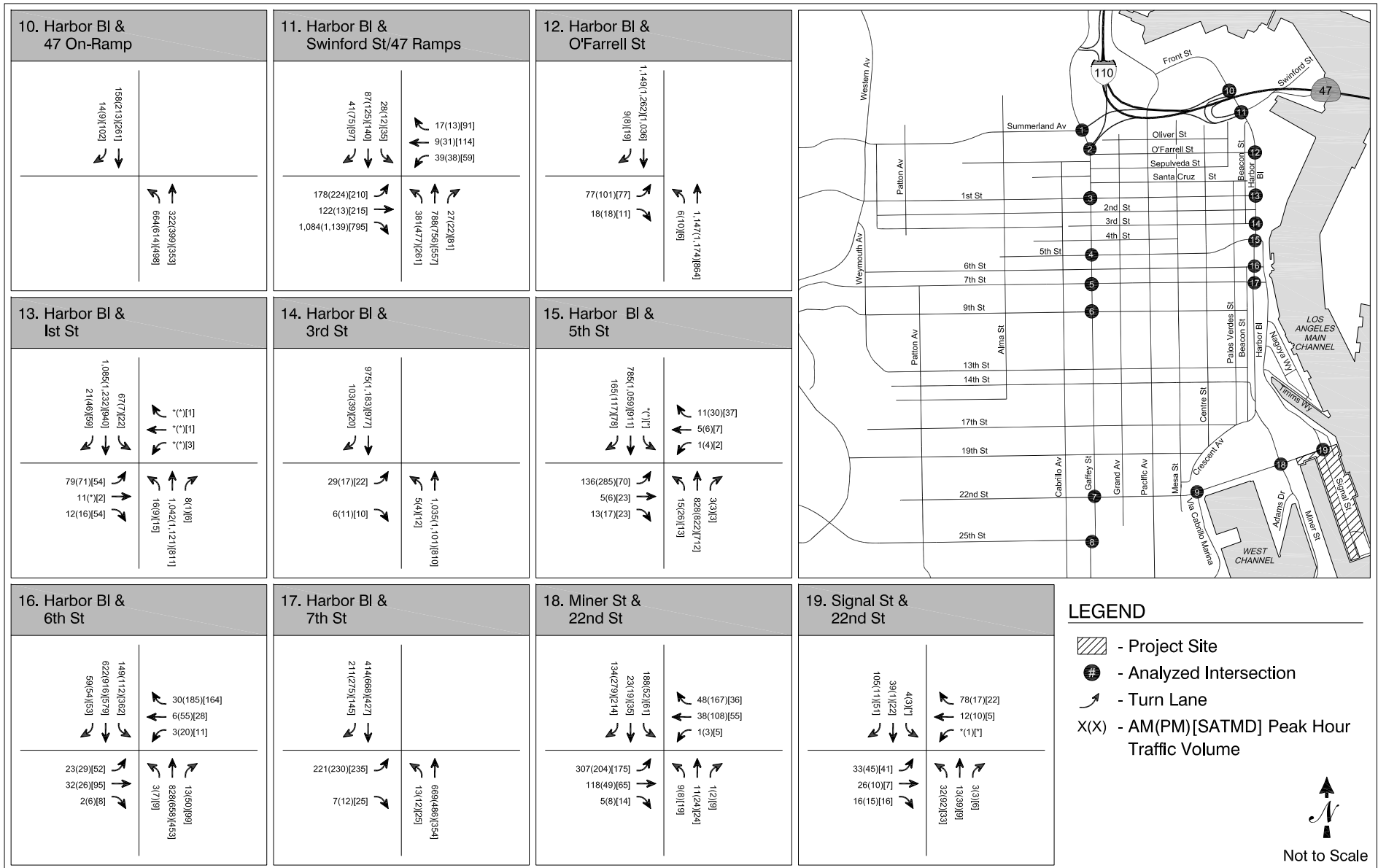


Note: Project Only volumes reflect future year graphic assignment











- CRAFTED in San Pedro (Warehouses #9 and #10) – CRAFTED would be located in Warehouses #9 and #10 in San Pedro, near Miner Street & 22nd Street, approximately 1.5 miles from the project site. This project would consist of adaptive reuse of the existing warehouses to create a permanent craft marketplace. The building programming would be composed of juried vendor stalls selling handmade wares. The building would also feature concession areas and a demonstration area. CRAFTED would be open throughout the week, with peak activity occurring on weekends.
- USS Iowa – USS Iowa would be located at City Dock #1 would be located at Berth 87, near the intersection of Harbor Boulevard & 1<sup>st</sup> Street, approximately 1.5 miles from the project site. This project consists of a 33,800-square foot visitor center, including a museum and education center aboard the USS Iowa battleship. There would also be concession areas, ticketing and gift-shop facilities on the project site.
- San Pedro Waterfront – The San Pedro waterfront transformation is a long-range specific plan for the San Pedro side of the Los Angeles waterfront. It includes redevelopment of Ports O'Call, the primary retail outlet along the waterfront, additional promenades and boat harbors, and several recreational elements. The project is expected to increase utilization of the Waterfront area with adaptive reuse of underutilized buildings and new development opportunities along the waterfront.

### **Future Baseline Street Improvements**

Per information received from POLA, a future improvement along Harbor Boulevard (expected by year 2016) to the intersection of Harbor Boulevard & 7<sup>th</sup> Street will include a junction with Sampson Way. By year 2024, as part of the San Pedro Waterfront Project: Harbor Boulevard will be re-stripped, and the median will be removed/reconstructed as needed to provide three northbound through and southbound through lanes between the reconstructed Sampson Way & Harbor Boulevard intersection and the Westbound On-Ramp & Front Street intersection. This will result in the removal of parking and the bike lane on the northbound side. However, the existing and planned promenade on the east side of Harbor Boulevard will provide the replacement bike lane. The parking and 5' bike lane on the southbound side south of O' Farrell Street will be preserved (this is predicated upon 10' interior lanes, with the exception of the outer southbound through lane, adjacent to the bike lane, which would be maintained at 11' wide). North of O'Farrell Street, the parking and parking lane on the southbound side would need to be removed to accommodate the northbound dual left-turn lane. The innermost northbound through lane at the eastbound off-ramp intersection would become a forced left-turn lane at the SR 47 Westbound On-Ramp. This improvement is projected to be needed by the year 2024. The POLA will monitor operational conditions on an ongoing basis to confirm the need and timing for these improvements.

Additionally, the current improvement plan would equip all remaining intersections with ATSAC and install the state-of-the-art Adaptive Traffic Control System (ATCS) as an additional feature of the ATSAC system. In the analysis of future operating conditions, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefit of ATSAC/ATCS control at all signalized study intersections.

These improvements would result in capacity changes at the specified locations throughout the study area. Future lane geometries are included in Appendix A of this report.

### **Traffic Assignment**

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

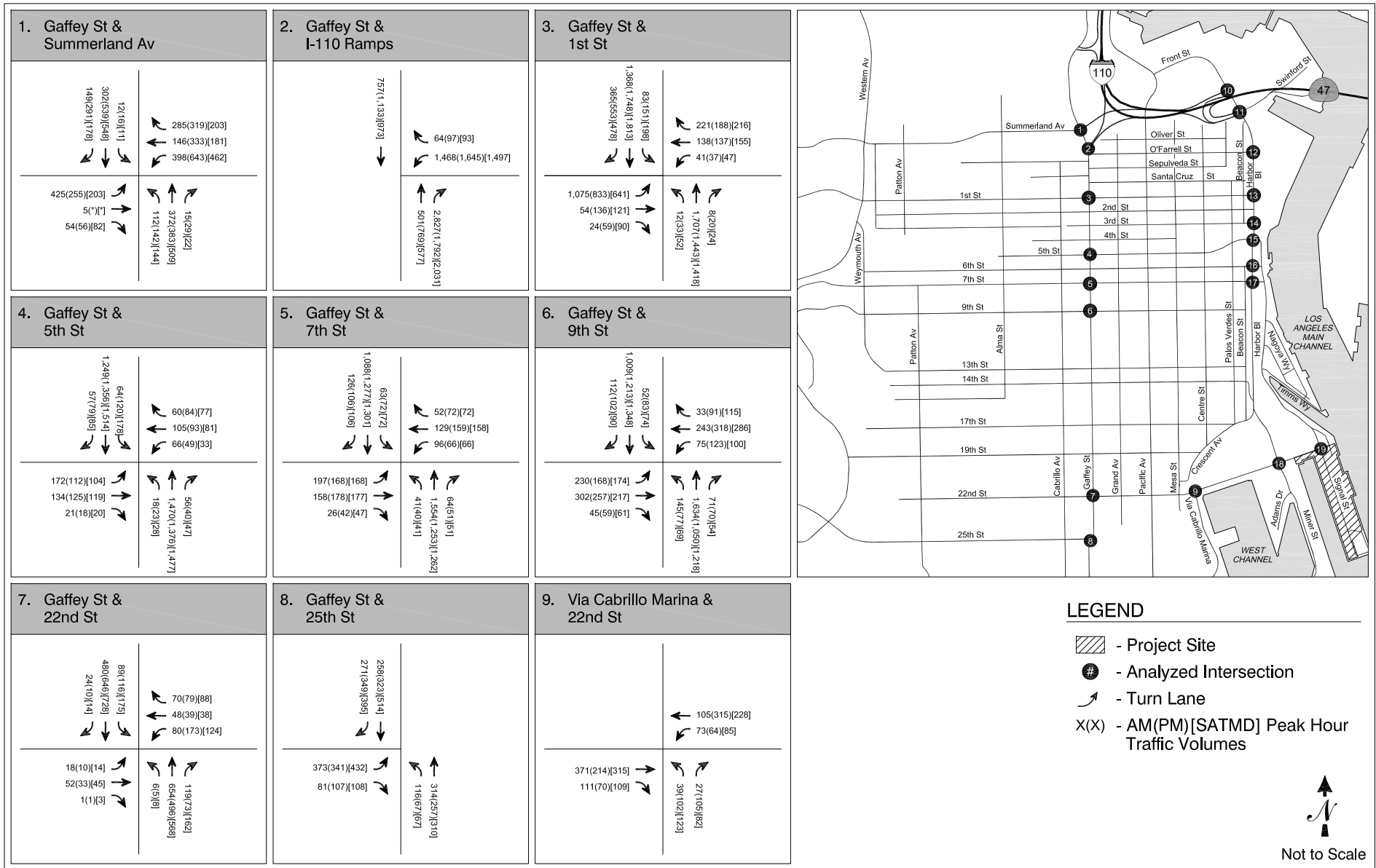


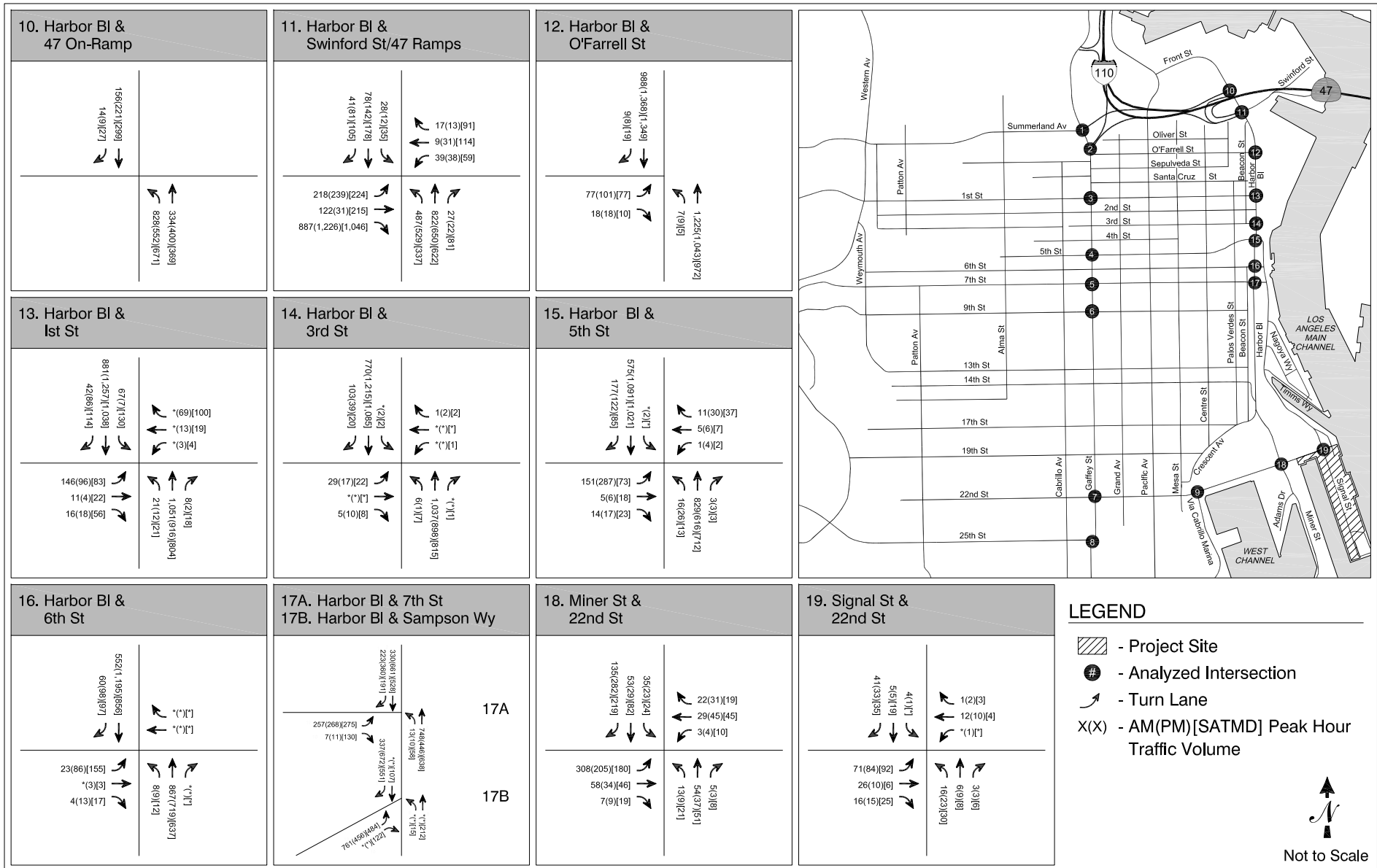
### ***Future Base Traffic Projections***

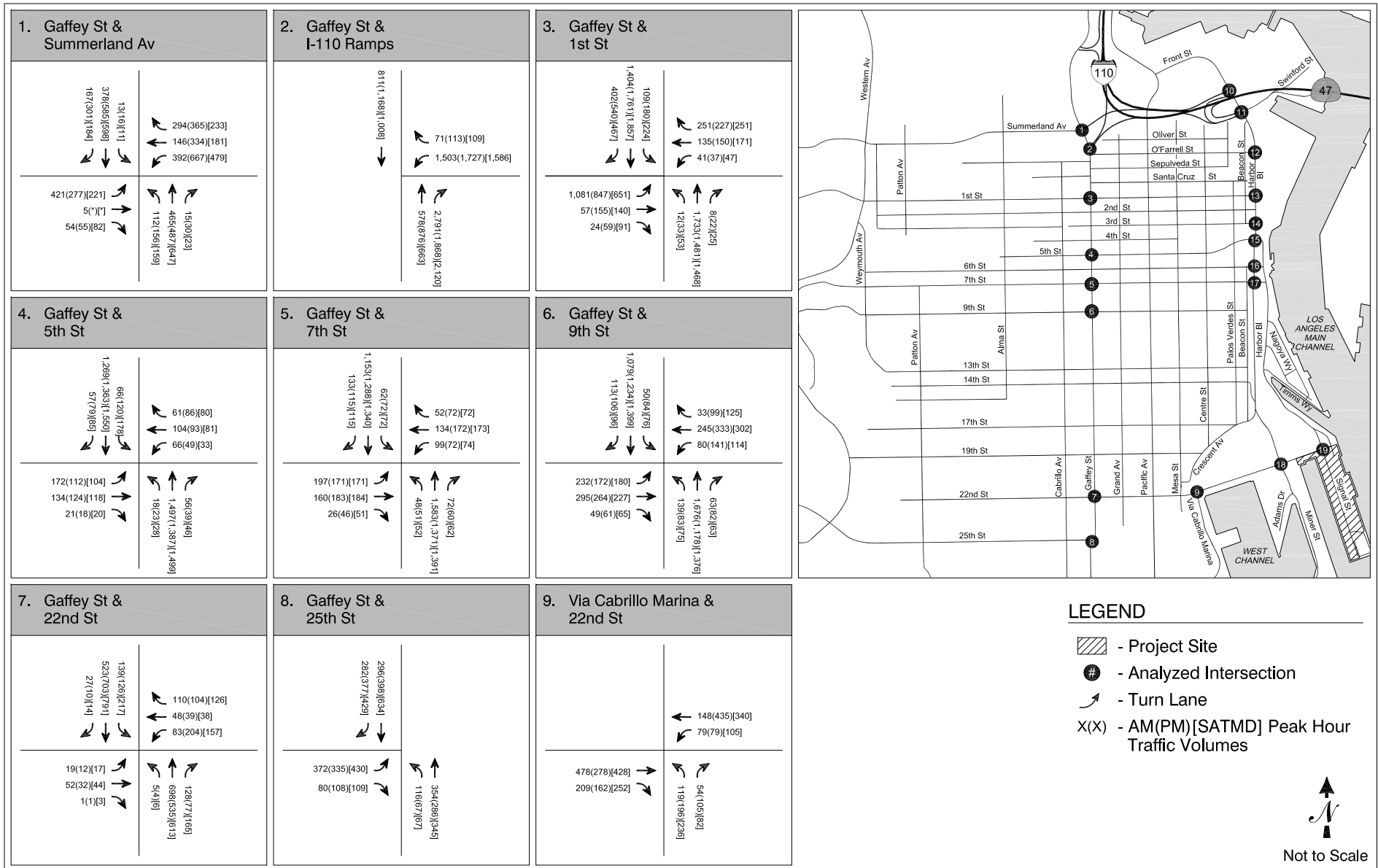
Figures 9, 10, and 11 illustrate the future base for the future Years 2016, 2024, and 2042 at the analyzed intersections for weekday morning and evening peak and weekend afternoon peak hours. The future base traffic conditions represent an estimate of future conditions without development of the proposed project.

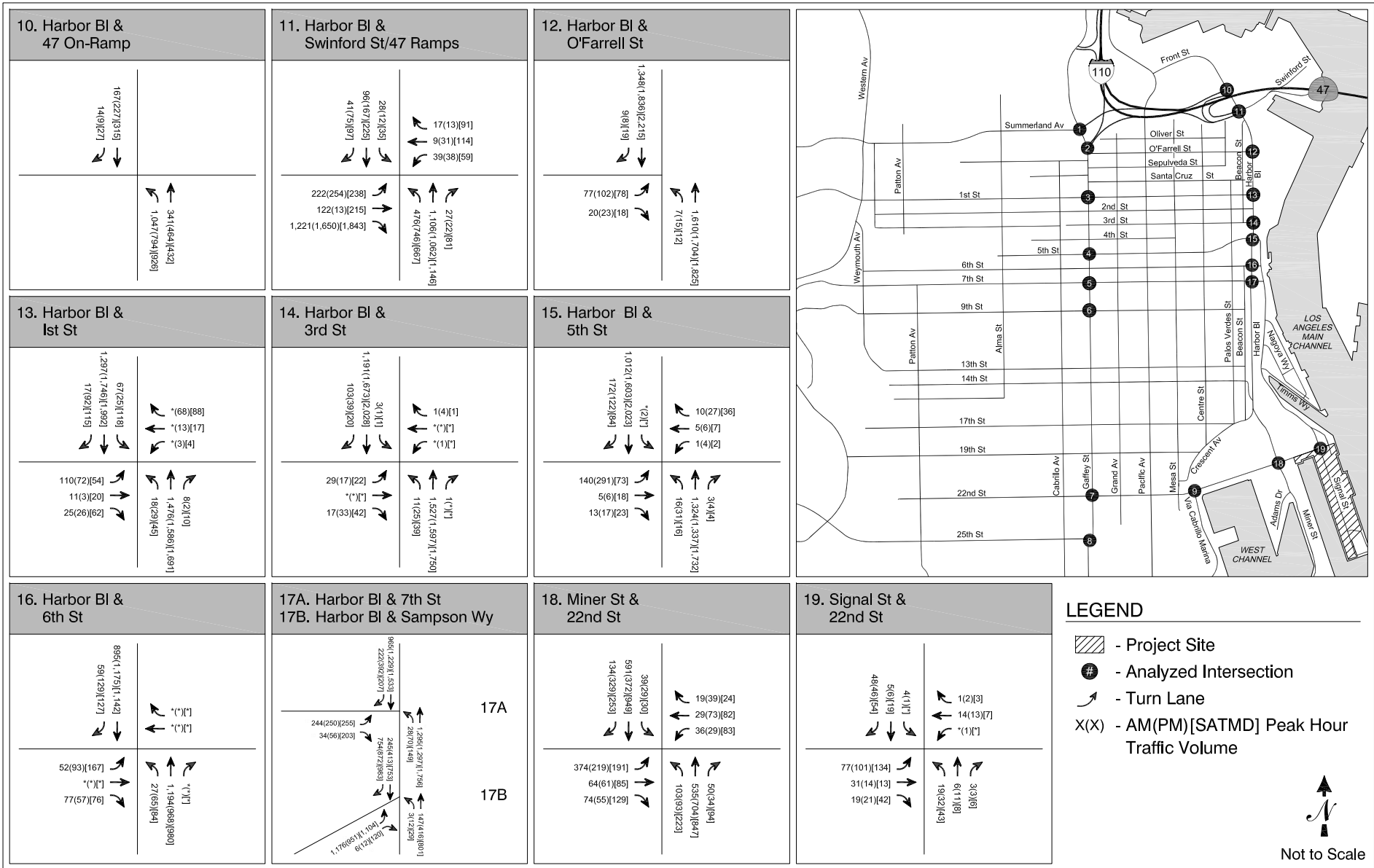
### **FUTURE PLUS PROJECT TRAFFIC PROJECTIONS**

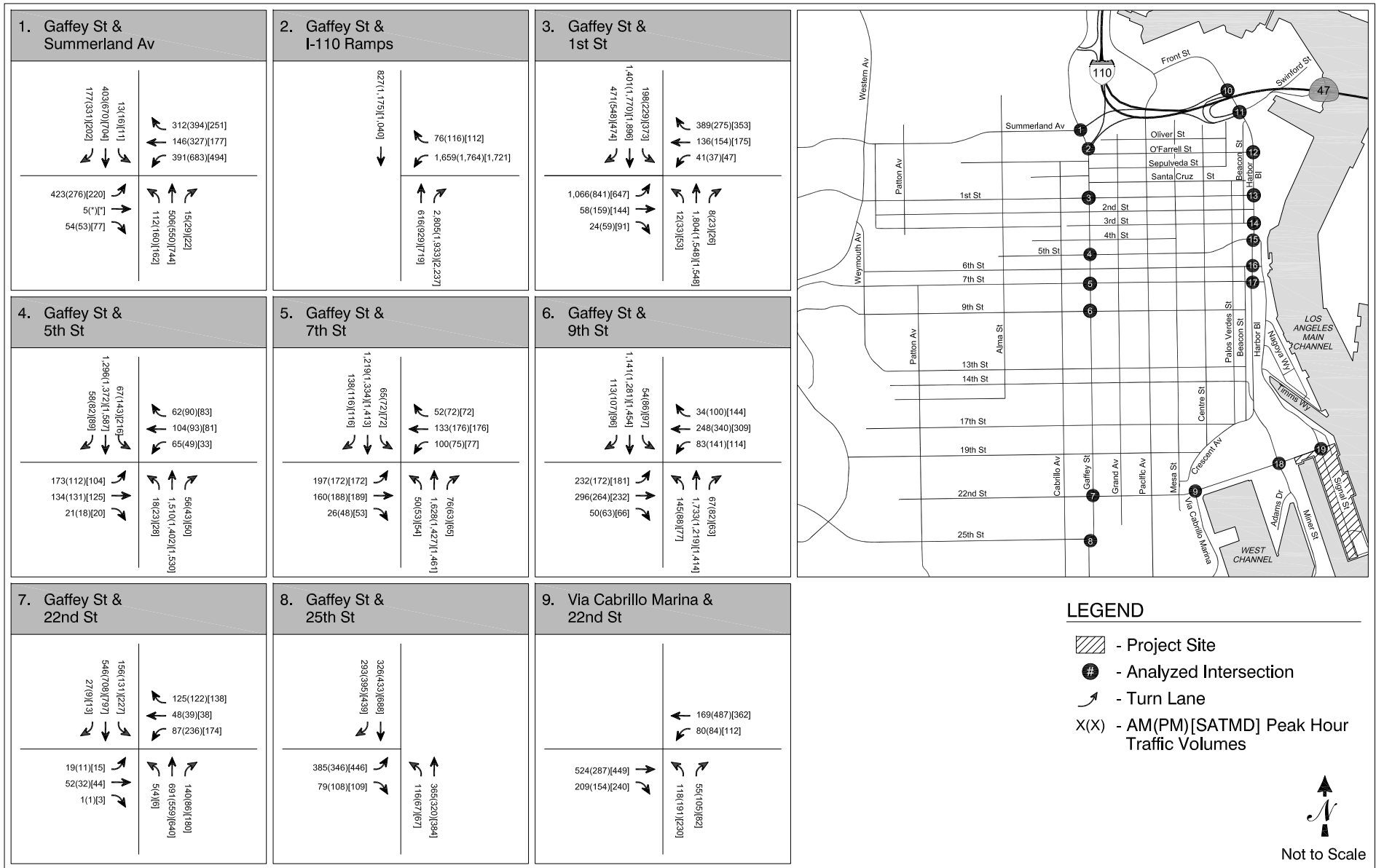
The proposed project traffic volumes were then added to the future base traffic projections to develop the future plus project traffic forecasts for years 2016, 2024 and 2042. Figure 12 illustrates the resulting projected future plus project peak hour traffic volumes for a typical weekday AM and PM peak hour and weekend PM peak hour in 2016. Figure 13 illustrates the resulting projected future plus project peak hour traffic volumes for a typical weekday AM and PM peak hour and weekend peak hour in 2024, with the inclusion of project traffic. Finally, Figure 14 shows information for 2042. These volumes represent future traffic conditions following completion of the proposed project for the three future analysis years.

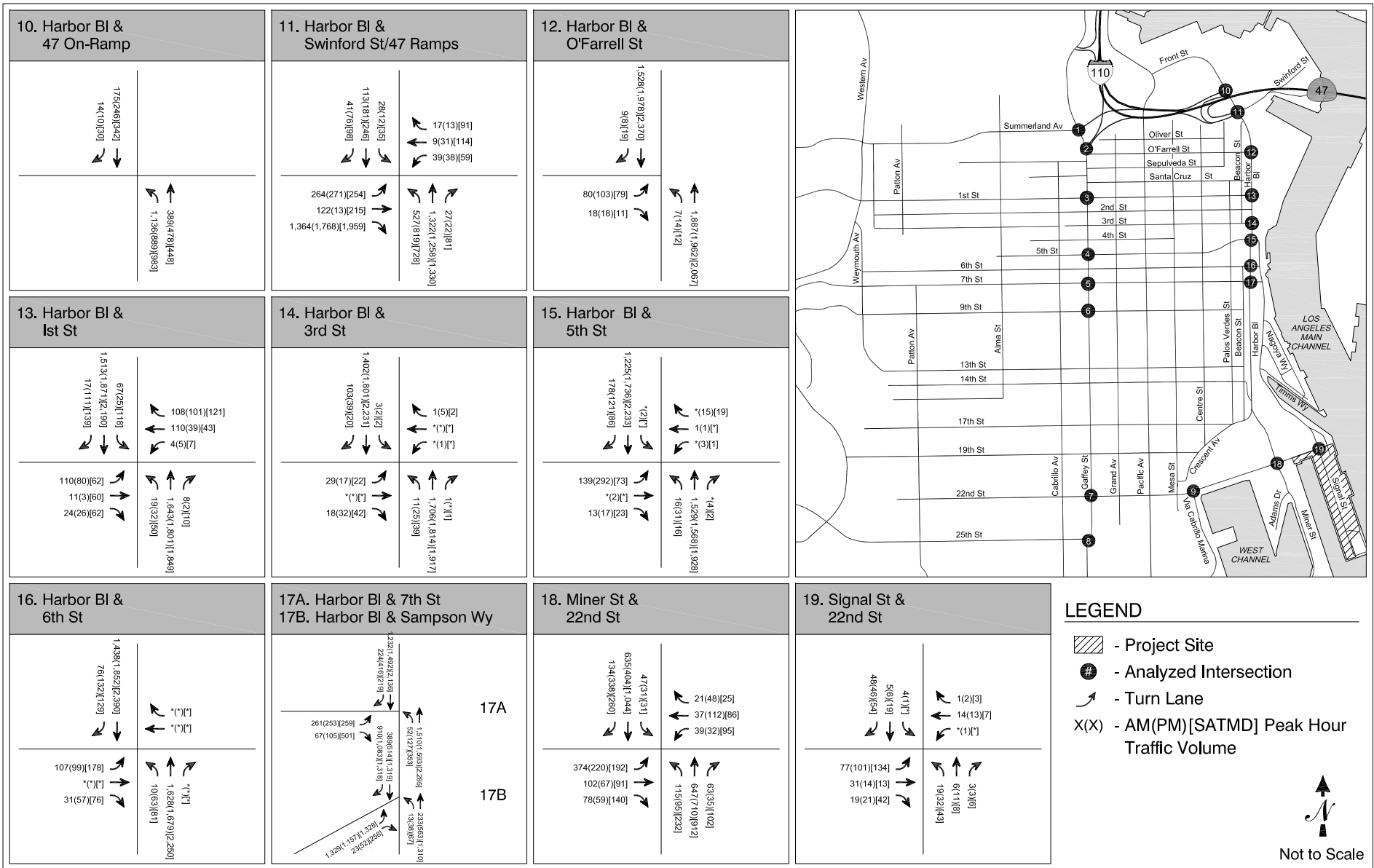


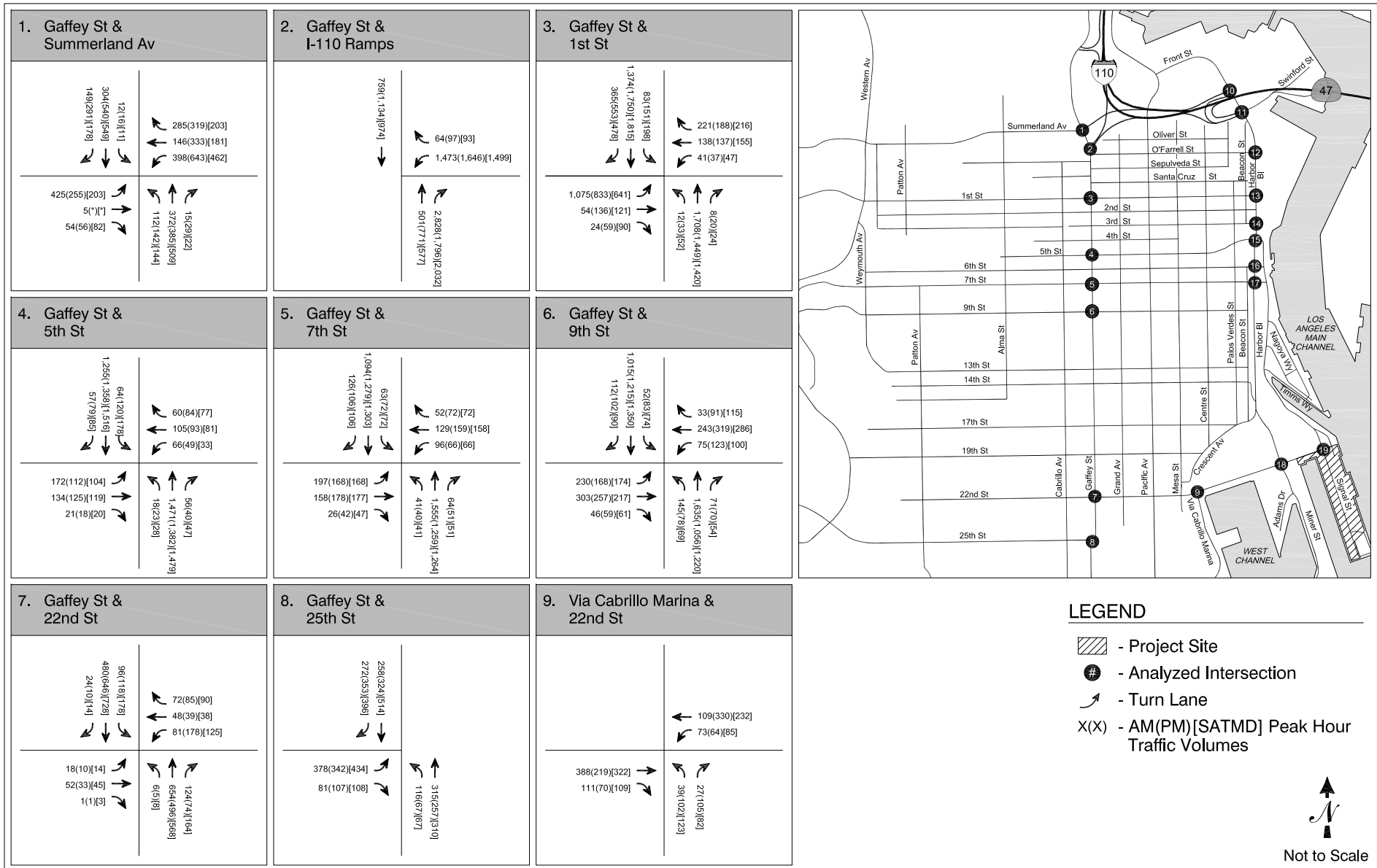




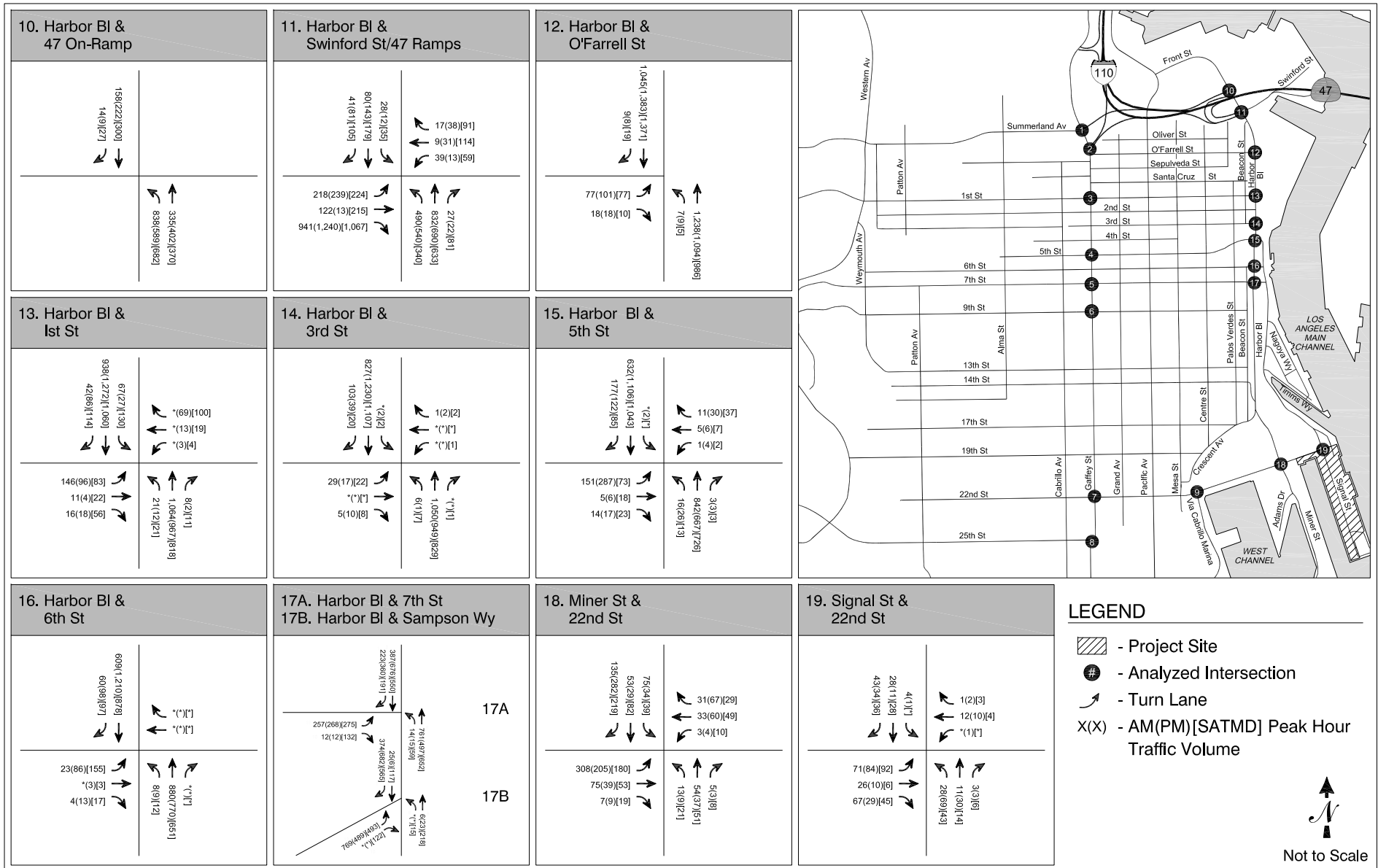


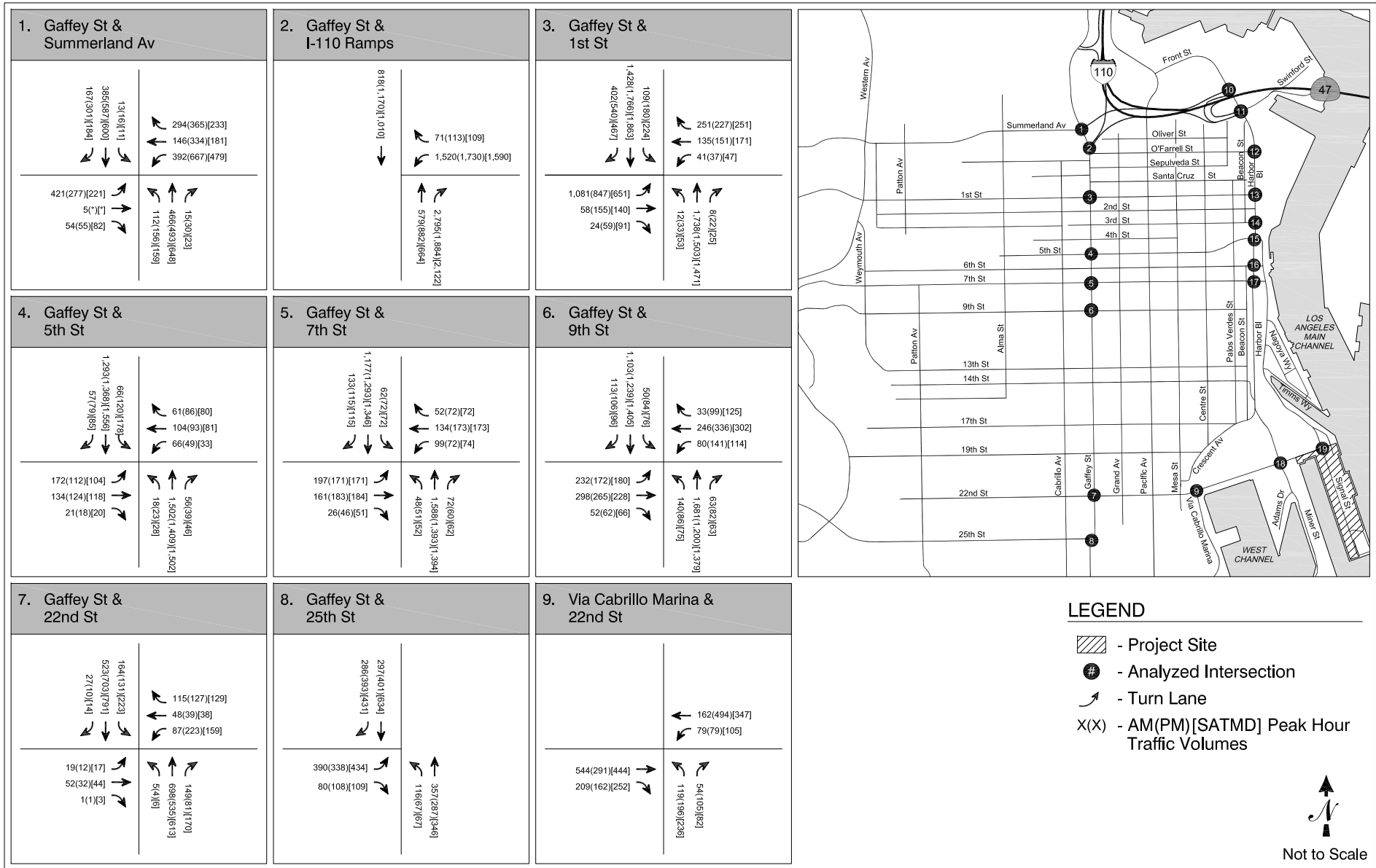


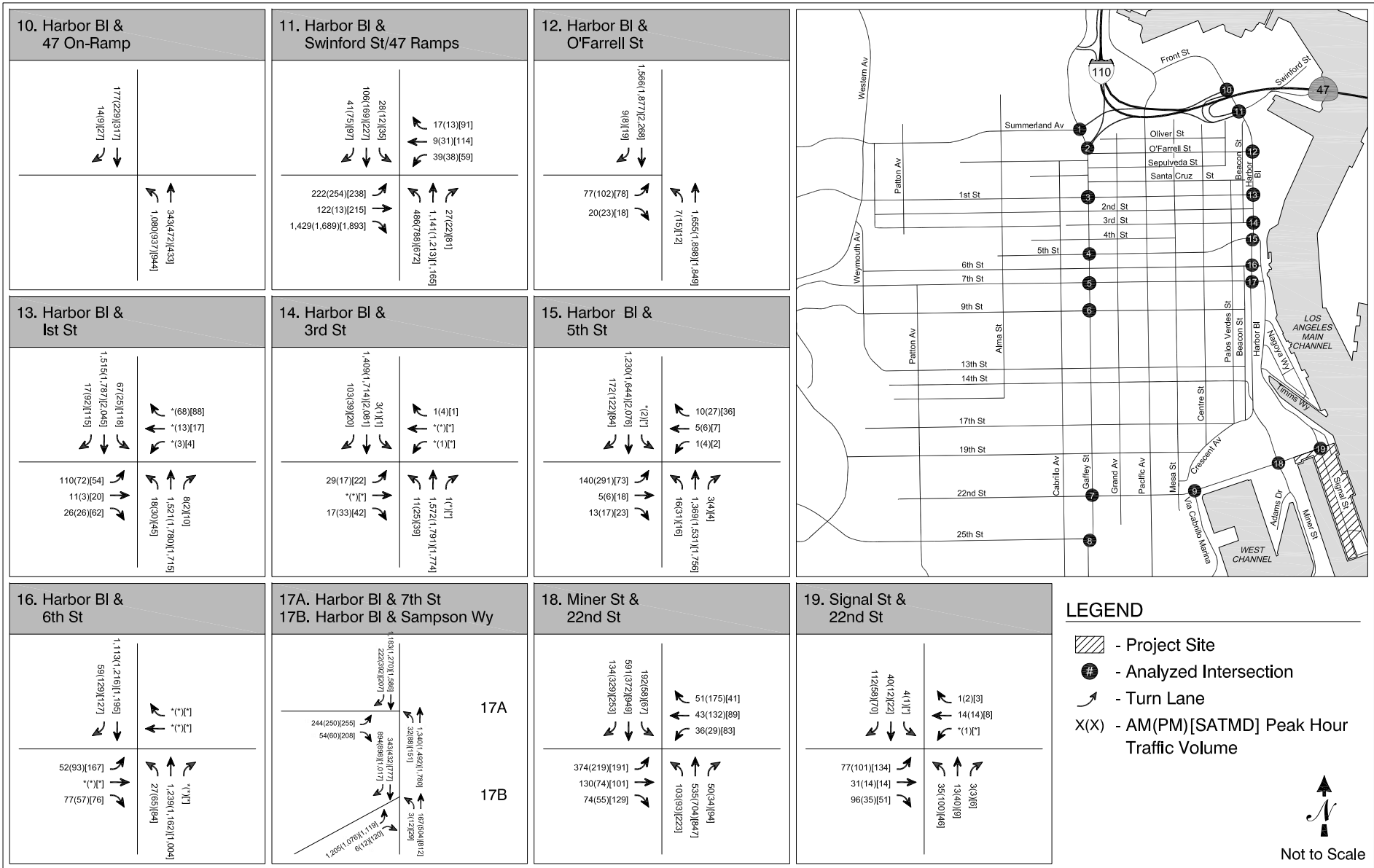


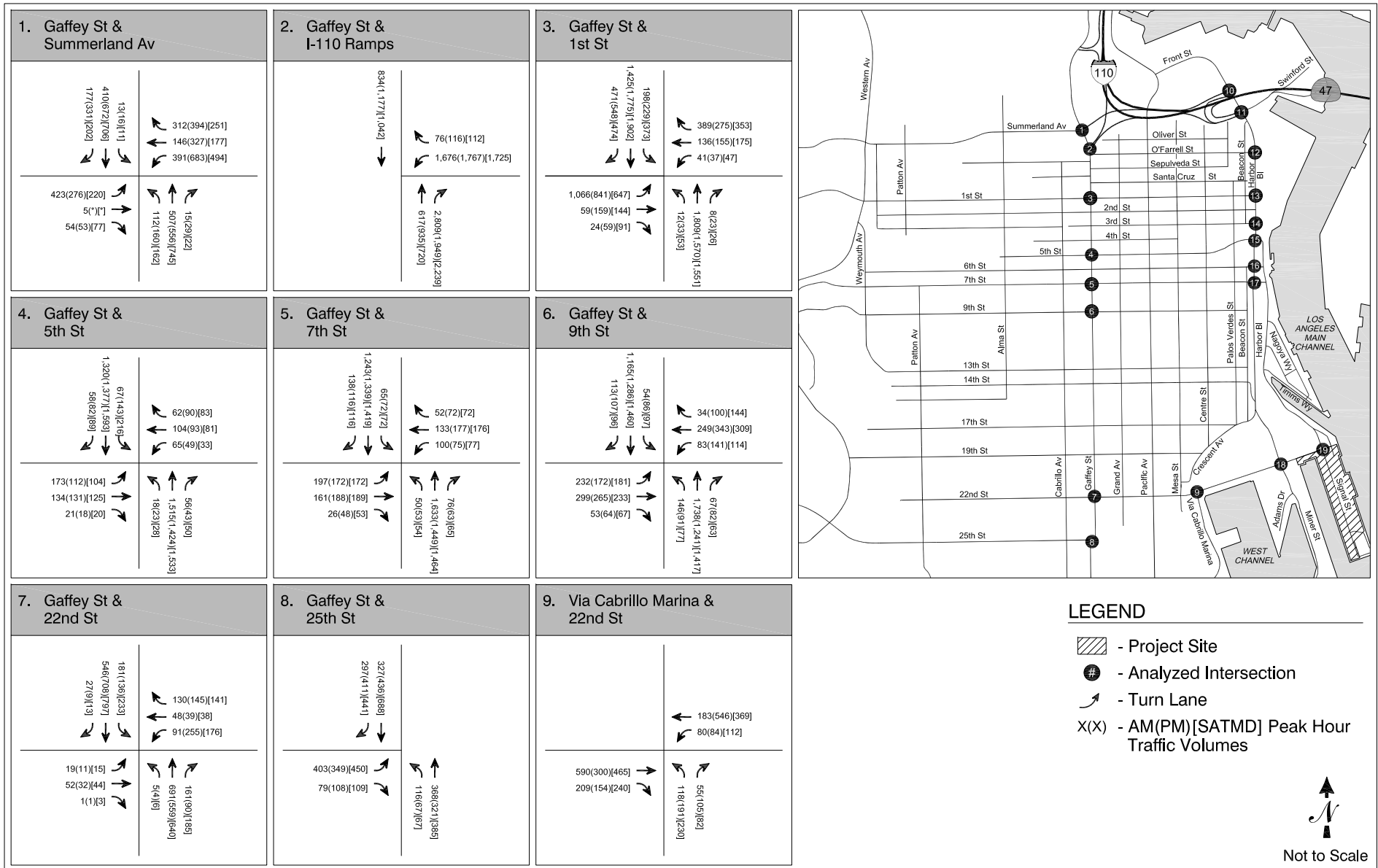


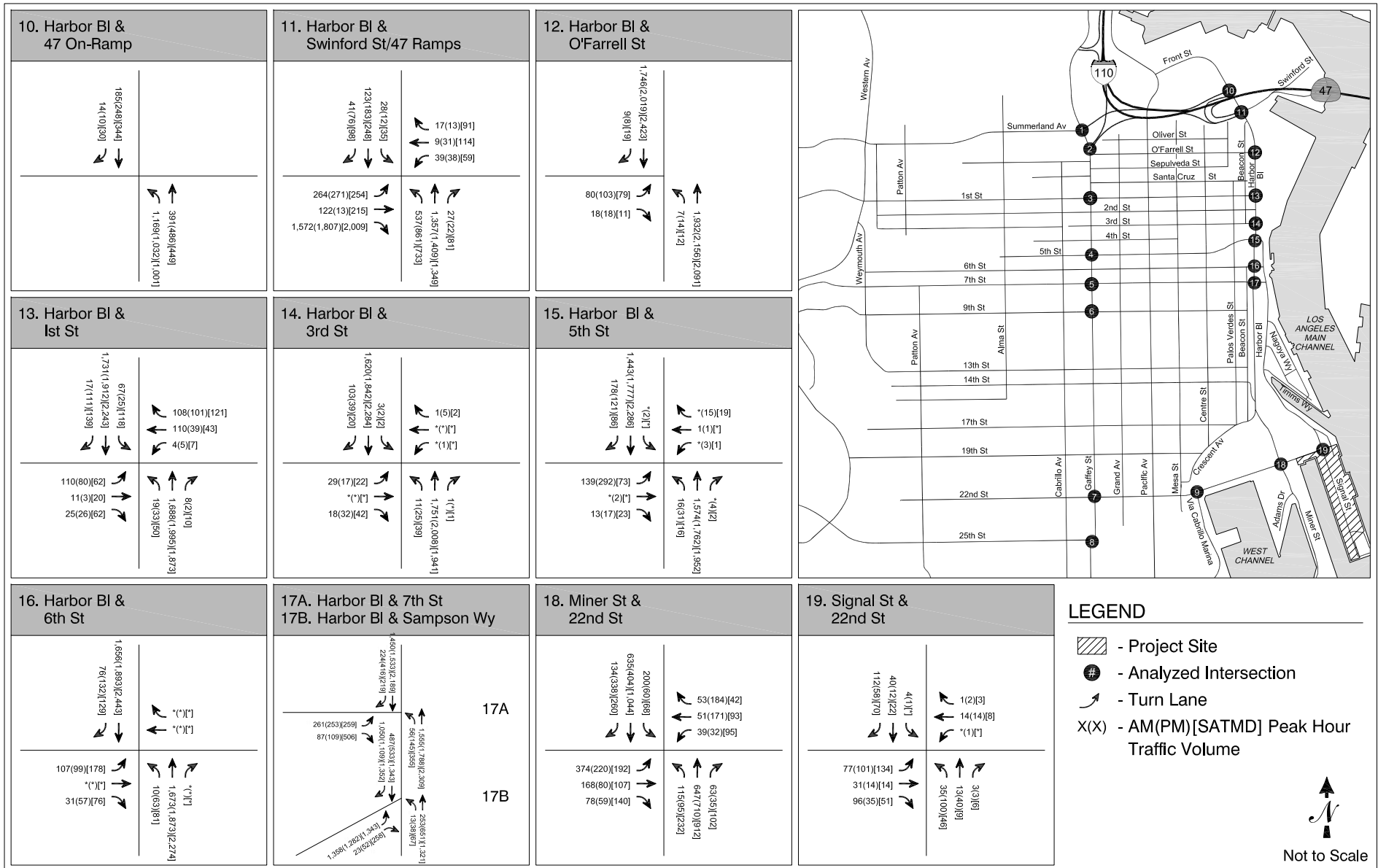












## IV. LEVEL OF SERVICE AND SIGNIFICANT IMPACT ANALYSIS

This section presents an analysis of the existing and future without and with project volumes to determine the potential traffic impacts of the proposed project on the operating conditions of the surrounding street system. The traffic impact analysis compares the projected LOS at each study intersection under existing and future plus project conditions to the existing and future base conditions to estimate the increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT. Detailed LOS calculations for the proposed project for Existing plus Project and future years 2016, 2024, and 2042 are included in Appendix C.

### CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

All study intersections are in the City of Los Angeles. Significance criteria established by the City of Los Angeles was used to assess the potential for significant project impacts at the study intersections.

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

LOS	Final V/C Ratio	Project-related Increase in V/C
C	>0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

### LEVEL OF SERVICE ANALYSIS

#### *Existing plus Project (Phase 1) Traffic Conditions*

The resulting existing plus project peak hour traffic volumes with Phase 1 of development, illustrated in Figure 7, were analyzed to determine the projected existing operating conditions with the addition of the proposed project traffic. The results of the existing plus project analysis are presented in Table 4. As indicated in the table, all 16 signalized intersections operate at LOS D or better during both peak hours.

#### *Project Intersection Impacts – Existing plus Project (Phase 1)*

To determine whether significant impacts would occur at the study intersections, the existing plus project operating conditions were compared to the existing operating conditions. As shown in Table 4, using the City of Los Angeles criteria for determination of significant impacts, under Existing Conditions with opening year attendance, the proposed project will not result in any significant impacts.

**TABLE 4  
EXISTING PLUS PROJECT CONDITIONS LEVEL OF SERVICE RESULTS - CITY DOCK PHASE 1**

	INTERSECTION [1]	PEAK HOUR	Existing		Existing + Project (Phase 1)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St & Summerland Ave	AM	0.704	C	0.705	C	0.001	NO
		PM	0.813	D	0.814	D	0.001	NO
		WK	0.584	A	0.585	A	0.001	NO
2	Gaffey St & I-110 Ramps	AM	0.377	A	0.378	A	0.001	NO
		PM	0.514	A	0.515	A	0.001	NO
		WK	0.429	A	0.431	A	0.002	NO
3	Gaffey St & 1st St	AM	0.860	D	0.860	D	0.000	NO
		PM	0.825	D	0.826	D	0.001	NO
		WK	0.778	C	0.779	C	0.001	NO
4	Gaffey St & 5th St	AM	0.715	C	0.715	C	0.000	NO
		PM	0.634	B	0.636	B	0.002	NO
		WK	0.674	B	0.675	B	0.001	NO
5	Gaffey St & 7th St	AM	0.627	B	0.627	B	0.000	NO
		PM	0.593	A	0.595	A	0.002	NO
		WK	0.622	B	0.623	B	0.001	NO
6	Gaffey St & 9th St	AM	0.650	B	0.650	B	0.000	NO
		PM	0.611	B	0.613	B	0.002	NO
		WK	0.633	B	0.634	B	0.001	NO
7	Gaffey St & 22nd St	AM	0.330	A	0.338	A	0.008	NO
		PM	0.333	A	0.342	A	0.009	NO
		WK	0.427	A	0.433	A	0.006	NO
8	Gaffey St & 25th St	AM	0.358	A	0.362	A	0.004	NO
		PM	0.325	A	0.327	A	0.002	NO
		WK	0.466	A	0.468	A	0.002	NO
9	Via Cabrillo Marina & 22nd St	AM	0.136	A	0.142	A	0.006	NO
		PM	0.080	A	0.082	A	0.002	NO
		WK	0.122	A	0.124	A	0.002	NO
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.505	A	0.519	A	0.014	NO
		PM	0.485	A	0.503	A	0.018	NO
		WK	0.583	A	0.588	A	0.005	NO
12	Harbor Blvd & O'Farrell St	AM	0.431	A	0.435	A	0.004	NO
		PM	0.493	A	0.498	A	0.005	NO
		WK	0.391	A	0.398	A	0.007	NO
13	Harbor Blvd & 1st St	AM	0.333	A	0.337	A	0.004	NO
		PM	0.351	A	0.355	A	0.004	NO
		WK	0.245	A	0.253	A	0.008	NO
15	Harbor Blvd & 5th St	AM	0.258	A	0.269	A	0.011	NO
		PM	0.498	A	0.503	A	0.005	NO
		WK	0.282	A	0.289	A	0.007	NO
16	Harbor Blvd & 6th St	AM	0.252	A	0.270	A	0.018	NO
		PM	0.282	A	0.289	A	0.007	NO
		WK	0.406	A	0.416	A	0.010	NO
17A	Harbor Blvd & 7th St	AM	0.189	A	0.192	A	0.003	NO
		PM	0.203	A	0.206	A	0.003	NO
		WK	0.135	A	0.139	A	0.004	NO
17B	Harbor Blvd & Sampson Way	AM	Intersection Does Not Exist					
		PM						
		WK						
18	Miner St & 22nd St	AM	0.258	A	0.291	A	0.033	NO
		PM	0.301	A	0.317	A	0.016	NO
		WK	0.249	A	0.254	A	0.005	NO

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA analysis methodology and significance criteria.

[1] - Significant Impact analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramps; Intersection #14 - Harbor Blvd & 3rd St; and Intersection #19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

### ***Existing plus Project (Phase 2) Traffic Conditions***

The resulting existing plus project peak hour traffic volumes with Phase 2 of development, illustrated in Figure 8, were analyzed to determine the projected existing operating conditions with the addition of the proposed project traffic. The results of the existing plus project analysis are presented in Table 5. As indicated in the table, all 16 signalized intersections operate at LOS D or better during both peak hours.

### ***Project Intersection Impacts – Existing plus Project (Phase 2)***

To determine whether significant impacts would occur at the study intersections, the existing plus project operating conditions were compared to the existing operating conditions. As shown in Table 5, using the City of Los Angeles criteria for determination of significant impacts, under Existing Conditions with opening year attendance, the proposed project will not result in any significant impacts.

### ***Future Base (Year 2016) Traffic Conditions***

Future (year 2016) base traffic projections presented in Figure 9 were analyzed to establish future (year 2016) base operating conditions without the project. As shown in Table 6, 15 of the 16 signalized intersections operate at LOS D or better during both peak hours. The following intersections are projected to operate at LOS E or worse during one or more analyzed peak hours:

- Summerland Avenue & Gaffey Street (weekday PM only)

### ***Future Base (Year 2024) Traffic Conditions***

Future (Year 2024) base traffic projections presented in Figure 10 were analyzed to establish future (Year 2024) base operating conditions without the project. As shown in Table 7, 14 of the 16 signalized intersections operate at LOS D or better during both peak hours. The following intersections are projected to operate at LOS E or worse during one or more analyzed peak hours:

- Summerland Avenue & Gaffey Street (weekday PM only)
- 1<sup>st</sup> Street & Gaffey Street (weekday AM and PM peak hours)

### ***Future Base (Year 2042) Traffic Conditions***

Future (Year 2042) base traffic projections presented in Figure 11 were analyzed to establish future (year 2042) base operating conditions without the project. As shown in Table 8, 14 of the 16 intersections operate at LOS D or better during both peak hours. The following intersections are projected to operate at LOS E or worse during one or more analyzed peak hours:

- Summerland Avenue & Gaffey Street (weekday PM only)
- 1<sup>st</sup> Street & Gaffey Street (both weekday AM and PM and weekend midday peak hours)



**TABLE 5  
EXISTING PLUS PROJECT CONDITIONS LEVEL OF SERVICE RESULTS - CITY DOCK BUILDOUT**

	INTERSECTION [1]	PEAK HOUR	Existing		Existing + Project (Buildout)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St & Summerland Ave	AM	0.704	C	0.706	C	0.002	NO
		PM	0.813	D	0.814	D	0.001	NO
		WK	0.584	A	0.585	A	0.001	NO
2	Gaffey St & I-110 Ramps	AM	0.377	A	0.381	A	0.004	NO
		PM	0.514	A	0.517	A	0.003	NO
		WK	0.429	A	0.431	A	0.001	NO
3	Gaffey St & 1st St	AM	0.860	D	0.861	D	0.001	NO
		PM	0.825	D	0.827	D	0.002	NO
		WK	0.778	C	0.779	C	0.001	NO
4	Gaffey St & 5th St	AM	0.715	C	0.716	C	0.001	NO
		PM	0.634	B	0.642	B	0.008	NO
		WK	0.674	B	0.675	B	0.001	NO
5	Gaffey St & 7th St	AM	0.627	B	0.629	B	0.002	NO
		PM	0.593	A	0.601	B	0.008	NO
		WK	0.622	B	0.623	B	0.001	NO
6	Gaffey St & 9th St	AM	0.650	B	0.652	B	0.002	NO
		PM	0.611	B	0.617	B	0.006	NO
		WK	0.633	B	0.635	B	0.002	NO
7	Gaffey St & 22nd St	AM	0.330	A	0.359	A	0.029	NO
		PM	0.333	A	0.365	A	0.032	NO
		WK	0.427	A	0.438	A	0.011	NO
8	Gaffey St & 25th St	AM	0.358	A	0.372	A	0.014	NO
		PM	0.325	A	0.329	A	0.004	NO
		WK	0.466	A	0.469	A	0.003	NO
9	Via Cabrillo Marina & 22nd St	AM	0.136	A	0.159	A	0.023	NO
		PM	0.080	A	0.085	A	0.005	NO
		WK	0.122	A	0.127	A	0.005	NO
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.505	A	0.559	A	0.054	NO
		PM	0.485	A	0.548	A	0.063	NO
		WK	0.583	A	0.592	A	0.009	NO
12	Harbor Blvd & O'Farrell St	AM	0.431	A	0.451	A	0.020	NO
		PM	0.493	A	0.507	A	0.014	NO
		WK	0.391	A	0.408	A	0.017	NO
13	Harbor Blvd & 1st St	AM	0.333	A	0.347	A	0.014	NO
		PM	0.351	A	0.365	A	0.014	NO
		WK	0.245	A	0.263	A	0.018	NO
15	Harbor Blvd & 5th St	AM	0.258	A	0.323	A	0.065	NO
		PM	0.498	A	0.511	A	0.013	NO
		WK	0.282	A	0.300	A	0.018	NO
16	Harbor Blvd & 6th St	AM	0.252	A	0.326	A	0.074	NO
		PM	0.282	A	0.304	A	0.022	NO
		WK	0.406	A	0.428	A	0.022	NO
17A	Harbor Blvd & 7th St	AM	0.189	A	0.199	A	0.010	NO
		PM	0.203	A	0.211	A	0.008	NO
		WK	0.135	A	0.146	A	0.011	NO
17B	Harbor Blvd & Sampson Way	AM	Intersection Does Not Exist					
		PM						
		WK						
18	Miner St & 22nd St	AM	0.258	A	0.378	A	0.120	NO
		PM	0.301	A	0.372	A	0.071	NO
		WK	0.249	A	0.258	A	0.009	NO

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA analysis methodology and significance criteria.

[1] - Significant Impact analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramps; Intersection #14 - Harbor Blvd & 3rd St; and Intersection #19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

**TABLE 6**  
**2016 PLUS PROJECT CONDITIONS LEVEL OF SERVICE RESULTS - CITY DOCK PHASE 1**

	INTERSECTION [1]	PEAK HOUR	2016		2016 + Project (Phase 1)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St & Summerland Ave	AM	0.738	C	0.739	C	0.001	NO
		PM	0.927	E	0.928	E	0.001	NO
		WK	0.668	B	0.668	B	0.000	NO
2	Gaffey St & I-110 Ramps	AM	0.409	A	0.410	A	0.001	NO
		PM	0.544	A	0.545	A	0.001	NO
		WK	0.469	A	0.471	A	0.002	NO
3	Gaffey St & 1st St	AM	0.882	D	0.882	D	0.000	NO
		PM	0.898	D	0.899	D	0.001	NO
		WK	0.849	D	0.849	D	0.000	NO
4	Gaffey St & 5th St	AM	0.717	C	0.718	C	0.001	NO
		PM	0.684	B	0.686	B	0.002	NO
		WK	0.744	C	0.744	C	0.000	NO
5	Gaffey St & 7th St	AM	0.733	C	0.734	C	0.001	NO
		PM	0.654	B	0.655	B	0.001	NO
		WK	0.662	B	0.663	B	0.001	NO
6	Gaffey St & 9th St	AM	0.841	D	0.841	D	0.000	NO
		PM	0.775	C	0.777	C	0.002	NO
		WK	0.809	D	0.809	D	0.000	NO
7	Gaffey St & 22nd St	AM	0.365	A	0.373	A	0.008	NO
		PM	0.400	A	0.409	A	0.009	NO
		WK	0.562	A	0.568	A	0.006	NO
8	Gaffey St & 25th St	AM	0.424	A	0.428	A	0.004	NO
		PM	0.413	A	0.414	A	0.001	NO
		WK	0.611	B	0.612	B	0.001	NO
9	Via Cabrillo Marina & 22nd St	AM	0.135	A	0.141	A	0.006	NO
		PM	0.084	A	0.086	A	0.002	NO
		WK	0.156	A	0.159	A	0.003	NO
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.418	A	0.431	A	0.013	NO
		PM	0.405	A	0.423	A	0.018	NO
		WK	0.554	A	0.558	A	0.004	NO
12	Harbor Blvd & O'Farrell St	AM	0.372	A	0.376	A	0.004	NO
		PM	0.441	A	0.447	A	0.006	NO
		WK	0.411	A	0.419	A	0.008	NO
13	Harbor Blvd & 1st St	AM	0.421	A	0.426	A	0.005	NO
		PM	0.498	A	0.503	A	0.005	NO
		WK	0.424	A	0.431	A	0.007	NO
15	Harbor Blvd & 5th St	AM	0.306	A	0.311	A	0.005	NO
		PM	0.566	A	0.571	A	0.005	NO
		WK	0.374	A	0.382	A	0.008	NO
16	Harbor Blvd & 6th St	AM	0.232	A	0.237	A	0.005	NO
		PM	0.404	A	0.409	A	0.005	NO
		WK	0.333	A	0.341	A	0.008	NO
17A	Harbor Blvd & 7th St	AM	0.176	A	0.177	A	0.001	NO
		PM	0.243	A	0.247	A	0.004	NO
		WK	0.197	A	0.205	A	0.008	NO
17B	Harbor Blvd & Sampson Way	AM	0.179	A	0.191	A	0.012	NO
		PM	0.348	A	0.355	A	0.007	NO
		WK	0.277	A	0.365	A	0.088	NO
18	Miner St & 22nd St	AM	0.191	A	0.224	A	0.033	NO
		PM	0.214	A	0.230	A	0.016	NO
		WK	0.163	A	0.168	A	0.005	NO

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA criteria.

[1] - Significant Impact analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramp; Intersection #14 - Harbor Blvd & 3rd St; and Intersection #19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

**TABLE 7  
2024 PLUS PROJECT CONDITIONS LEVEL OF SERVICE RESULTS - CITY DOCK WITH PROJECT BUILDOUT**

	INTERSECTION [1]	PEAK HOUR	2024		2024 + Project (Buildout)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St & Summerland Ave	AM	0.774	C	0.776	C	0.002	NO
		PM	1.005	F	1.006	F	0.001	NO
		WK	0.732	C	0.732	C	0.000	NO
2	Gaffey St & I-110 Ramps	AM	0.443	A	0.447	A	0.004	NO
		PM	0.601	B	0.603	B	0.002	NO
		WK	0.501	A	0.502	A	0.001	NO
3	Gaffey St & 1st St	AM	0.921	E	0.923	E	0.002	NO
		PM	0.918	E	0.920	E	0.002	NO
		WK	0.879	D	0.880	D	0.001	NO
4	Gaffey St & 5th St	AM	0.728	C	0.729	C	0.001	NO
		PM	0.689	B	0.696	B	0.007	NO
		WK	0.753	C	0.754	C	0.001	NO
5	Gaffey St & 7th St	AM	0.749	C	0.750	C	0.001	NO
		PM	0.702	C	0.710	C	0.008	NO
		WK	0.710	C	0.711	C	0.001	NO
6	Gaffey St & 9th St	AM	0.853	D	0.855	D	0.002	NO
		PM	0.805	D	0.811	D	0.006	NO
		WK	0.853	D	0.855	D	0.002	NO
7	Gaffey St & 22nd St	AM	0.445	A	0.475	A	0.030	NO
		PM	0.548	A	0.583	A	0.035	NO
		WK	0.666	B	0.669	B	0.003	NO
8	Gaffey St & 25th St	AM	0.450	A	0.464	A	0.014	NO
		PM	0.461	A	0.466	A	0.005	NO
		WK	0.694	B	0.696	B	0.002	NO
9	Via Cabrillo Marina & 22nd St	AM	0.242	A	0.266	A	0.024	NO
		PM	0.186	A	0.191	A	0.005	NO
		WK	0.304	A	0.309	A	0.005	NO
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.424	A	0.466	A	0.042	NO
		PM	0.473	A	0.517	A	0.044	NO
		WK	0.696	B	0.705	C	0.009	NO
12	Harbor Blvd & O'Farrell St	AM	0.323	A	0.333	A	0.010	NO
		PM	0.403	A	0.412	A	0.009	NO
		WK	0.469	A	0.480	A	0.011	NO
13	Harbor Blvd & 1st St	AM	0.372	A	0.382	A	0.010	NO
		PM	0.440	A	0.450	A	0.010	NO
		WK	0.502	A	0.515	A	0.013	NO
15	Harbor Blvd & 5th St	AM	0.315	A	0.344	A	0.029	NO
		PM	0.548	A	0.558	A	0.010	NO
		WK	0.480	A	0.493	A	0.013	NO
16	Harbor Blvd & 6th St	AM	0.245	A	0.260	A	0.015	NO
		PM	0.331	A	0.341	A	0.010	NO
		WK	0.390	A	0.403	A	0.013	NO
17A	Harbor Blvd & 7th St	AM	0.297	A	0.345	A	0.048	NO
		PM	0.423	A	0.447	A	0.024	NO
		WK	0.494	A	0.524	A	0.030	NO
17B	Harbor Blvd & Sampson Way	AM	0.415	A	0.498	A	0.083	NO
		PM	0.489	A	0.507	A	0.018	NO
		WK	0.575	A	0.597	A	0.022	NO
18	Miner St & 22nd St	AM	0.528	A	0.556	A	0.028	NO
		PM	0.423	A	0.488	A	0.065	NO
		WK	0.677	B	0.685	B	0.008	NO

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA methodology and significance criteria.

[1] - Significant Impact analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramp; Intersection #14 - Harbor Blvd & 3rd St; and Intersection #19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

**TABLE 8**  
**2042 PLUS PROJECT CONDITIONS LEVEL OF SERVICE RESULTS - CITY DOCK WITH PROJECT BUILDOUT**

	INTERSECTION [1]	PEAK HOUR	2042		2042 + Project (Buildout)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St & Summerland Ave	AM	0.800	C	0.803	D	0.003	NO
		PM	1.064	F	1.064	F	0.000	NO
		WK	0.786	C	0.787	C	0.001	NO
2	Gaffey St & I-110 Ramps	AM	0.491	A	0.495	A	0.004	NO
		PM	0.628	B	0.631	B	0.003	NO
		WK	0.547	A	0.548	A	0.001	NO
3	Gaffey St & 1st St	AM	1.061	F	1.063	F	0.002	NO
		PM	0.929	E	0.930	E	0.001	NO
		WK	0.931	E	0.932	E	0.001	NO
4	Gaffey St & 5th St	AM	0.734	C	0.736	C	0.002	NO
		PM	0.715	C	0.722	C	0.007	NO
		WK	0.794	C	0.795	C	0.001	NO
5	Gaffey St & 7th St	AM	0.766	C	0.768	C	0.002	NO
		PM	0.725	C	0.733	C	0.008	NO
		WK	0.737	C	0.738	C	0.001	NO
6	Gaffey St & 9th St	AM	0.879	D	0.881	D	0.002	NO
		PM	0.829	D	0.835	D	0.006	NO
		WK	0.891	D	0.893	D	0.002	NO
7	Gaffey St & 22nd St	AM	0.471	A	0.500	A	0.029	NO
		PM	0.589	A	0.623	B	0.034	NO
		WK	0.687	B	0.691	B	0.004	NO
8	Gaffey St & 25th St	AM	0.480	A	0.494	A	0.014	NO
		PM	0.494	A	0.498	A	0.004	NO
		WK	0.743	C	0.746	C	0.003	NO
9	Via Cabrillo Marina & 22nd St	AM	0.259	A	0.282	A	0.023	NO
		PM	0.188	A	0.192	A	0.004	NO
		WK	0.310	A	0.315	A	0.005	NO
11	Harbor Blvd & Swinford St/SR-47 EB Ramps	AM	0.604	B	0.651	B	0.047	NO
		PM	0.541	A	0.584	A	0.043	NO
		WK	0.751	C	0.760	C	0.009	NO
12	Harbor Blvd & O'Farrell St	AM	0.346	A	0.356	A	0.010	NO
		PM	0.431	A	0.460	A	0.029	NO
		WK	0.499	A	0.511	A	0.012	NO
13	Harbor Blvd & 1st St	AM	0.534	A	0.573	A	0.039	NO
		PM	0.544	A	0.554	A	0.010	NO
		WK	0.657	B	0.670	B	0.013	NO
15	Harbor Blvd & 5th St	AM	0.356	A	0.388	A	0.032	NO
		PM	0.571	A	0.581	A	0.010	NO
		WK	0.518	A	0.531	A	0.013	NO
16	Harbor Blvd & 6th St	AM	0.373	A	0.405	A	0.032	NO
		PM	0.499	A	0.509	A	0.010	NO
		WK	0.699	B	0.712	C	0.013	NO
17A	Harbor Blvd & 7th St	AM	0.378	A	0.432	A	0.054	NO
		PM	0.533	A	0.555	A	0.022	NO
		WK	0.802	D	0.819	D	0.017	NO
17B	Harbor Blvd & Sampson Way	AM	0.526	A	0.609	B	0.083	NO
		PM	0.647	B	0.665	B	0.018	NO
		WK	0.871	D	0.885	D	0.014	NO
18	Miner St & 22nd St	AM	0.557	A	0.613	B	0.056	NO
		PM	0.457	A	0.523	A	0.066	NO
		WK	0.723	C	0.732	C	0.009	NO

Source: Fehr & Peers, 2011

Notes: Intersections analyzed using LADOT CMA methodology and significance criteria.

[1] - Significant Impact analysis was not conducted for the three unsignalized intersections: Intersections #10 - Harbor Blvd & SR-47 Ramp; Intersection #14 - Harbor Blvd & 3rd St; and Intersection #19 - Signal St & 22nd St. These intersections were analyzed using Highway Capacity Manual (2000) methodology. Results of the LOS analysis are provided in the appendix.

### ***Future (Year 2016) plus Project (Phase 1) Traffic Conditions***

The resulting 2016 cumulative plus project peak hour traffic volumes, illustrated in Figure 12, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the cumulative plus project analysis are presented in Table 6. As indicated in the table, the intersection of Summerland Avenue & Gaffey Street would operate at LOS E or worse during one or more analyzed peak hours.

### ***Project Intersection Impacts Year 2016***

To determine whether significant impacts would occur at the study intersections, the 2016 plus project operating conditions were compared to the 2016 base operating conditions. As shown in Table 6, using the City of Los Angeles criteria for determination of significant impacts, the proposed project would not result in any significant impacts with the addition of project traffic.

### ***Future (Year 2024) plus Project Traffic Conditions***

The resulting future (year 2024) plus project peak hour traffic volumes, illustrated in Figure 13, were analyzed to project future operating conditions with the addition of the proposed project traffic. As shown in Table 7. As indicated in the table, the following two intersections are projected to operate at LOS E or worse during one or more peak hours:

- Summerland Avenue & Gaffey Street (weekday PM only)
- 1<sup>st</sup> Street & Gaffey Street (both weekday AM and PM peak hours)

### ***Project Intersection Impacts Year 2024***

To determine whether significant impacts would occur at the study intersections, the future plus project operating conditions were compared to the future base operating conditions. As shown in Table 7, using the City of Los Angeles criteria for determination of significant impacts, the project would not result in a significant impact at any of the analyzed intersections.

### ***Future (Year 2042) plus Project Traffic Conditions***

The resulting future (Year 2042) plus project peak hour traffic volumes, illustrated in Figure 14, were analyzed to project future operating conditions with the addition of the proposed project traffic. As shown in Table 8, the following two intersections operate at LOS E or worse during one or more peak hours:

- Summerland Avenue & Gaffey Street (weekday PM only)
- 1<sup>st</sup> Street & Gaffey Street (both weekday AM and PM and weekend midday peak hours)

### ***Project Intersection Impacts Year 2042***

To determine whether significant impacts would occur at the study intersections, the cumulative plus project operating conditions were compared to the cumulative base operating conditions. As shown in Table 8, using the City of Los Angeles criteria for determination of significant impacts, there are no significant impacts under this scenario.

## IV. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This chapter presents the regional transportation system impact analysis conducted in accordance with the procedures outlined in 2010 Congestion Management Program for Los Angeles County (Metro, October 2010). The CMP requires that when an environmental impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

### REGIONAL TRAFFIC IMPACT ANALYSIS

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02), causing LOS F (V/C > 1.00).
- If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02).

#### **Arterial Monitoring Station Analysis**

The CMP arterial monitoring stations nearest to the project study area include:

- Gaffey Street & 9<sup>th</sup> Street (study intersection #6)
- Western Avenue & 9<sup>th</sup> Street

This project would add fewer than 50 vehicle trips through these arterial monitoring stations, so no further analysis of CMP arterial intersections is required and CMP arterial intersection impacts are considered to be less than significant.

#### **Freeway Mainline Monitoring Station Analysis**

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in the CMP. The nearest CMP mainline freeway monitoring location nearest to the project site is: I-110 south of C Street. According to the incremental project trip generation estimates developed in Chapter III and the project only traffic volumes illustrated in Figures 5 and 6, the proposed project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at these locations.

Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vph, no further CMP freeway analysis is required and CMP freeway impacts are considered to be less than significant.

## **REGIONAL TRANSIT IMPACT ANALYSIS**

Potential increases in transit person trips generated by the proposed project were estimated as follows. Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. The CMP requires that the transit impact analysis include local services within  $\frac{1}{4}$  mile of the project and express bus and rail routes within two miles of the project. Potential increases in transit person trips generated by the proposed project were evaluated based on the CMP methodology. This methodology assumes an Average Vehicle Ridership (AVR) factor of 1.4 to estimate the number of person trips to and from the project and then provides guidance regarding the percent of person trips assigned to public transit depending on the type of use (commercial/other; residential) and its proximity to transit services.

There are no local buses and there is one fixed-route transit line (Waterfront Red Car) within  $\frac{1}{4}$  mile of the project area, and four fixed-route express bus lines (Metro 450, Metro 550, DOT Commuter Express 142 and MAX 3X) within two miles of the project area. Assuming an average bus seating capacity of 30 or 40 seats, the total number of seats during peak hours is about 660.

The proposed project generates the highest number of trips during the weekday AM peak hour. By multiplying the AM peak hour trips by an AVR of 1.4 it is estimated that the proposed project could generate a total of 143 person trips in Phase 1 and 538 person trips in Phase 2.

Since the project area does not qualify as a CMP transit center, a CMP multi-modal transportation center, or a CMP transit corridor under Existing (Year 2011) conditions, a factor of 3.5% was applied to person trips generated to estimate transit trips (based on CMP guidelines). The project would therefore generate five transit trips (less than one transit trip per vehicle) under Phase 1 and 19 transit trips (less than two transit trips per vehicle) under Phase 2 during the AM peak hour.

The CMP does not have a threshold for determining the significance of impacts on the transit system, however, at these levels (one to two trips per transit vehicle in the peak hour), project-related impacts on the regional transit system would not be considered significant.

## V. PARKING

A parking analysis was conducted for the proposed project. A total of 619 parking spaces would be available to satisfy the parking demand generated by the proposed project.

### PARKING SUPPLY

The project proposes to provide parking in three locations:

- 15 spaces of surface parking at Berth 56
- 195 spaces of diagonal parking along Signal Street near Berths 57-60
- 409 spaces at the existing surface parking lot at Sampson Way & 22<sup>nd</sup> Street

### PARKING ANALYSIS

Los Angeles Municipal Code (LAMC) Chapter 1, Article 2, Section 12.21.A.4 identifies off-street parking requirements for new development. The LAMC parking requirements for the project land uses were compiled and are presented in Table 9. As shown in this table, the project requires 613 on-site spaces per LAMC requirements.

The project proposes a total of 619 on-site parking spaces. Thus, the proposed supply is sufficient per LAMC requirements.



**TABLE 9  
CITY DOCK #1 - PARKING REQUIREMENTS**

Land Use Type	Total LU	Unit	Municipal Code [a]				Spaces Required
			Land Use Category [b]	Spaces	Per	Unit	
<i>Phase 1</i>							
R&D	37.083	KSF	Commercial or Business Office [c]	1	0.5	ksf	74
Warehousing	13.02	KSF	Warehouse or Storage [d]	1	0.5	ksf (first 10ksf)	20
				1	5	ksf (after first 10ksf)	1
Auditorium	150	Seats	Trade Schools [e]	1	5	seats	30
Classroom	120	Seats	Trade Schools	1	5	seats	24
Museum	1.574	KSF	Other Business or Commercial [f]	1	0.5	ksf	3
<b>Subtotal - Spaces Required Phase 1</b>							<b>152</b>
<i>Phase 2</i>							
R&D	230	KSF	Commercial or Business Office	1	0.5	ksf	460
Café	0.280	KSF	Small Restaurant, Café or Coffee Shop [g]	1	0.2	ksf	1
<b>Subtotal - Spaces Required Phase 2</b>							<b>461</b>
<b>Total Parking Spaces Required</b>							<b>613</b>

Footnotes:

[a] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4

[b] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4

[c] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4.c

[d] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4.c.1

[e] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4.c.7

[f] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4.c

[g] Los Angeles Municipal Code Chapter 1, Article 2, Section 12.21.A.4.c.4

## VI. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential for traffic impacts resulting from the proposed development of City Dock No. 1 in the Port of Los Angeles (Port) in Los Angeles, California. The key findings and conclusions of the study are summarized below:

- The proposed project involves the development of a marine research center in the Port of Los Angeles. Project elements would include the relocation of SCMI from its existing location on Terminal Island to Berths 56 and 57, adaptive reuse of the transit sheds at Berths 57 to 60 to accommodate research, teaching and meeting spaces, the establishment of a marine science business park/incubator space, and research and development facilities at Berths 70 to 71.
- Detailed intersection capacity and operation analyses were conducted at 16 signalized intersections in the vicinity of the project site for weekday morning (between 7:00 and 10:00 AM), evening (between 3:00 and 6:00 PM) and Saturday midday peak hours (between 11:00 AM and 2:00 PM). 15 of these signalized study intersections currently operating at an acceptable LOS (LOS D or better). The intersection of 1<sup>st</sup> Street & Gaffey Street currently operates at LOS E during the weekday morning and evening peak hours.
- Project trip generation estimates were developed using trip generation rates and equations from *Trip Generation, 8<sup>th</sup> Edition* and supplemented by the San Diego Land Development Code Trip Generation Manual. Under Phase 1 (Year 2016) conditions, the project will generate approximately 1,046 daily weekday trips, including 102 trips during the AM peak hour and 96 trips during the PM peak hour, and 518 daily weekend trips, including 53 during the weekend peak hour.
- By Year 2024, when the project is fully built out, it will generate approximately 2,935 daily weekday trips, including 384 AM peak hour trips and 343 PM peak hour trips, and 997 daily weekend trips, including 112 during the weekend peak hour.
- The project trip assignments for Phase 1 and Phase 2 (Project Buildout) were added to existing weekday morning and evening and Saturday midday peak hour traffic to calculate existing plus project traffic volumes.
- Three future scenarios: Year 2016 (Phase 1); Year 2024 (Phase 2), and Year 2042 (cumulative) were analyzed in the traffic study. Future base projections were developed using the Port Area Travel Demand Model. Specific related project proposed in the vicinity of the project were added on top of the model projection to develop future base line traffic projections. The project traffic volumes were added to the above future base scenarios to calculate future plus project traffic projections.
- Existing plus project, future base and future plus project projections were analyzed using CMA methodology to determine operation conditions at the analyzed intersections.
- Existing plus project LOS results were compared to existing traffic volumes to determine project's incremental impact. Using City of Los Angeles' significant impact criteria, it is determined that there are no significant impacts with the addition of project traffic.

- Future base LOS results were compared to future plus project LOS results to determine project related incremental impact at the analyzed intersections. Using the significant impact criteria, it is determined that the project will not result in any significant impacts at study intersections.
- The project would not result in a significant impact at any CMP roadway and transit facilities.
- Overall, the Project will provide sufficient parking per Los Angeles Municipal Code off-street parking requirements.

## REFERENCES

*2009 Traffic Volumes on California State Highways*, California Department of Transportation, <http://www.dot.ca.gov/hq/traffops/saferes/trafdata/index.htm>, accessed October 2010.

*Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, October 2010.

*Traffic Study Policies and Procedures*, Los Angeles Department of Transportation, August, 2011.

*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980.

**APPENDIX A:  
INTERSECTION LANE CONFIGURATIONS**

	<u>EXISTING CONDITIONS</u>	<u>2016 CONDITIONS</u>	<u>2024 CONDITIONS</u>	<u>2042 CONDITIONS</u>
1. Gaffey St & Summerland Av	<p>Diagram showing Gaffey St (vertical) and Summerland Av (horizontal). Gaffey St has two lanes in each direction. Summerland Av has two lanes in each direction. Arrows indicate traffic flow.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
2. Gaffey St & I-110 Ramps	<p>Diagram showing Gaffey St (vertical) and I-110 Ramps (horizontal). Gaffey St has two lanes in each direction. I-110 Ramps has two lanes in each direction. Arrows indicate traffic flow.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
3. Gaffey St & 1st St	<p>Diagram showing Gaffey St (vertical) and 1st St (horizontal). Gaffey St has two lanes in each direction. 1st St has two lanes in each direction. Arrows indicate traffic flow. A 'Defacto' label is present near the intersection.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
4. Gaffey St & 5th St	<p>Diagram showing Gaffey St (vertical) and 5th St (horizontal). Gaffey St has two lanes in each direction. 5th St has two lanes in each direction. Arrows indicate traffic flow.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
5. Gaffey St & 7th St	<p>Diagram showing Gaffey St (vertical) and 7th St (horizontal). Gaffey St has two lanes in each direction. 7th St has two lanes in each direction. Arrows indicate traffic flow.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
6. Gaffey St & 9th St	<p>Diagram showing Gaffey St (vertical) and 9th St (horizontal). Gaffey St has two lanes in each direction. 9th St has two lanes in each direction. Arrows indicate traffic flow.</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions

	<u>EXISTING CONDITIONS</u>	<u>2016 CONDITIONS</u>	<u>2024 CONDITIONS</u>	<u>2042 CONDITIONS</u>
7. Gaffey St & 22nd St		Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
8. Gaffey St & 25th St		Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
9. Via Cabrillo Marina & 22nd St		Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
10. Harbor Bl & SR-47 On-Ramp		Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions
11. Harbor Bl & Swinford St/SR-47 Ramps		Same As Existing Conditions		Same As 2024 Conditions
12. Harbor Bl & O'Farrell St		Same As Existing Conditions		Same As 2024 Conditions

	<u>EXISTING CONDITIONS</u>	<u>2016 CONDITIONS</u>	<u>2024 CONDITIONS</u>	<u>2042 CONDITIONS</u>
13. Harbor Bl & 1st St		Same As Existing Conditions		Same As 2024 Conditions
14. Harbor Bl & 3rd St		Same As Existing Conditions		Same As 2024 Conditions
15. Harbor Bl & 5th St				Same As 2024 Conditions
16. Harbor Bl & 6th St				Same As 2024 Conditions
17. Harbor Bl & 7th St			Same As 2016 Conditions	Same As 2016 Conditions
18. Miner St & 22nd St			Same As Existing Conditions	Same As Existing Conditions



	<u>EXISTING CONDITIONS</u>	<u>2016 CONDITIONS</u>	<u>2024 CONDITIONS</u>	<u>2042 CONDITIONS</u>
19. Signal St & 22nd St	<p>22nd St</p> <p>Signal St</p>	Same As Existing Conditions	Same As Existing Conditions	Same As Existing Conditions

**APPENDIX B:  
TRAFFIC COUNTS**

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_001

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St			Gaffey St			Summerland Ave			Summerland Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 0.5	WR 0.5	
7:00 AM	21	62	1	2	39	17	81	0	6	90	29	50	398
7:15 AM	13	82	4	1	40	12	103	0	6	62	27	75	425
7:30 AM	24	85	2	2	71	31	126	0	14	113	31	68	567
7:45 AM	25	94	2	1	65	35	117	0	14	119	46	70	588
8:00 AM	31	96	4	5	84	44	84	3	8	78	38	67	542
8:15 AM	32	94	7	3	67	36	94	2	18	81	31	45	510
8:30 AM	25	108	7	2	74	35	78	0	11	67	22	46	475
8:45 AM	24	54	1	2	77	19	75	0	10	70	32	56	420
9:00 AM	21	80	3	2	46	27	50	1	11	68	17	40	366
9:15 AM	22	83	3	1	81	24	31	0	18	85	33	41	422
9:30 AM	17	103	4	1	76	30	42	0	11	62	22	38	406
9:45 AM	25	72	5	2	82	24	51	0	7	61	24	34	387
<b>TOTAL VOLUMES :</b>	280	1013	43	24	802	334	932	6	134	956	352	630	5506
<b>APPROACH %'s :</b>	20.96%	75.82%	3.22%	2.07%	69.14%	28.79%	86.94%	0.56%	12.50%	49.33%	18.16%	32.51%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	112	369	15	11	287	146	421	5	54	391	146	250	2207
<b>PEAK HR FACTOR :</b>	0.932			0.835			0.857			0.837			0.938

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_001

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St			Gaffey St			Summerland Ave			Summerland Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 0.5	WR 0.5	
3:00 PM	37	103	7	1	145	51	49	2	11	84	35	43	568
3:15 PM	37	99	3	2	126	45	46	1	10	93	35	59	556
3:30 PM	39	115	4	7	132	52	49	2	14	93	46	51	604
3:45 PM	43	92	4	3	111	57	42	2	12	91	24	57	538
4:00 PM	30	83	8	3	134	53	51	2	15	105	51	54	589
4:15 PM	28	88	5	4	139	48	49	0	11	130	60	54	616
4:30 PM	29	89	7	5	130	65	55	0	11	139	72	68	670
4:45 PM	34	93	5	5	130	66	70	0	15	155	67	68	708
5:00 PM	34	106	12	2	118	78	47	0	10	152	74	105	738
5:15 PM	28	105	10	5	149	58	37	2	14	75	47	42	572
5:30 PM	24	74	7	4	136	62	40	2	13	147	74	73	656
5:45 PM	37	90	5	4	144	51	44	1	12	125	64	53	630
<b>TOTAL VOLUMES :</b>	400	1137	77	45	1594	686	579	14	148	1389	649	727	7445
<b>APPROACH %'s :</b>	24.78%	70.45%	4.77%	1.94%	68.56%	29.51%	78.14%	1.89%	19.97%	50.24%	23.47%	26.29%	
<b>PEAK HR START TIME :</b>	415 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	125	376	29	16	517	257	221	0	47	576	273	295	2732
<b>PEAK HR FACTOR :</b>	0.872			0.983			0.788			0.864			0.925

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



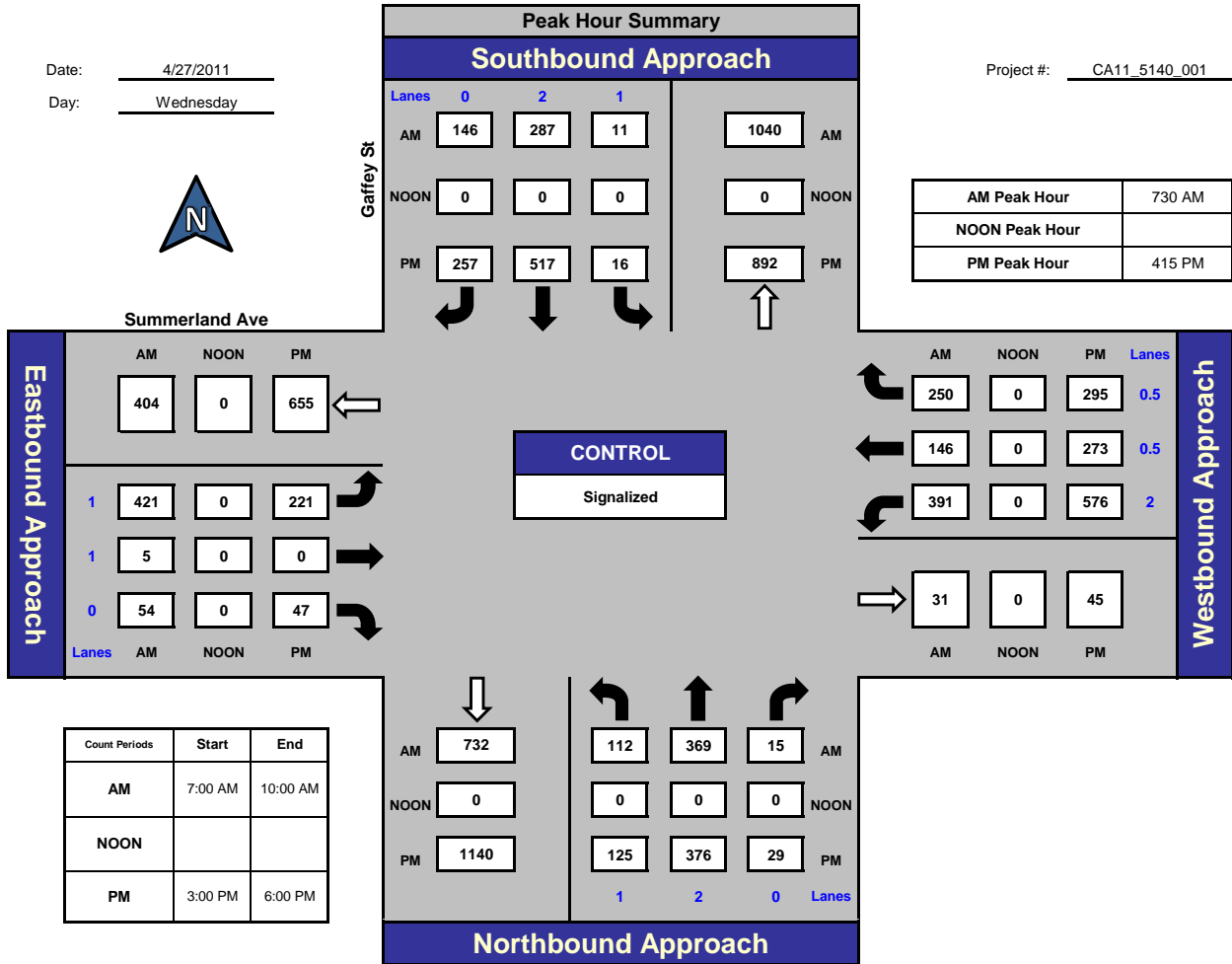
National Data & Surveying Services

## Gaffey St and Summerland Ave, City of San Pedro

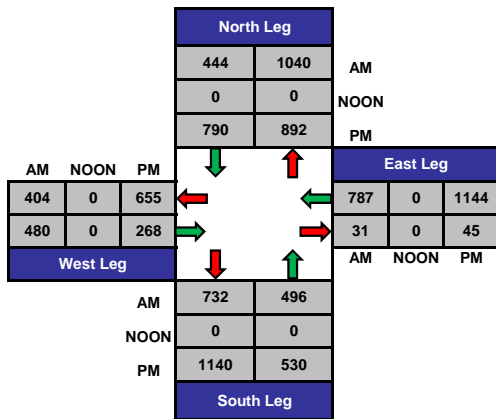
Date: 4/27/2011

Day: Wednesday

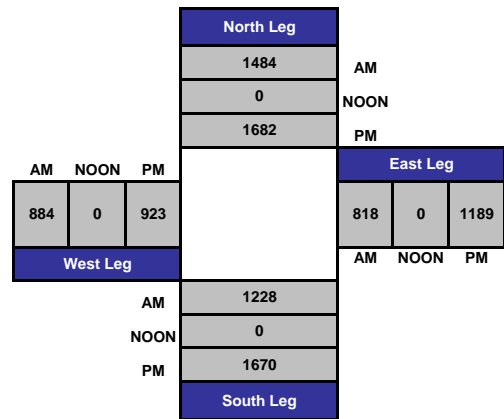
Project #: CA11\_5140\_001



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_001

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

**NOON**

NS/EW Streets:	Gaffey St			Gaffey St			Summerland Ave			Summerland Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 0.5	WR 0.5	
11:00 AM	36	130	4	6	131	33	44	0	16	80	32	32	544
11:15 AM	40	145	7	5	100	27	61	1	12	74	34	48	554
11:30 AM	26	102	4	5	120	39	46	1	19	113	37	47	559
11:45 AM	29	134	7	0	131	33	40	0	13	117	50	60	614
12:00 PM	37	136	8	3	125	48	41	0	24	103	35	34	594
12:15 PM	35	126	3	3	139	37	49	2	13	81	26	47	561
12:30 PM	37	110	10	7	133	29	50	0	12	77	33	37	535
12:45 PM	32	121	5	0	126	38	47	4	14	85	32	38	542
1:00 PM	33	128	16	2	114	35	55	1	19	118	31	42	594
1:15 PM	35	130	2	6	141	32	48	0	26	101	36	37	594
1:30 PM	34	128	18	5	107	24	38	2	13	100	35	33	537
1:45 PM	31	103	5	4	128	37	45	0	13	89	35	35	525
2:00 PM	38	135	6	2	122	49	36	2	13	91	35	33	562
2:15 PM	20	136	5	4	129	50	48	1	19	80	37	30	559
2:30 PM	38	104	6	2	124	31	46	0	16	108	40	40	555
2:45 PM	44	107	8	4	125	41	28	0	15	88	32	31	523
3:00 PM	39	106	6	5	105	49	33	2	16	108	33	42	544
3:15 PM	35	97	10	0	135	40	31	0	18	88	40	42	536
3:30 PM	35	96	6	0	117	39	34	0	9	106	34	42	518
3:45 PM	54	87	6	1	120	32	30	1	23	87	47	35	523
<b>TOTAL VOLUMES :</b>	708	2361	142	64	2472	743	850	17	323	1894	714	785	11073
<b>APPROACH %'s :</b>	22.05%	73.53%	4.42%	1.95%	75.39%	22.66%	71.43%	1.43%	27.14%	55.82%	21.04%	23.14%	
<b>PEAK HR START TIME :</b>	1130 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	127	498	22	11	515	157	176	3	69	414	148	188	2328
<b>PEAK HR FACTOR :</b>	0.894			0.954			0.939			0.826			0.948

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



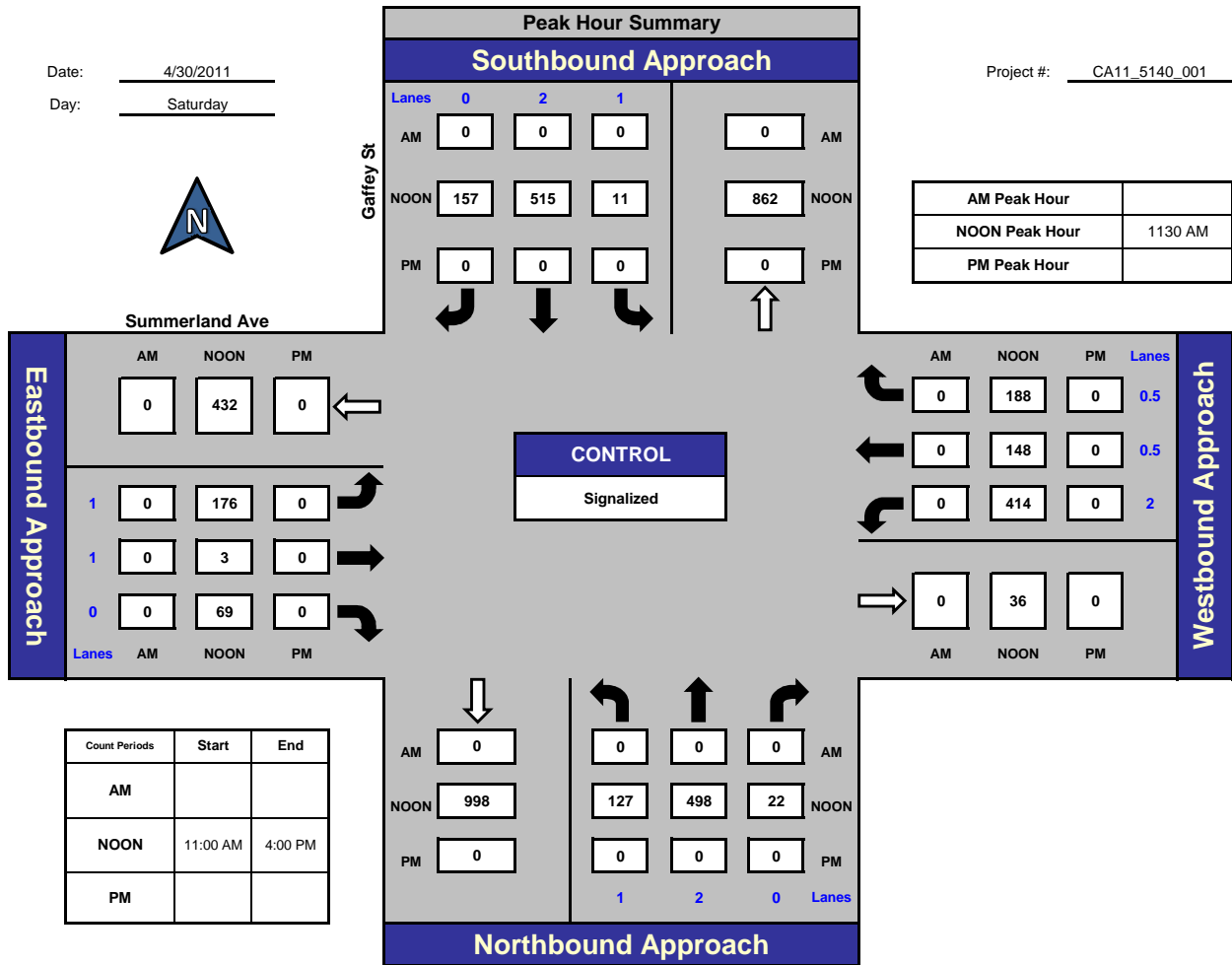
National Data & Surveying Services

## Gaffey St and Summerland Ave.

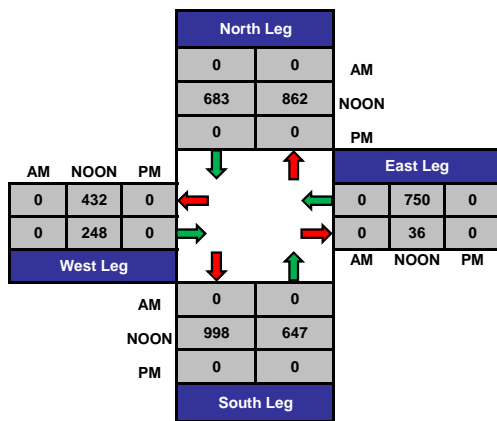
Date: 4/30/2011

Day: Saturday

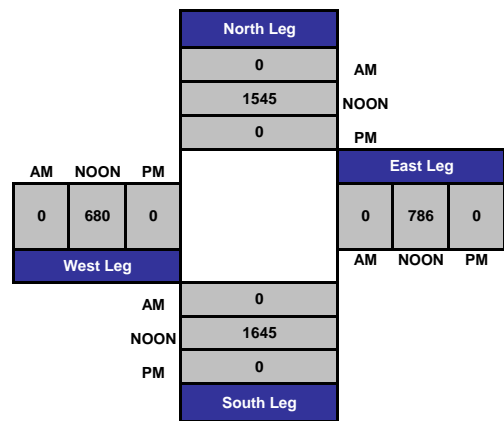
Project #: CA11\_5140\_001



### Total Ins & Outs



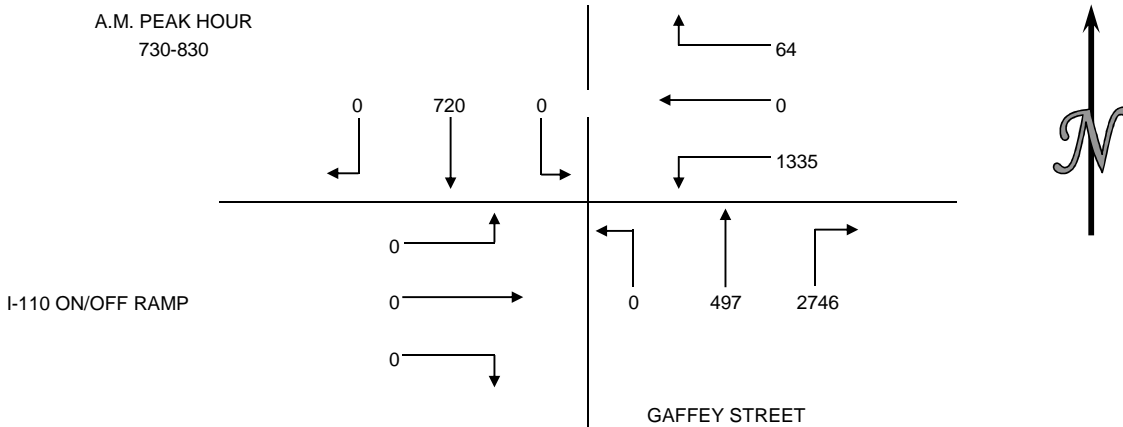
### Total Volume Per Leg



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W I-110 ON/OFF RAMP

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	143	0	18	0	202	693	79	0	0	0	0	1135
715-730	0	112	0	9	0	270	710	87	0	0	0	0	1188
730-745	0	160	0	15	0	323	765	121	0	0	0	0	1384
745-800	0	197	0	14	0	346	689	112	0	0	0	0	1358
800-815	0	211	0	18	0	368	690	132	0	0	0	0	1419
815-830	0	152	0	17	0	298	602	132	0	0	0	0	1201
830-845	0	129	0	17	0	260	554	119	0	0	0	0	1079
845-900	0	163	0	12	0	278	532	89	0	0	0	0	1074
900-915	0	124	0	21	0	263	595	87	0	0	0	0	1090
915-930	0	155	0	22	0	221	543	94	0	0	0	0	1035
930-945	0	162	0	14	0	246	526	121	0	0	0	0	1069
945-1000	0	127	0	10	0	211	431	104	0	0	0	0	883
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	612	0	56	0	1141	2857	399	0	0	0	0	5065
715-815	0	680	0	56	0	1307	2854	452	0	0	0	0	5349
730-830	0	720	0	64	0	1335	2746	497	0	0	0	0	5362
745-845	0	689	0	66	0	1272	2535	495	0	0	0	0	5057
800-900	0	655	0	64	0	1204	2378	472	0	0	0	0	4773
815-815	0	568	0	67	0	1099	2283	427	0	0	0	0	4444
830-930	0	571	0	72	0	1022	2224	389	0	0	0	0	4278
845-945	0	604	0	69	0	1008	2196	391	0	0	0	0	4268
900-1000	0	568	0	67	0	941	2095	406	0	0	0	0	4077

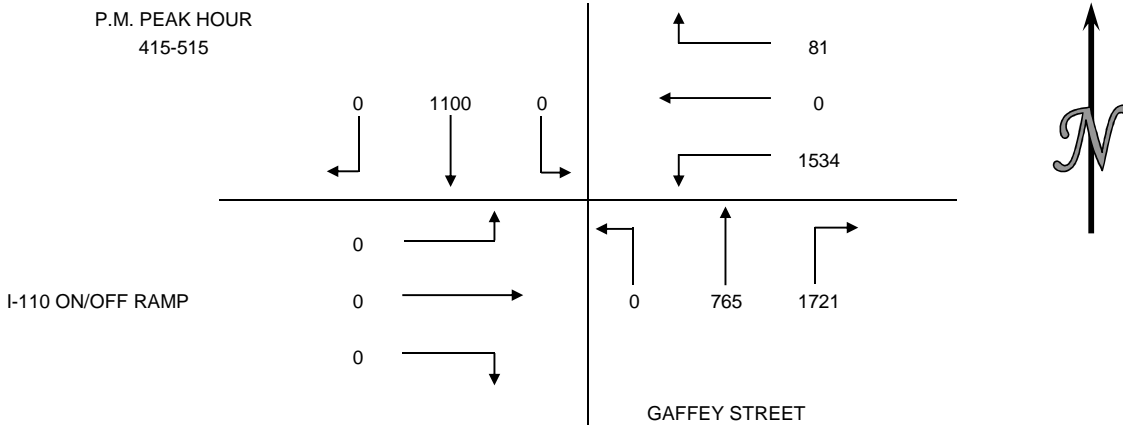




## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W I-110 ON/OFF RAMP

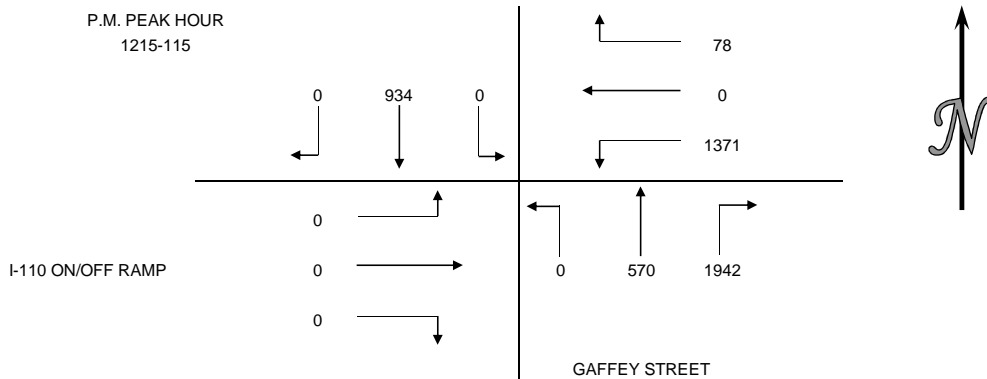
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	0	255	0	30	0	332	531	160	0	0	0	0	1308
315-330	0	214	0	19	0	329	478	180	0	0	0	0	1220
330-345	0	231	0	25	0	380	478	228	0	0	0	0	1342
345-400	0	221	0	25	0	369	454	190	0	0	0	0	1259
400-415	0	243	0	29	0	350	460	146	0	0	0	0	1228
415-430	0	247	0	17	0	366	416	204	0	0	0	0	1250
430-445	0	306	0	19	0	403	404	233	0	0	0	0	1365
445-500	0	259	0	23	0	351	445	187	0	0	0	0	1265
500-515	0	288	0	22	0	414	456	141	0	0	0	0	1321
515-530	0	240	0	14	0	368	490	129	0	0	0	0	1241
530-545	0	206	0	12	0	363	486	118	0	0	0	0	1185
545-600	0	228	0	9	0	305	397	102	0	0	0	0	1041
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	0	921	0	99	0	1410	1941	758	0	0	0	0	5129
315-415	0	909	0	98	0	1428	1870	744	0	0	0	0	5049
330-430	0	942	0	96	0	1465	1808	768	0	0	0	0	5079
345-445	0	1017	0	90	0	1488	1734	773	0	0	0	0	5102
400-500	0	1055	0	88	0	1470	1725	770	0	0	0	0	5108
415-515	0	1100	0	81	0	1534	1721	765	0	0	0	0	5201
430-530	0	1093	0	78	0	1536	1795	690	0	0	0	0	5192
445-545	0	993	0	71	0	1496	1877	575	0	0	0	0	5012
500-600	0	962	0	57	0	1450	1829	490	0	0	0	0	4788



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W I-110 ON/OFF RAMP

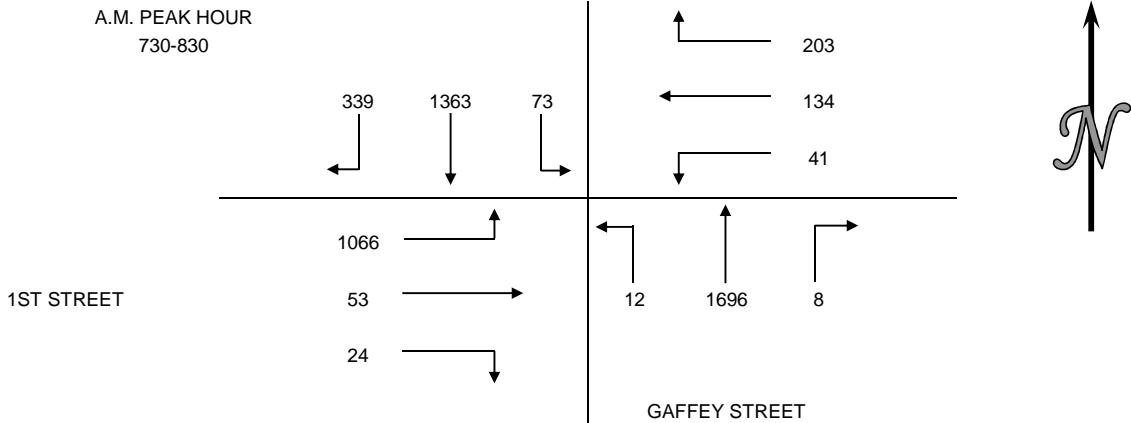
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	0	174	0	37	0	275	363	176	0	0	0	0	1025
1115-1130	0	188	0	40	0	333	402	139	0	0	0	0	1102
1130-1145	0	195	0	38	0	285	449	151	0	0	0	0	1118
1145-1200	0	235	0	10	0	296	472	152	0	0	0	0	1165
1200-1215	0	250	0	24	0	358	427	163	0	0	0	0	1222
1215-1230	0	210	0	15	0	305	491	128	0	0	0	0	1149
1230-1245	0	220	0	21	0	341	513	150	0	0	0	0	1245
1245-100	0	248	0	17	0	341	459	145	0	0	0	0	1210
100-115	0	256	0	25	0	384	479	147	0	0	0	0	1291
115-130	0	221	0	9	0	350	403	133	0	0	0	0	1116
130-145	0	225	0	24	0	393	418	151	0	0	0	0	1211
145-200	0	213	0	36	0	385	401	143	0	0	0	0	1178
200-215	0	237	0	22	0	366	410	121	0	0	0	0	1156
215-230	0	218	0	15	0	347	467	141	0	0	0	0	1188
230-245	0	251	0	19	0	354	454	127	0	0	0	0	1205
245-300	0	240	0	32	0	366	419	118	0	0	0	0	1175
3000-315	0	225	0	29	0	319	449	113	0	0	0	0	1135
315-330	0	221	0	23	0	356	456	127	0	0	0	0	1183
330-345	0	212	0	23	0	381	425	132	0	0	0	0	1173
345-400	0	227	0	16	0	366	479	144	0	0	0	0	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	0	792	0	125	0	1189	1686	618	0	0	0	0	4410
1115-1215	0	868	0	112	0	1272	1750	605	0	0	0	0	4607
1130-1230	0	890	0	87	0	1244	1839	594	0	0	0	0	4654
1145-1245	0	915	0	70	0	1300	1903	593	0	0	0	0	4781
1200-100	0	928	0	77	0	1345	1890	586	0	0	0	0	4826
1215-115	0	934	0	78	0	1371	1942	570	0	0	0	0	4895
1230-130	0	945	0	72	0	1416	1854	575	0	0	0	0	4862
1245-145	0	950	0	75	0	1468	1759	576	0	0	0	0	4828
100-200	0	915	0	94	0	1512	1701	574	0	0	0	0	4796
115-215	0	896	0	91	0	1494	1632	548	0	0	0	0	4661
130-230	0	893	0	97	0	1491	1696	556	0	0	0	0	4733
145-245	0	919	0	92	0	1452	1732	532	0	0	0	0	4727
200-300	0	946	0	88	0	1433	1750	507	0	0	0	0	4724
215-315	0	934	0	95	0	1386	1789	499	0	0	0	0	4703
230-330	0	937	0	103	0	1395	1778	485	0	0	0	0	4698
245-345	0	898	0	107	0	1422	1749	490	0	0	0	0	4666
300-400	0	885	0	91	0	1422	1809	516	0	0	0	0	4723



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W 1ST STREET

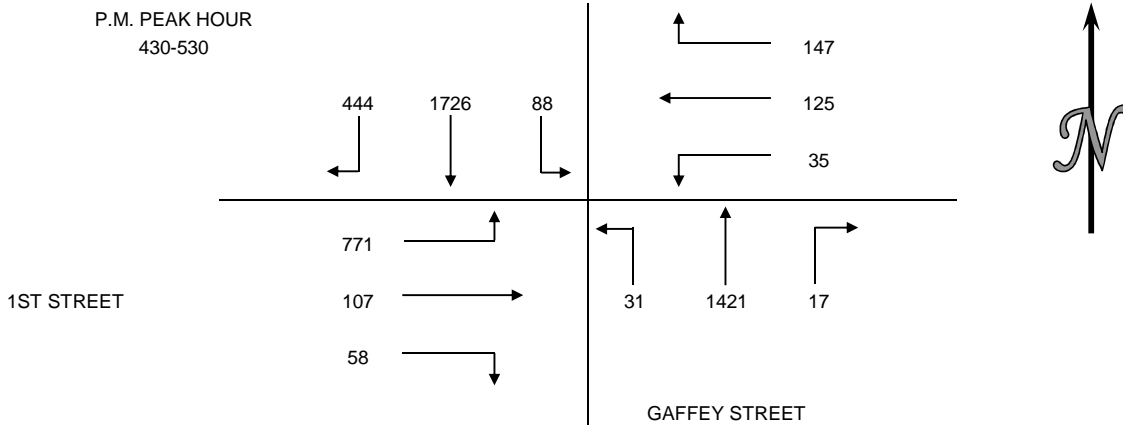
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	72	223	14	50	20	13	2	429	0	2	9	222	1056
715-730	64	270	12	39	20	10	1	405	3	2	6	280	1112
730-745	74	359	23	56	41	8	2	434	1	5	8	247	1258
745-800	83	367	15	60	41	12	3	442	4	5	13	293	1338
800-815	84	320	17	52	37	13	1	438	2	8	18	246	1236
815-830	98	317	18	35	15	8	2	382	5	6	14	280	1180
830-845	52	309	15	42	39	5	2	377	7	4	18	225	1095
845-900	82	344	20	35	39	6	2	309	2	12	24	238	1113
900-915	72	262	19	49	39	10	4	373	7	11	18	247	1111
915-930	54	293	20	29	21	5	5	312	6	11	10	199	965
930-945	65	241	18	22	21	9	3	316	8	14	11	153	881
945-1000	35	296	17	35	30	5	2	277	9	16	19	157	898
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	293	1219	64	205	122	43	8	1710	8	14	36	1042	4764
715-815	305	1316	67	207	139	43	7	1719	10	20	45	1066	4944
730-830	339	1363	73	203	134	41	8	1696	12	24	53	1066	5012
745-845	317	1313	65	189	132	38	8	1639	18	23	63	1044	4849
800-900	316	1290	70	164	130	32	7	1506	16	30	74	989	4624
815-815	304	1232	72	161	132	29	10	1441	21	33	74	990	4499
830-930	260	1208	74	155	138	26	13	1371	22	38	70	909	4284
845-945	273	1140	77	135	120	30	14	1310	23	48	63	837	4070
900-1000	226	1092	74	135	111	29	14	1278	30	52	58	756	3855



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W 1ST STREET

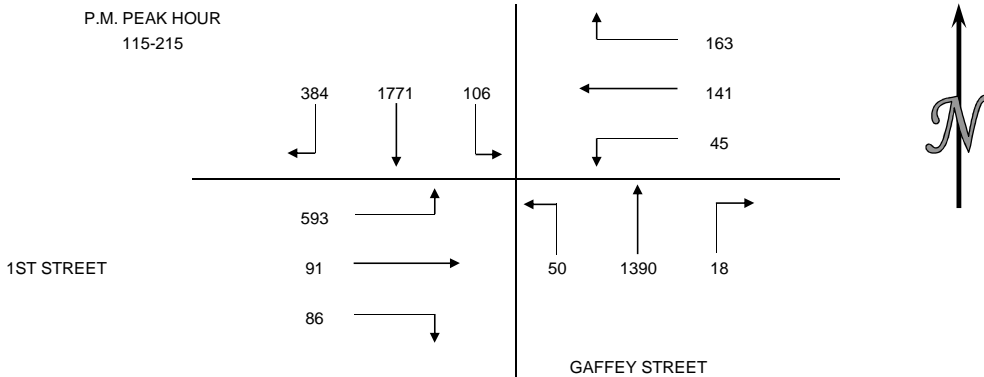
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	86	412	26	40	31	9	4	395	7	13	24	203	1250
315-330	96	443	27	39	48	14	6	406	8	7	24	178	1296
330-345	92	385	27	25	33	14	2	362	8	13	33	170	1164
345-400	101	398	21	31	37	7	4	384	16	10	24	152	1185
400-415	113	411	26	40	32	12	5	374	5	18	43	202	1281
415-430	96	451	22	25	35	8	5	348	5	14	26	174	1209
430-445	122	399	25	35	37	6	1	376	7	13	31	159	1211
445-500	107	422	22	33	30	8	5	364	7	15	20	183	1216
500-515	110	454	15	44	26	14	7	332	8	16	29	223	1278
515-530	105	451	26	35	32	7	4	349	9	14	27	206	1265
530-545	82	414	17	36	30	10	6	370	10	15	26	145	1161
545-600	106	400	19	30	32	11	2	309	2	10	28	162	1111
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	375	1638	101	135	149	44	16	1547	39	43	105	703	4895
315-415	402	1637	101	135	150	47	17	1526	37	48	124	702	4926
330-430	402	1645	96	121	137	41	16	1468	34	55	126	698	4839
345-445	432	1659	94	131	141	33	15	1482	33	55	124	687	4886
400-500	438	1683	95	133	134	34	16	1462	24	60	120	718	4917
415-515	435	1726	84	137	128	36	18	1420	27	58	106	739	4914
430-530	444	1726	88	147	125	35	17	1421	31	58	107	771	4970
445-545	404	1741	80	148	118	39	22	1415	34	60	102	757	4920
500-600	403	1719	77	145	120	42	19	1360	29	55	110	736	4815



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S GAFFEY STREET  
 E/W 1ST STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	65	326	23	48	48	9	7	356	14	23	14	146	1079
1115-1130	72	341	23	30	24	9	5	334	9	10	16	143	1016
1130-1145	84	321	27	50	42	12	6	414	9	16	28	159	1168
1145-1200	69	417	20	44	29	15	6	379	12	19	21	146	1177
1200-1215	69	431	26	53	44	15	6	405	13	19	33	161	1275
1215-1230	78	388	26	25	33	11	8	362	6	27	16	135	1115
1230-1245	107	355	19	55	43	9	5	432	8	14	27	136	1210
1245-100	83	449	26	32	24	8	4	377	7	15	22	156	1203
100-115	79	416	38	40	24	7	2	353	8	25	19	145	1156
115-130	87	456	28	32	26	10	6	343	10	22	19	123	1162
130-145	121	460	32	45	41	7	5	363	11	23	26	164	1298
145-200	92	395	18	32	34	11	2	319	13	18	11	142	1087
200-215	84	460	28	54	40	17	5	365	16	23	35	164	1291
215-230	79	380	23	29	37	8	5	339	6	20	19	143	1088
230-245	115	390	29	38	44	8	3	379	14	14	22	141	1197
245-300	97	429	29	35	34	11	6	349	6	16	28	135	1175
3000-315	87	410	25	62	33	12	2	399	15	17	32	123	1217
315-330	80	399	29	52	21	8	6	310	11	11	14	115	1056
330-345	87	382	24	39	30	8	3	388	9	17	13	104	1104
345-400	113	435	38	40	26	13	4	379	9	8	19	143	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	290	1405	93	172	143	45	24	1483	44	68	79	594	4440
1115-1215	294	1510	96	177	139	51	23	1532	43	64	98	609	4636
1130-1230	300	1557	99	172	148	53	26	1560	40	81	98	601	4735
1145-1245	323	1591	91	177	149	50	25	1578	39	79	97	578	4777
1200-100	337	1623	97	165	144	43	23	1576	34	75	98	588	4803
1215-115	347	1608	109	152	124	35	19	1524	29	81	84	572	4684
1230-130	356	1676	111	159	117	34	17	1505	33	76	87	560	4731
1245-145	370	1781	124	149	115	32	17	1436	36	85	86	588	4819
100-200	379	1727	116	149	125	35	15	1378	42	88	75	574	4703
115-215	384	1771	106	163	141	45	18	1390	50	86	91	593	4838
130-230	376	1695	101	160	152	43	17	1386	46	84	91	613	4764
145-245	370	1625	98	153	155	44	15	1402	49	75	87	590	4663
200-300	375	1659	109	156	155	44	19	1432	42	73	104	583	4751
215-315	378	1609	106	164	148	39	16	1466	41	67	101	542	4677
230-330	379	1628	112	187	132	39	17	1437	46	58	96	514	4645
245-345	351	1620	107	188	118	39	17	1446	41	61	87	477	4552
300-400	367	1626	116	193	110	41	15	1476	44	53	78	485	4604



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_002

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St			Gaffey St			5th St			5th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
7:00 AM	1	287	12	16	219	6	46	11	6	10	21	13	648
7:15 AM	3	356	15	15	240	10	43	13	2	12	17	15	741
7:30 AM	5	398	26	19	317	8	66	31	8	25	20	17	940
7:45 AM	7	350	7	14	333	23	41	53	7	17	25	19	896
8:00 AM	2	365	9	12	311	12	40	33	4	15	33	13	849
8:15 AM	4	354	14	19	288	14	25	17	2	8	26	10	781
8:30 AM	5	296	10	16	242	11	21	16	9	5	13	12	656
8:45 AM	4	309	4	13	279	9	17	15	1	11	17	16	695
9:00 AM	3	305	9	10	304	17	16	16	3	4	24	9	720
9:15 AM	4	325	8	9	252	5	15	18	3	5	20	11	675
9:30 AM	2	278	4	12	248	12	16	26	4	7	18	15	642
9:45 AM	1	257	8	18	298	10	16	8	3	6	10	18	653
TOTAL VOLUMES :	41	3880	126	173	3331	137	362	257	52	125	244	168	8896
APPROACH %'s :	1.01%	95.87%	3.11%	4.75%	91.49%	3.76%	53.95%	38.30%	7.75%	23.28%	45.44%	31.28%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	18	1467	56	64	1249	57	172	134	21	65	104	59	3466
PEAK HR FACTOR :	0.898		0.926			0.779			0.919			0.922	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_002

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St			Gaffey St			5th St			5th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	1	0	1	1	0	
3:00 PM	5	302	7	24	292	18	31	24	5	17	24	18	767
3:15 PM	4	365	5	19	326	12	30	28	7	14	22	20	852
3:30 PM	7	352	8	15	356	16	28	24	2	12	25	21	866
3:45 PM	4	297	11	20	331	30	26	25	3	13	24	19	803
4:00 PM	8	349	5	16	326	15	28	28	6	10	22	15	828
4:15 PM	5	382	2	16	315	26	30	21	2	5	18	20	842
4:30 PM	1	372	12	16	322	17	26	23	3	14	25	16	847
4:45 PM	4	301	3	6	329	28	30	24	5	9	23	12	774
5:00 PM	3	304	3	12	341	28	37	21	3	14	31	19	816
5:15 PM	4	265	3	27	291	52	31	30	5	12	28	10	758
5:30 PM	5	346	10	22	328	24	33	24	3	11	34	18	858
5:45 PM	6	291	7	15	351	27	24	25	4	6	23	11	790
<b>TOTAL VOLUMES :</b>	56	3926	76	208	3908	293	354	297	48	137	299	199	9801
<b>APPROACH %'s :</b>	1.38%	96.75%	1.87%	4.72%	88.64%	6.65%	50.64%	42.49%	6.87%	21.57%	47.09%	31.34%	
<b>PEAK HR START TIME :</b>	315 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	23	1363	29	70	1339	73	112	105	18	49	93	75	3349
<b>PEAK HR FACTOR :</b>	0.946			0.957			0.904			0.935			0.967

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



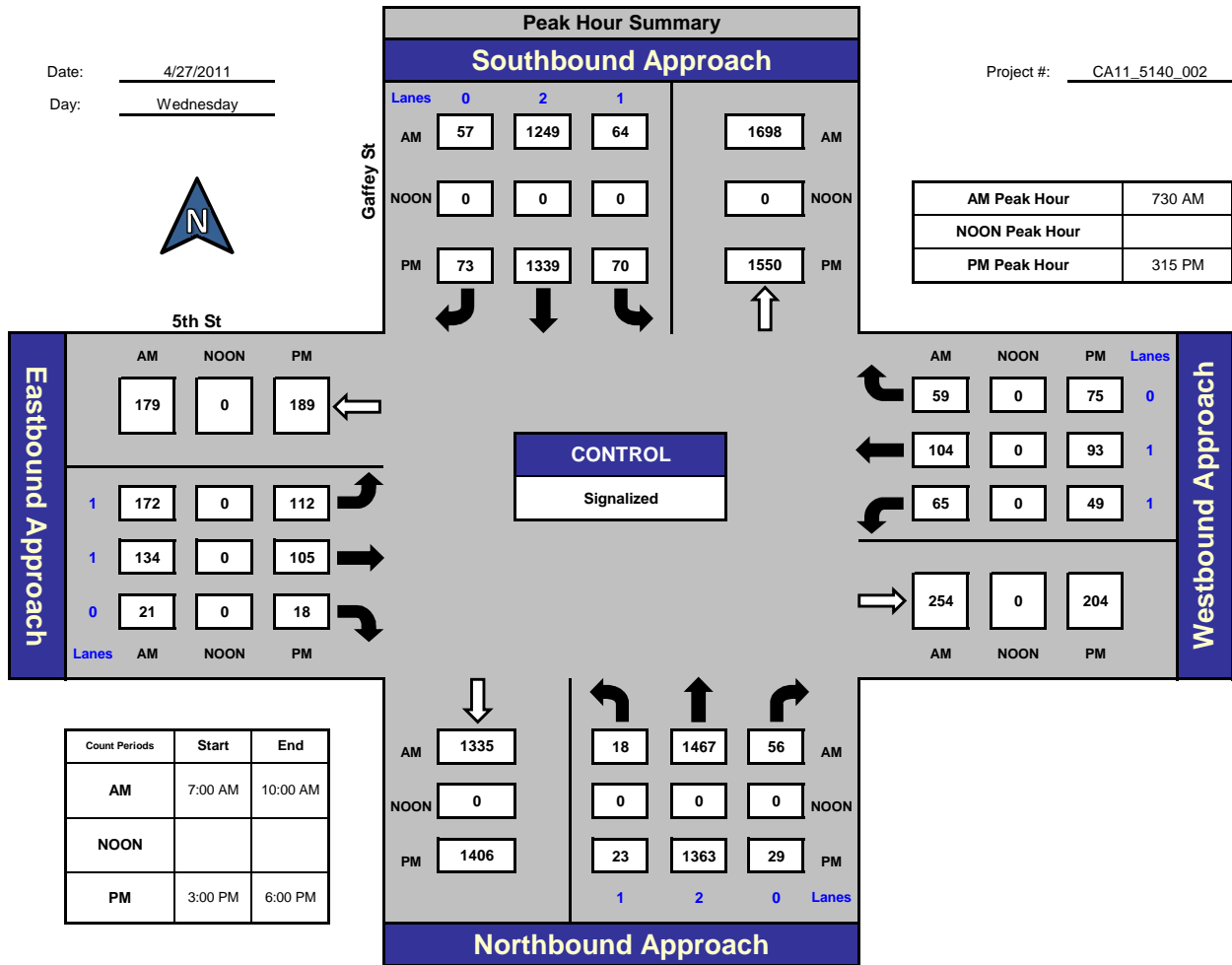
National Data & Surveying Services

## Gaffey St and 5th St, City of San Pedro

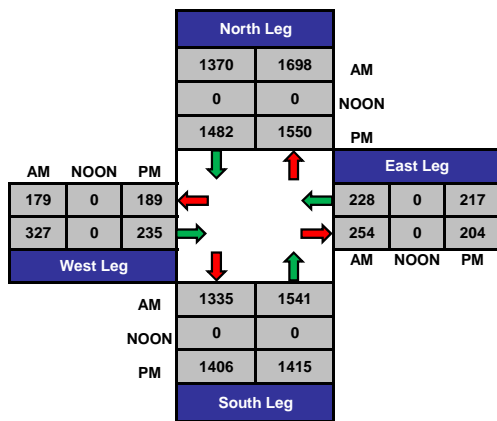
Date: 4/27/2011

Day: Wednesday

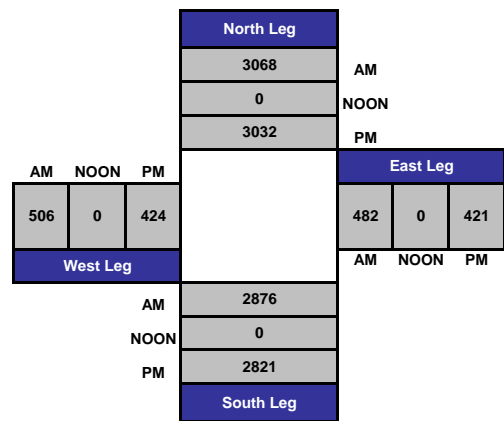
Project #: CA11\_5140\_002



Total Ins & Outs



Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_002

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Gaffey St			Gaffey St			5th St			5th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
11:00 AM	6	298	12	24	286	18	22	17	3	10	24	19	739
11:15 AM	4	337	9	23	339	8	15	14	4	13	16	8	790
11:30 AM	3	313	12	24	341	14	24	15	1	19	16	14	796
11:45 AM	7	344	11	23	354	15	19	19	4	12	21	16	845
12:00 PM	5	338	5	28	321	13	34	16	8	10	22	18	818
12:15 PM	5	314	8	36	323	16	27	11	3	5	17	18	783
12:30 PM	4	374	10	33	349	8	23	16	4	8	18	15	862
12:45 PM	6	376	10	22	363	37	35	24	9	6	15	24	927
1:00 PM	4	350	7	23	359	17	17	24	4	7	17	18	847
1:15 PM	6	393	5	28	385	12	28	24	4	12	26	9	932
1:30 PM	12	336	12	31	366	13	24	28	3	8	23	18	874
1:45 PM	12	344	6	20	337	24	18	13	6	5	15	15	815
2:00 PM	8	338	5	24	381	12	25	21	2	11	27	18	872
2:15 PM	11	339	15	26	329	12	16	11	2	13	11	15	800
2:30 PM	14	373	15	21	349	13	24	20	4	10	25	26	894
2:45 PM	9	337	2	27	359	14	32	20	7	11	15	16	849
3:00 PM	11	312	10	20	327	10	28	22	10	10	24	10	794
3:15 PM	3	381	11	15	328	13	24	17	3	5	17	14	831
3:30 PM	11	339	8	25	358	19	19	16	2	19	24	13	853
3:45 PM	3	353	15	16	353	19	32	17	2	10	13	11	844
<b>TOTAL VOLUMES :</b>	144	6889	188	489	6907	307	486	365	85	204	386	315	16765
<b>APPROACH %'s :</b>	1.99%	95.40%	2.60%	6.35%	89.67%	3.99%	51.92%	39.00%	9.08%	22.54%	42.65%	34.81%	
<b>PEAK HR START TIME :</b>	1245 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	28	1455	34	104	1473	79	104	100	20	33	81	69	3580
<b>PEAK HR FACTOR :</b>	0.939			0.974			0.824			0.934			0.960

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



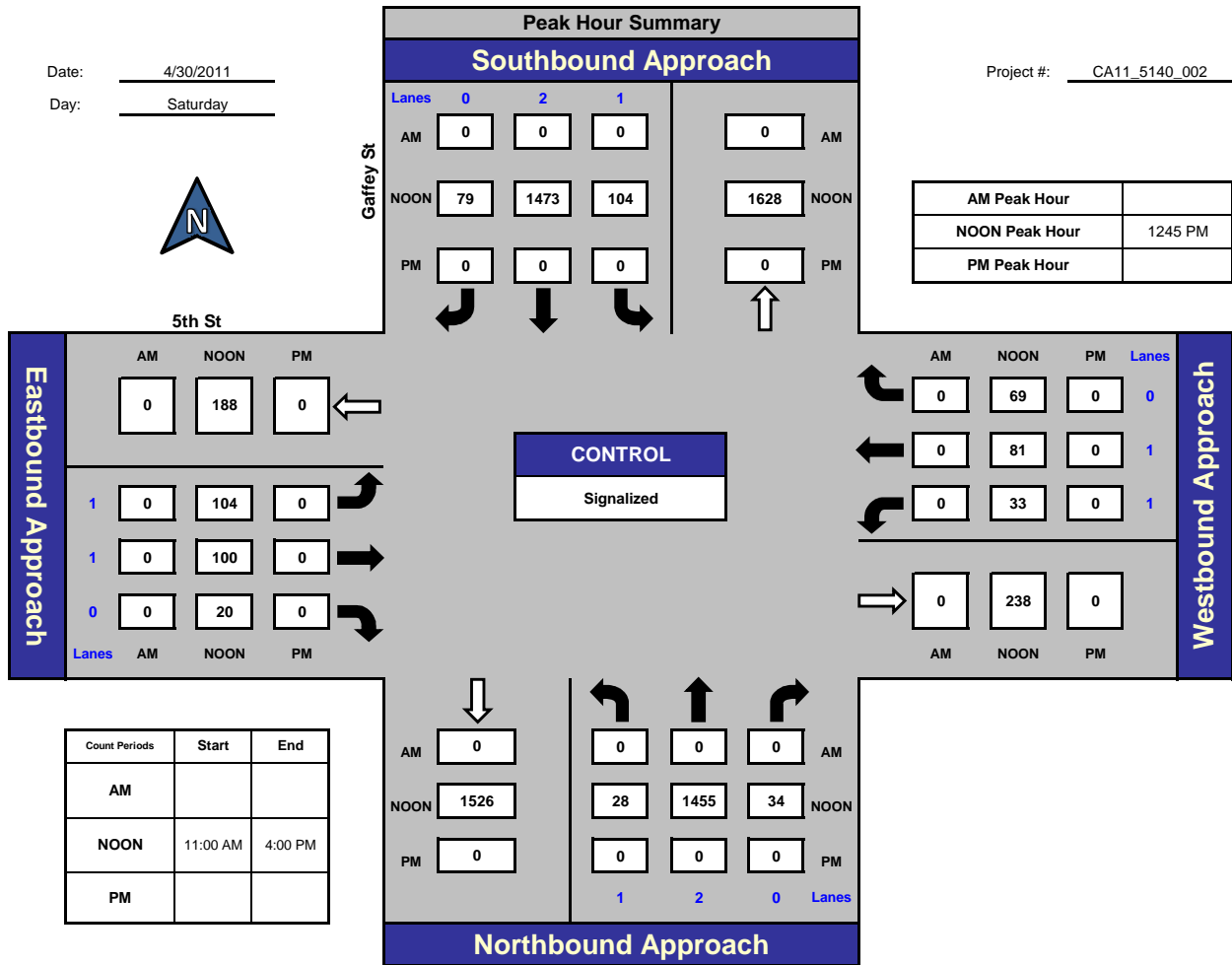
National Data & Surveying Services

## Gaffey St and 5th St

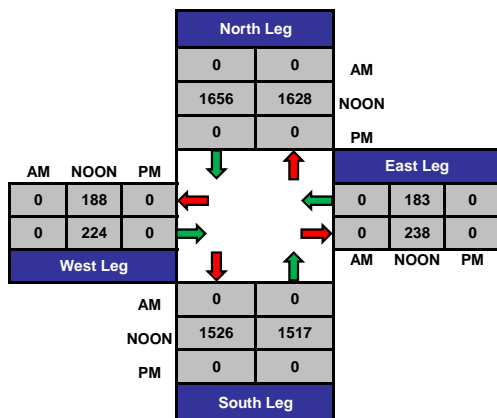
Date: 4/30/2011

Day: Saturday

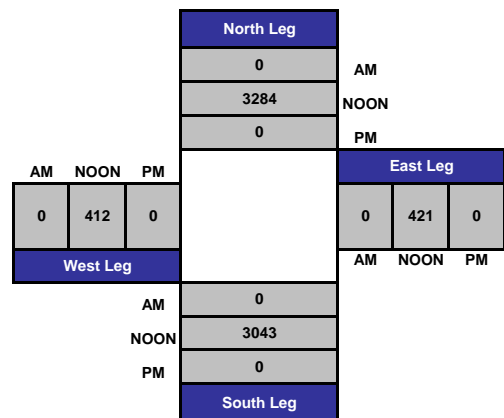
Project #: CA11\_5140\_002



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_003

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St			Gaffey St			7th St			7th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
7:00 AM	3	333	1	7	171	16	35	9	2	5	4	8	594
7:15 AM	2	334	7	7	209	22	39	17	3	8	16	8	672
7:30 AM	3	358	7	7	293	27	48	31	6	25	21	18	844
7:45 AM	7	330	5	13	268	30	53	38	7	27	41	14	833
8:00 AM	9	333	6	12	253	42	46	41	6	22	25	10	805
8:15 AM	0	302	7	20	244	23	50	48	7	12	28	10	751
8:30 AM	5	285	9	18	188	18	39	40	11	10	15	10	648
8:45 AM	3	275	13	17	237	22	37	26	9	10	26	8	683
9:00 AM	5	274	11	17	235	27	32	29	9	7	13	10	669
9:15 AM	4	286	9	19	209	24	37	17	9	6	17	16	653
9:30 AM	9	263	3	16	216	21	30	22	10	10	22	18	640
9:45 AM	10	212	7	15	245	25	25	26	8	9	19	14	615
<b>TOTAL VOLUMES :</b>	60	3585	85	168	2768	297	471	344	87	151	247	144	8407
<b>APPROACH %'s :</b>	1.61%	96.11%	2.28%	5.20%	85.62%	9.19%	52.22%	38.14%	9.65%	27.86%	45.57%	26.57%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	19	1323	25	52	1058	122	197	158	26	86	115	52	3233
<b>PEAK HR FACTOR :</b>	0.929			0.942			0.907			0.771			0.958

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_003

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St			Gaffey St			7th St			7th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
3:00 PM	6	266	13	12	263	18	44	41	8	17	38	11	737
3:15 PM	2	302	9	19	287	20	49	46	5	9	34	11	793
3:30 PM	9	313	13	16	319	22	36	33	8	12	41	21	843
3:45 PM	6	227	11	21	287	21	39	36	7	19	40	21	735
4:00 PM	7	316	7	16	283	32	35	28	7	20	22	19	792
4:15 PM	3	301	11	25	264	21	46	41	9	12	25	12	770
4:30 PM	4	303	8	19	292	21	41	31	1	9	19	16	764
4:45 PM	10	261	10	9	290	19	38	31	10	21	34	13	746
5:00 PM	8	256	5	20	290	20	44	34	9	13	39	17	755
5:15 PM	4	246	7	6	267	4	31	41	20	17	55	14	712
5:30 PM	9	287	8	12	296	18	42	43	14	10	31	18	788
5:45 PM	7	251	7	18	305	23	36	40	14	28	43	9	781
<b>TOTAL VOLUMES :</b>	NL 75	NT 3329	NR 109	SL 193	ST 3443	SR 239	EL 481	ET 445	ER 112	WL 187	WT 421	WR 182	TOTAL 9216
<b>APPROACH %'s :</b>	2.13%	94.76%	3.10%	4.98%	88.85%	6.17%	46.34%	42.87%	10.79%	23.67%	53.29%	23.04%	
<b>PEAK HR START TIME :</b>	315 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	24	1158	40	72	1176	95	159	143	27	60	137	72	3163
<b>PEAK HR FACTOR :</b>	0.912			0.940			0.823			0.841			0.938

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

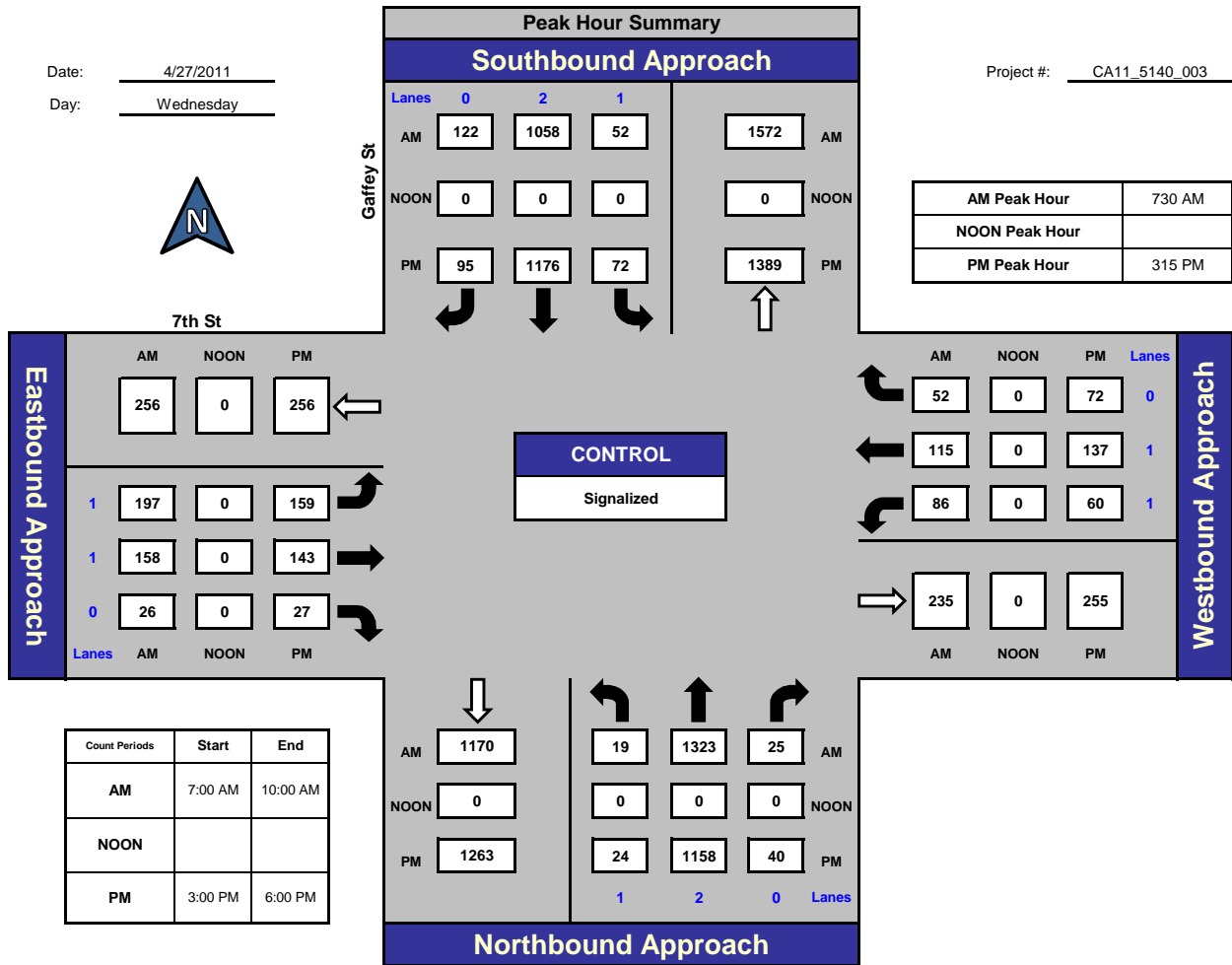


National Data & Surveying Services

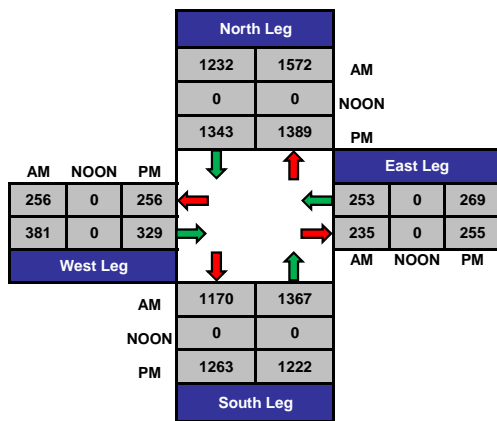
## Gaffey St and 7th St, City of San Pedro

Date: 4/27/2011  
Day: Wednesday

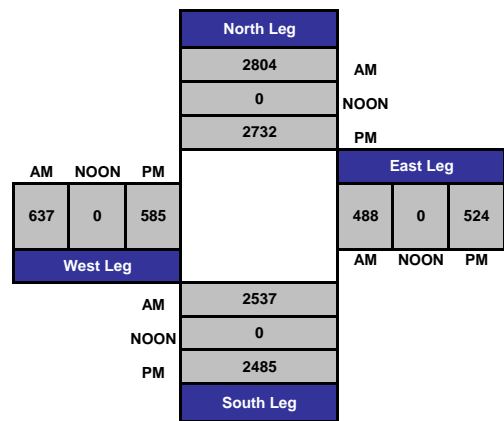
Project #: CA11\_5140\_003



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_003

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

**NOON**

NS/EW Streets:	Gaffey St			Gaffey St			7th St			7th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
11:00 AM	12	314	10	20	285	18	36	35	11	21	31	29	822
11:15 AM	7	331	8	20	289	13	34	26	10	8	27	18	791
11:30 AM	12	335	15	19	284	19	28	23	12	17	33	18	815
11:45 AM	6	324	10	29	308	23	31	33	14	19	32	23	852
12:00 PM	5	282	4	19	299	9	33	33	15	13	28	22	762
12:15 PM	6	295	11	29	294	18	34	27	11	8	23	15	771
12:30 PM	5	347	5	29	301	17	40	28	12	13	23	16	836
12:45 PM	7	325	8	28	311	16	31	28	15	19	19	18	825
1:00 PM	7	335	11	27	341	21	36	35	17	14	24	10	878
1:15 PM	10	336	12	29	337	14	26	22	8	14	18	19	845
1:30 PM	9	290	11	25	321	14	39	24	13	12	22	19	799
1:45 PM	9	302	8	23	316	23	20	33	6	17	15	17	789
2:00 PM	5	291	7	31	327	13	22	24	10	13	36	22	801
2:15 PM	8	285	12	32	316	13	33	35	7	19	30	29	819
2:30 PM	7	321	15	25	297	15	34	19	7	16	22	23	801
2:45 PM	10	284	10	24	321	13	25	23	12	15	22	18	777
3:00 PM	4	254	9	31	289	19	34	25	11	13	18	26	733
3:15 PM	4	336	11	24	314	9	32	14	10	13	18	14	799
3:30 PM	1	302	5	21	339	10	31	12	8	12	19	12	772
3:45 PM	9	315	8	28	316	20	27	32	7	9	26	9	806
<b>TOTAL VOLUMES :</b>	143	6204	190	513	6205	317	626	531	216	285	486	377	16093
<b>APPROACH %'s :</b>	2.19%	94.91%	2.91%	7.29%	88.20%	4.51%	45.59%	38.67%	15.73%	24.83%	42.33%	32.84%	
<b>PEAK HR START TIME :</b>	1230 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	29	1343	36	113	1290	68	133	113	52	60	84	63	3384
<b>PEAK HR FACTOR :</b>	0.983			0.945			0.847			0.924			0.964

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



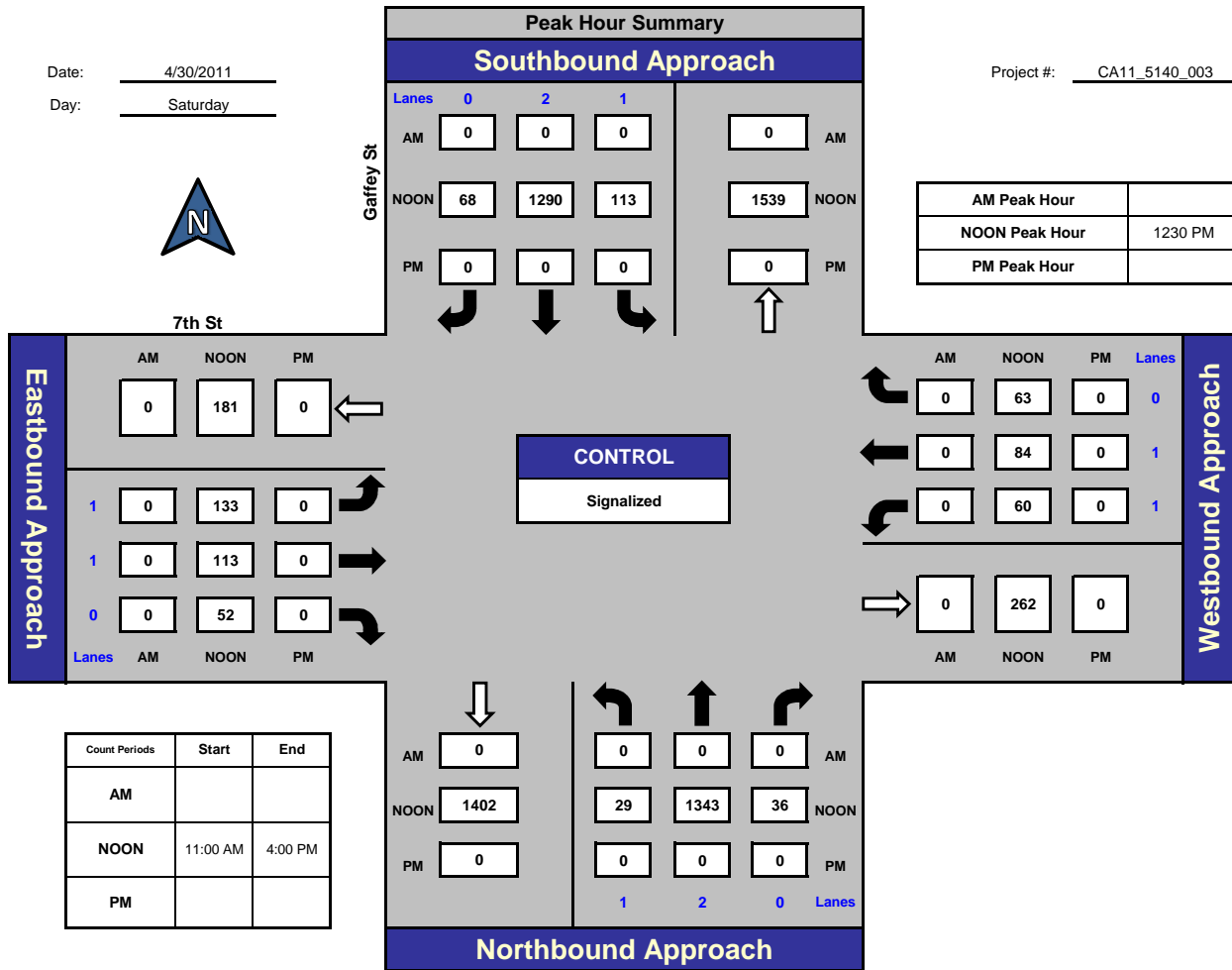
National Data & Surveying Services

## Gaffey St and 7th St

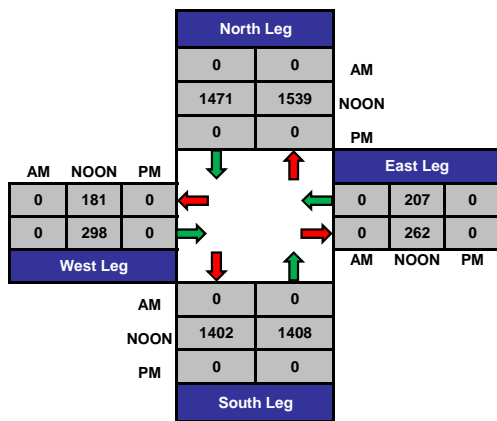
Date: 4/30/2011

Day: Saturday

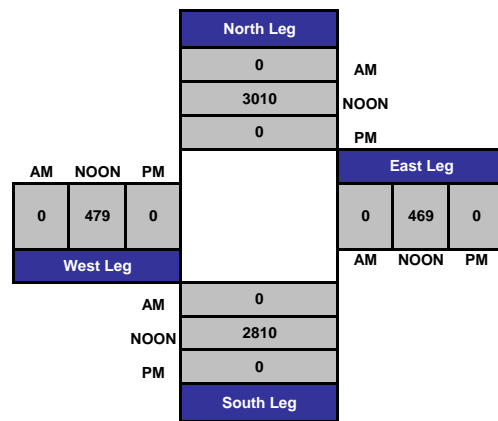
Project #: CA11\_5140\_003



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_004

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St			Gaffey St			9th St			9th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	
7:00 AM	11	305	2	10	139	22	77	20	6	6	16	6	620
7:15 AM	9	273	2	3	186	17	60	41	4	15	26	6	642
7:30 AM	12	297	3	12	250	35	67	63	4	16	63	8	830
7:45 AM	21	301	3	10	215	39	54	87	10	19	86	4	849
8:00 AM	13	290	4	10	220	19	55	80	15	8	57	13	784
8:15 AM	16	248	7	12	209	19	54	46	14	9	35	8	677
8:30 AM	10	259	4	13	166	14	36	38	10	5	29	12	596
8:45 AM	12	230	9	13	200	29	53	51	10	11	31	14	663
9:00 AM	10	231	6	15	203	22	56	36	5	10	32	11	637
9:15 AM	14	237	7	18	169	24	45	39	7	11	38	11	620
9:30 AM	11	221	6	21	172	21	27	41	7	8	32	19	586
9:45 AM	11	193	6	17	206	29	38	35	9	6	29	12	591
<b>TOTAL VOLUMES :</b>	150	3085	59	154	2335	290	622	577	101	124	474	124	8095
<b>APPROACH %'s :</b>	4.55%	93.66%	1.79%	5.54%	84.02%	10.44%	47.85%	44.38%	7.77%	17.17%	65.65%	17.17%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	62	1136	17	44	894	112	230	276	43	52	241	33	3140
<b>PEAK HR FACTOR :</b>	0.935			0.884			0.909			0.748			0.925

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_004

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St			Gaffey St			9th St			9th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	
3:00 PM	18	268	17	16	259	26	40	57	12	12	57	18	800
3:15 PM	13	241	8	18	253	26	54	64	12	14	53	21	777
3:30 PM	12	258	8	18	269	20	40	52	19	25	31	14	766
3:45 PM	15	222	10	20	254	29	34	50	8	12	59	20	733
4:00 PM	12	245	8	17	259	25	39	53	20	11	47	32	768
4:15 PM	14	267	7	20	234	21	47	52	19	11	45	18	755
4:30 PM	10	248	8	16	264	34	46	46	10	13	48	19	762
4:45 PM	11	207	13	11	271	36	38	53	21	16	65	20	762
5:00 PM	9	247	7	14	239	37	36	46	21	22	59	17	754
5:15 PM	21	223	12	10	172	9	37	74	21	22	52	17	670
5:30 PM	12	237	8	22	279	33	52	70	12	13	54	19	811
5:45 PM	11	227	9	10	291	29	35	59	20	12	46	10	759
<b>TOTAL VOLUMES :</b>	158	2890	115	192	3044	325	498	676	195	183	616	225	9117
<b>APPROACH %'s :</b>	5.00%	91.37%	3.64%	5.39%	85.48%	9.13%	36.38%	49.38%	14.24%	17.87%	60.16%	21.97%	
<b>PEAK HR START TIME :</b>	300 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	58	989	43	72	1035	101	168	223	51	63	200	73	3076
<b>PEAK HR FACTOR :</b>	0.899			0.984			0.850			0.923			0.961

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



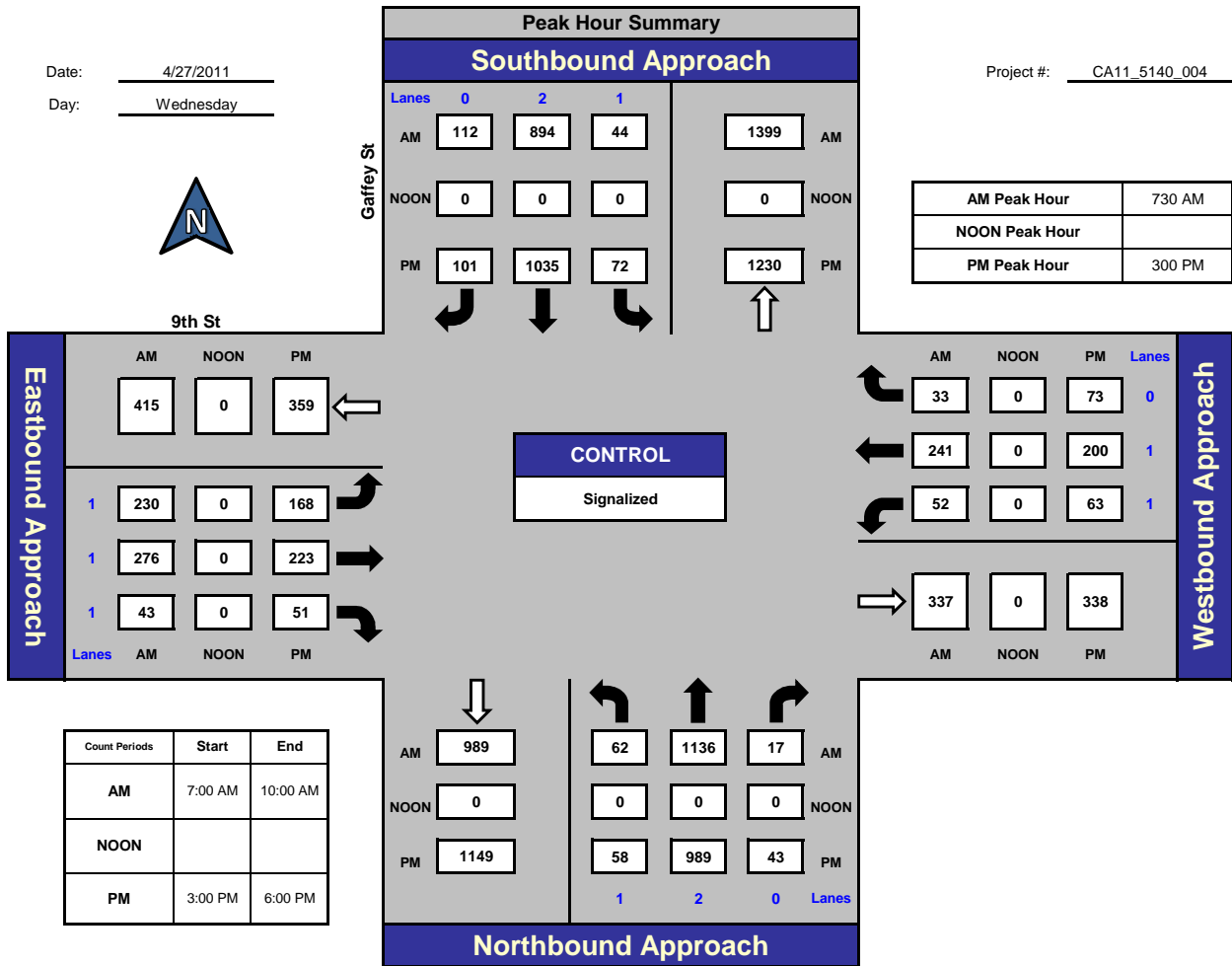
National Data & Surveying Services

## Gaffey St and 9th St, City of San Pedro

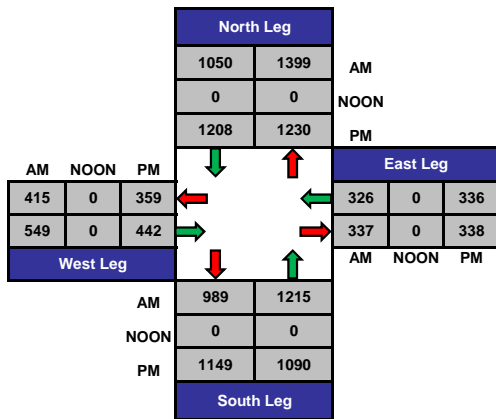
Date: 4/27/2011

Day: Wednesday

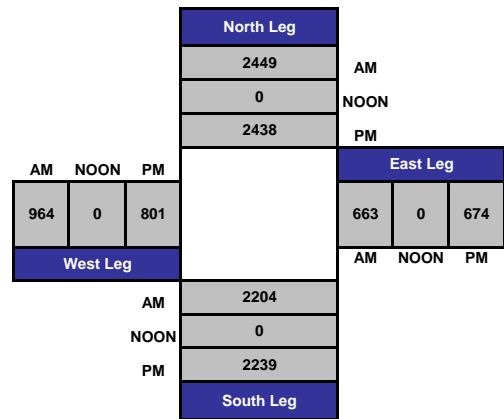
Project #: CA11\_5140\_004



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_004

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Gaffey St			Gaffey St			9th St			9th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	
11:00 AM	10	255	8	23	262	28	50	45	14	6	54	31	786
11:15 AM	8	276	10	14	261	27	46	37	21	5	46	25	776
11:30 AM	14	289	5	19	240	26	50	41	19	9	40	21	773
11:45 AM	17	266	12	17	262	29	42	37	18	9	48	22	779
12:00 PM	18	258	14	19	273	24	30	43	18	6	42	23	768
12:15 PM	15	267	9	16	265	20	43	41	19	5	40	21	761
12:30 PM	11	273	11	12	271	26	41	43	16	10	43	26	783
12:45 PM	16	281	7	15	269	21	48	45	11	13	41	22	789
1:00 PM	13	298	3	19	289	23	42	47	14	17	49	20	834
1:15 PM	12	290	12	18	297	18	41	43	12	11	44	24	822
1:30 PM	13	264	8	13	277	25	36	44	11	8	29	20	748
1:45 PM	9	232	10	18	301	24	40	44	9	17	46	19	769
2:00 PM	15	267	10	12	306	26	32	39	19	14	42	16	798
2:15 PM	15	274	11	15	290	20	34	38	10	18	38	18	781
2:30 PM	10	286	9	17	262	30	49	44	19	11	37	20	794
2:45 PM	7	245	7	16	292	32	37	36	15	9	44	18	758
3:00 PM	12	227	5	21	250	26	41	38	16	10	30	17	693
3:15 PM	12	272	11	14	285	26	45	34	14	16	33	17	779
3:30 PM	8	255	2	16	279	35	36	40	13	14	30	16	744
3:45 PM	7	273	5	15	282	32	33	45	7	16	37	22	774
<b>TOTAL VOLUMES :</b>	242	5348	169	329	5513	518	816	824	295	224	813	418	15509
<b>APPROACH %'s :</b>	4.20%	92.86%	2.93%	5.17%	86.68%	8.14%	42.17%	42.58%	15.25%	15.40%	55.88%	28.73%	
<b>PEAK HR START TIME :</b>	1230 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	52	1142	33	64	1126	88	172	178	53	51	177	92	3228
<b>PEAK HR FACTOR :</b>	0.977			0.959			0.969			0.930			0.968

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



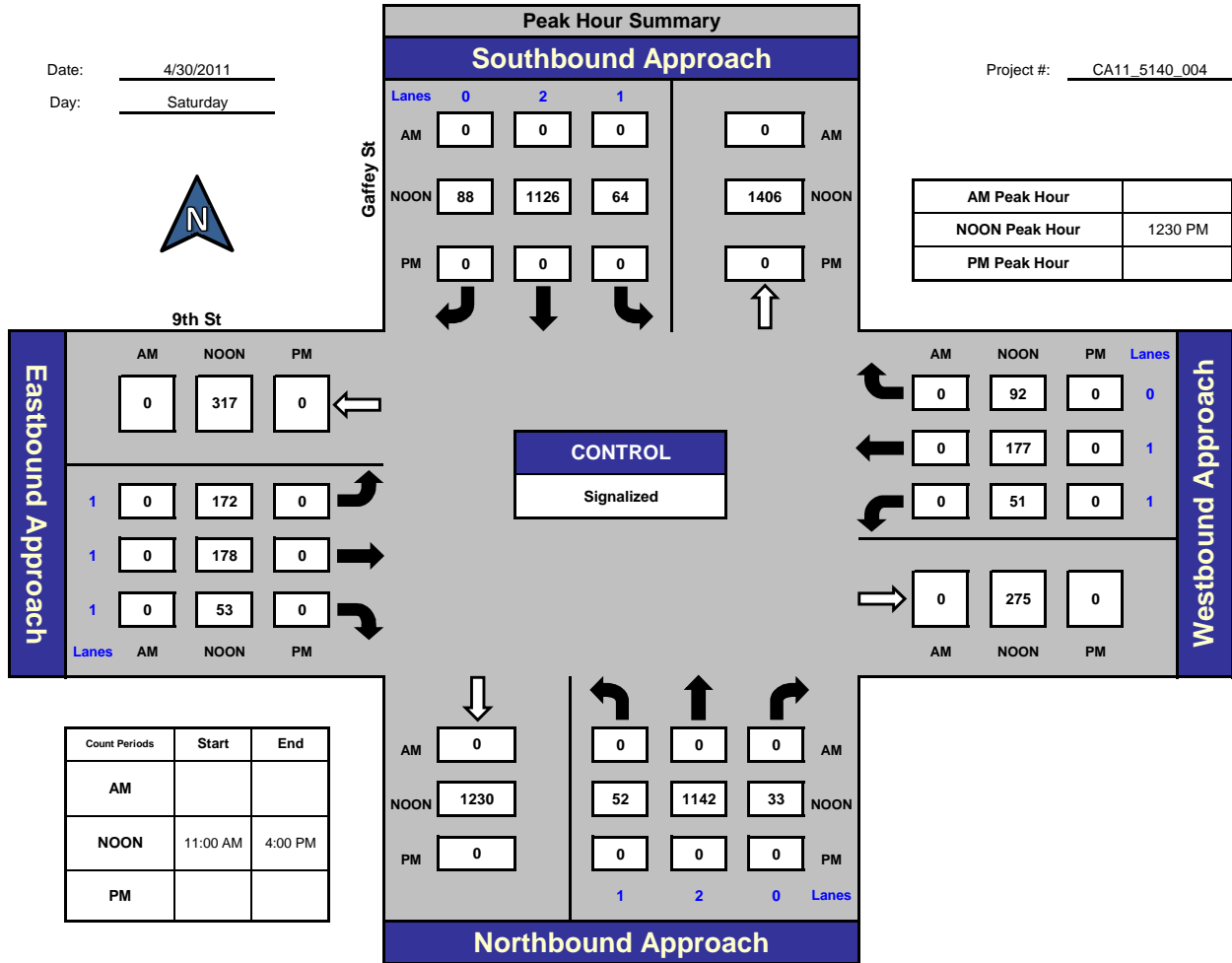
National Data & Surveying Services

## Gaffey St and 9th St

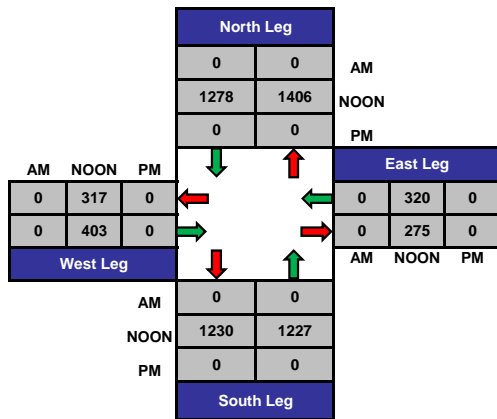
Date: 4/30/2011

Day: Saturday

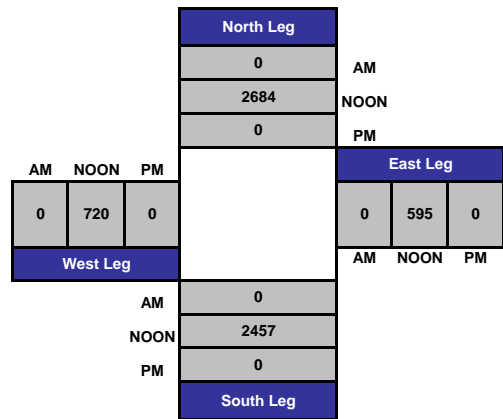
Project #: CA11\_5140\_004



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_005

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St			Gaffey St			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	0	132	16	14	60	2	0	5	0	13	3	6	251
7:15 AM	0	143	26	11	61	1	2	6	0	9	1	14	274
7:30 AM	1	160	28	25	87	5	2	13	0	16	5	21	363
7:45 AM	2	141	44	29	111	5	7	10	0	18	16	17	400
8:00 AM	2	144	28	15	106	9	3	15	1	22	20	16	381
8:15 AM	0	121	19	19	87	2	4	14	0	22	7	13	308
8:30 AM	0	122	17	13	74	4	2	5	0	15	4	12	268
8:45 AM	0	103	23	13	91	1	2	6	2	10	2	16	269
9:00 AM	0	95	12	28	64	2	4	4	2	15	6	22	254
9:15 AM	1	109	17	14	86	3	0	1	1	9	0	15	256
9:30 AM	1	104	12	25	65	2	5	4	1	23	2	20	264
9:45 AM	0	103	9	10	90	2	4	4	2	14	7	14	259
<b>TOTAL VOLUMES :</b>	7	1477	251	216	982	38	35	87	9	186	73	186	3547
<b>APPROACH %'s :</b>	0.40%	85.13%	14.47%	17.48%	79.45%	3.07%	26.72%	66.41%	6.87%	41.80%	16.40%	41.80%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	5	566	119	88	391	21	16	52	1	78	48	67	1452
<b>PEAK HR FACTOR :</b>	0.913			0.862			0.908			0.832			0.908

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_005

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St			Gaffey St			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	1	133	13	21	110	6	3	4	1	26	11	13	342
3:15 PM	3	147	14	15	109	7	2	6	0	23	7	13	346
3:30 PM	0	120	18	20	103	4	1	6	1	17	6	14	310
3:45 PM	1	138	18	19	110	3	1	4	1	23	7	17	342
4:00 PM	2	140	20	17	133	4	6	7	1	25	4	12	371
4:15 PM	0	126	15	20	123	5	5	4	0	28	4	12	342
4:30 PM	0	148	21	21	127	4	5	2	1	28	6	13	376
4:45 PM	0	118	21	21	125	5	1	6	0	31	6	16	350
5:00 PM	1	100	15	23	122	3	1	8	0	47	8	17	345
5:15 PM	0	126	14	25	138	3	4	4	0	38	5	17	374
5:30 PM	2	114	16	32	135	3	2	9	0	30	8	23	374
5:45 PM	1	105	12	21	151	0	3	8	1	40	12	12	366
<b>TOTAL VOLUMES :</b>	11	1515	197	255	1486	47	34	68	6	356	84	179	4238
<b>APPROACH %'s :</b>	0.64%	87.93%	11.43%	14.26%	83.11%	2.63%	31.48%	62.96%	5.56%	57.51%	13.57%	28.92%	
<b>PEAK HR START TIME :</b>	500 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	4	445	57	101	546	9	10	29	1	155	33	69	1459
<b>PEAK HR FACTOR :</b>	0.904			0.953			0.833			0.892			0.975

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



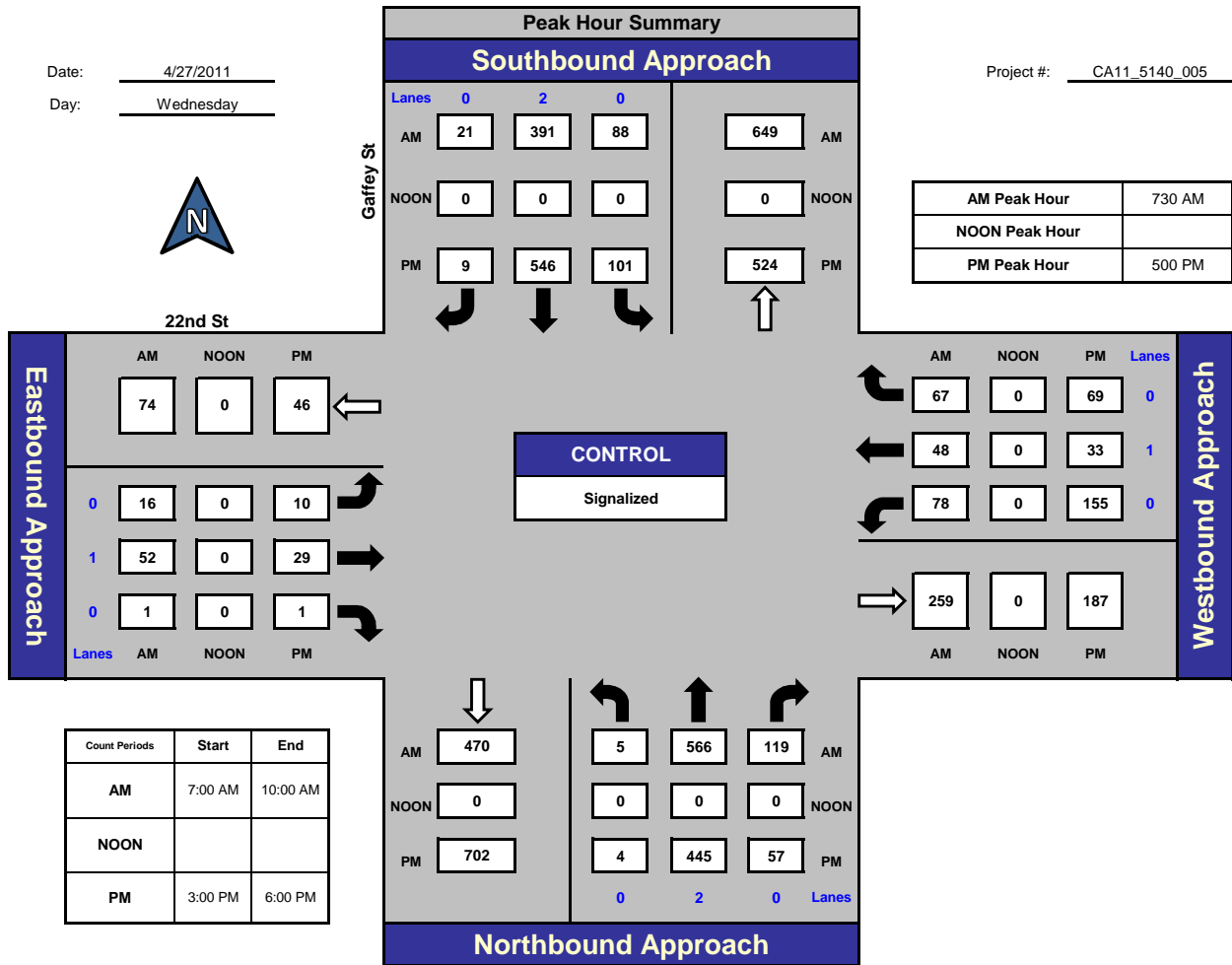
National Data & Surveying Services

## Gaffey St and 22nd St., City of San Pedro

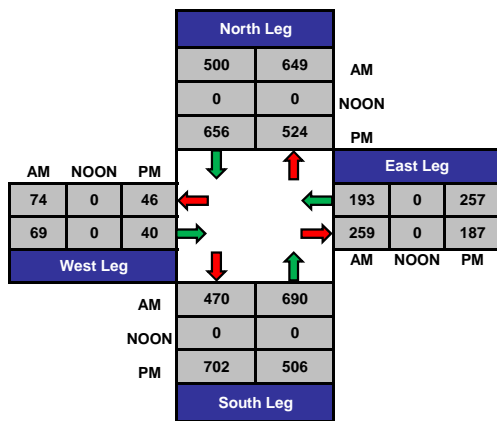
Date: 4/27/2011

Day: Wednesday

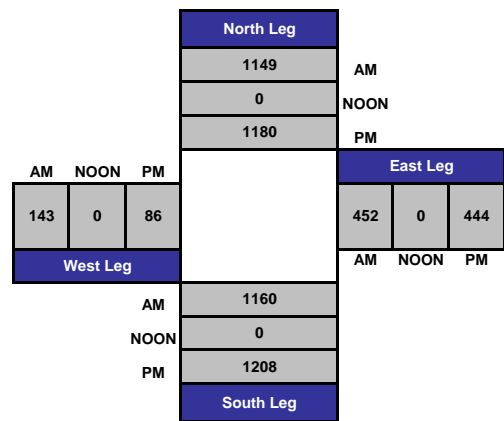
Project #: CA11\_5140\_005



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_005

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Gaffey St			Gaffey St			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	
11:00 AM	0	121	17	33	133	2	3	1	0	9	4	15	338
11:15 AM	0	115	16	40	148	6	8	3	0	19	0	21	376
11:30 AM	0	135	15	32	130	4	3	3	1	27	5	17	372
11:45 AM	0	136	14	16	142	3	6	3	0	13	3	20	356
12:00 PM	0	135	15	34	164	1	2	8	0	25	2	20	406
12:15 PM	1	138	11	32	138	10	9	7	0	14	4	13	377
12:30 PM	0	163	16	28	121	3	4	8	0	21	6	28	398
12:45 PM	1	134	18	26	159	3	10	5	2	12	4	12	386
1:00 PM	0	143	22	28	134	2	3	2	1	33	6	18	392
1:15 PM	1	160	19	25	142	3	4	4	1	22	6	14	401
1:30 PM	0	150	26	35	156	5	3	8	2	25	7	16	433
1:45 PM	4	101	29	27	149	2	3	3	1	24	7	14	364
2:00 PM	1	122	26	36	157	2	3	3	0	22	6	17	395
2:15 PM	1	136	25	30	153	4	5	9	0	31	7	24	425
2:30 PM	0	145	13	18	160	6	0	6	1	33	1	19	402
2:45 PM	1	133	6	34	153	3	4	8	2	19	7	14	384
3:00 PM	1	116	15	23	148	5	1	8	0	22	6	16	361
3:15 PM	0	135	15	23	144	5	3	3	0	24	0	24	376
3:30 PM	0	162	12	19	139	6	6	2	0	25	10	17	398
3:45 PM	1	146	15	29	143	3	4	5	0	23	5	12	386
TOTAL VOLUMES :	12	2726	345	568	2913	78	84	99	11	443	96	351	7726
APPROACH %'s :	0.39%	88.42%	11.19%	15.96%	81.85%	2.19%	43.30%	51.03%	5.67%	49.78%	10.79%	39.44%	
PEAK HR START TIME :	130 PM												TOTAL
PEAK HR VOL :	6	509	106	128	615	13	14	23	3	102	27	71	1617
PEAK HR FACTOR :	0.882			0.964			0.714			0.806			0.934

CONTROL : Signalized



# ITM Peak Hour Summary

Prepared by:



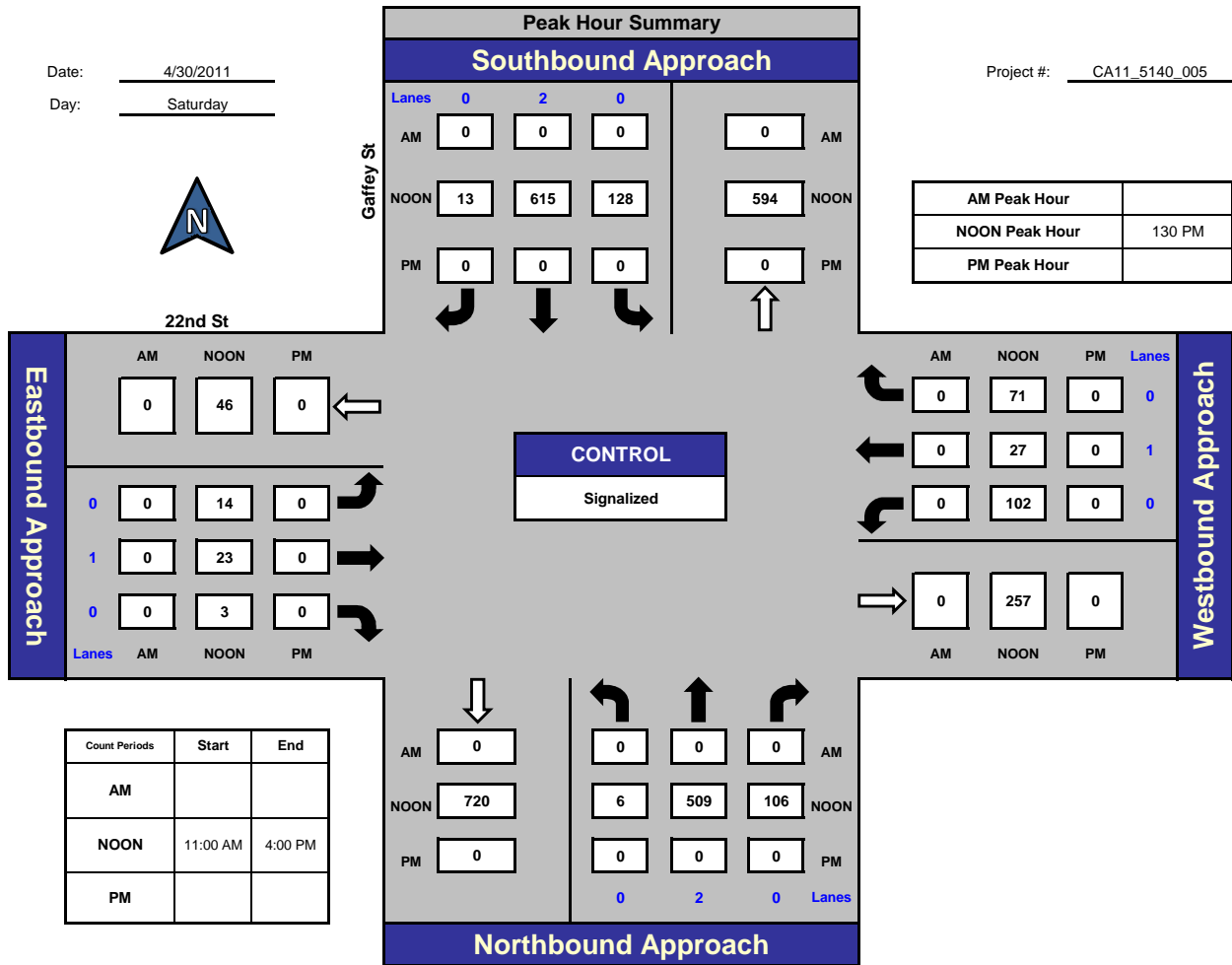
National Data & Surveying Services

## Gaffey St and 22nd St.

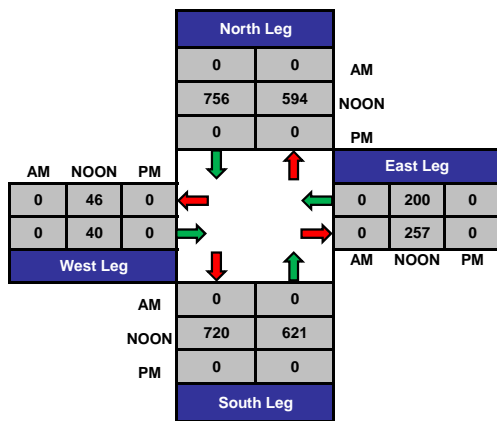
Date: 4/30/2011

Day: Saturday

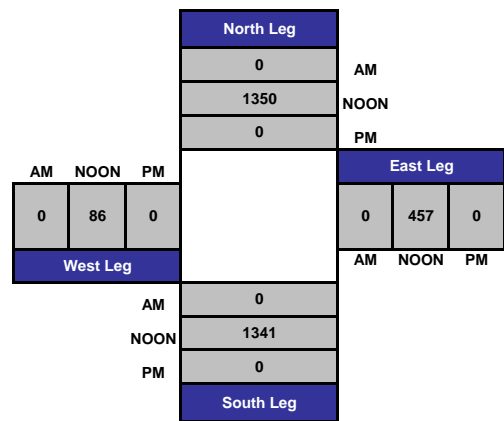
Project #: CA11\_5140\_005



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_006

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Gaffey St (and Hamilton Dr if possible)			Gaffey St (and Hamilton Dr if possible)			25th St			25th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	0	1	0	1	0	
7:00 AM	13	47		2	34	33	92	1	5	0	0	5	232
7:15 AM	18	58		6	29	33	93	0	4	0	1	6	248
7:30 AM	29	79		10	37	64	85	1	8	0	1	12	326
7:45 AM	32	61		10	43	64	110	1	25	0	2	17	365
8:00 AM	42	61		9	56	55	90	2	23	0	3	10	351
8:15 AM	13	53		6	38	67	78	2	20	0	1	5	283
8:30 AM	12	50		4	34	47	71	0	8	0	2	10	238
8:45 AM	22	43		3	45	55	71	1	12	0	4	10	266
9:00 AM	8	45		4	32	42	58	1	16	0	3	6	215
9:15 AM	8	44		4	35	46	68	1	7	1	1	6	221
9:30 AM	14	50		3	31	47	53	2	7	0	1	11	219
9:45 AM	11	50		2	46	53	50	1	11	0	2	11	237
<b>TOTAL VOLUMES :</b>	222	641	0	63	460	606	919	13	146	1	21	109	3201
<b>APPROACH %'s :</b>	25.72%	74.28%	0.00%	5.58%	40.74%	53.68%	85.25%	1.21%	13.54%	0.76%	16.03%	83.21%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	116	254	0	35	174	250	363	6	76	0	7	44	1325
<b>PEAK HR FACTOR :</b>	0.856			0.956			0.818			0.671			0.908

CONTROL : Signalized; 1-Way Stop (WB)

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_006

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Gaffey St (and Hamilton Dr if possible)			Gaffey St (and Hamilton Dr if possible)			25th St			25th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	0	1	0	1	0	
3:00 PM	11	82	1	8	51	71	67	1	21	1	0	4	318
3:15 PM	15	98	0	9	48	66	59	0	20	0	1	6	322
3:30 PM	20	66	1	4	36	68	56	2	20	0	0	4	277
3:45 PM	16	53	0	6	48	58	94	3	16	0	1	5	300
4:00 PM	11	78	0	8	49	87	79	2	15	0	0	6	335
4:15 PM	15	45	1	7	40	82	90	2	21	0	0	8	311
4:30 PM	13	57	1	11	66	69	92	3	22	0	0	4	338
4:45 PM	10	47	0	4	59	79	81	0	24	1	2	7	314
5:00 PM	22	47	0	3	54	94	63	1	30	1	4	11	330
5:15 PM	22	51	1	7	56	93	68	0	22	0	2	10	332
5:30 PM	13	50	0	7	63	86	76	5	22	0	1	8	331
5:45 PM	14	44	1	6	74	95	63	0	13	1	1	8	320
<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	182	718	6	80	644	948	888	19	246	4	12	81	3828
	20.09%	79.25%	0.66%	4.78%	38.52%	56.70%	77.02%	1.65%	21.34%	4.12%	12.37%	83.51%	
<b>PEAK HR START TIME :</b>	430 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	67	202	2	25	235	335	304	4	98	2	8	32	1314
<b>PEAK HR FACTOR :</b>	0.916			0.954			0.868			0.656			0.972

CONTROL : Signalized; 1-Way Stop (WB)

# ITM Peak Hour Summary

Prepared by:

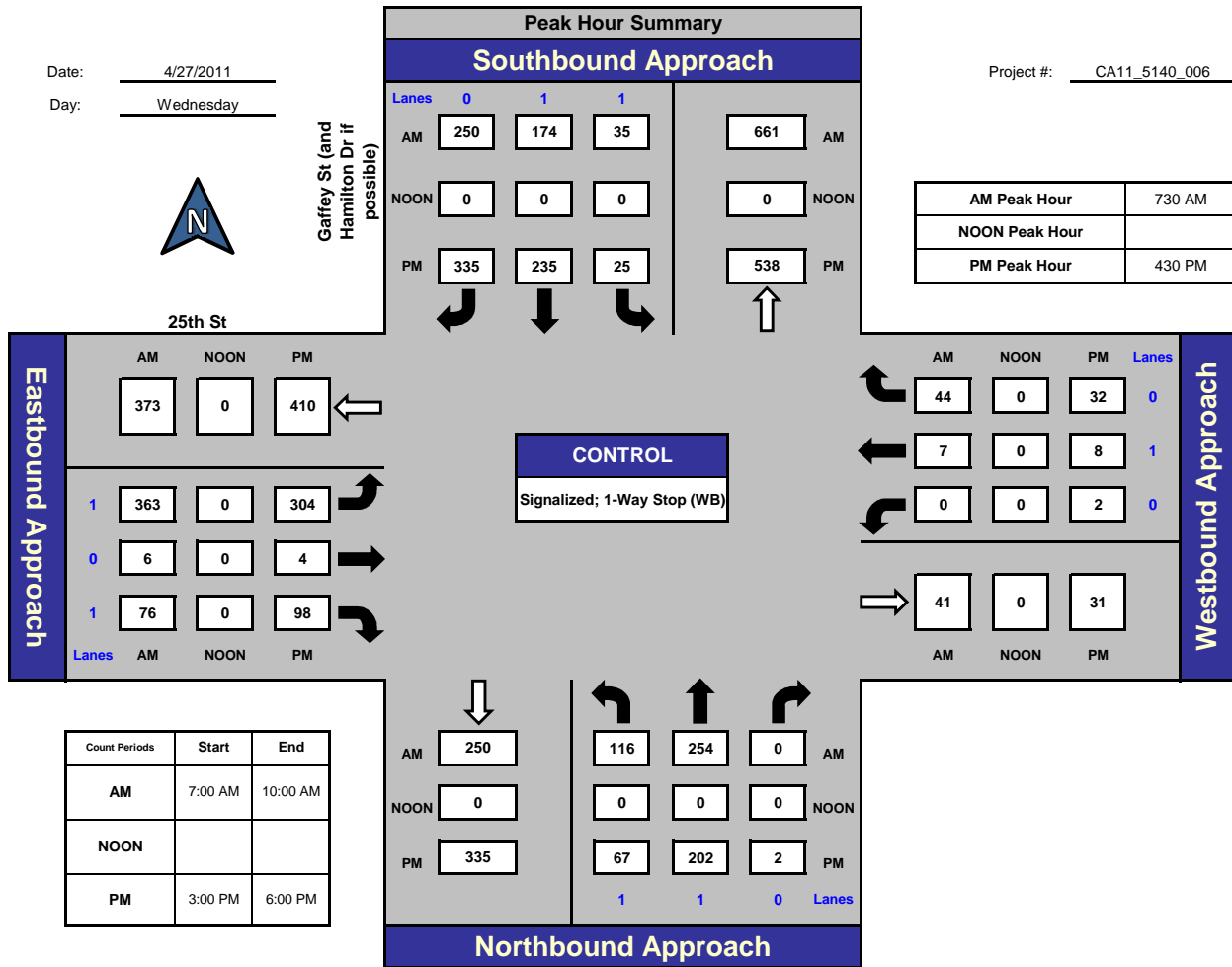


National Data & Surveying Services

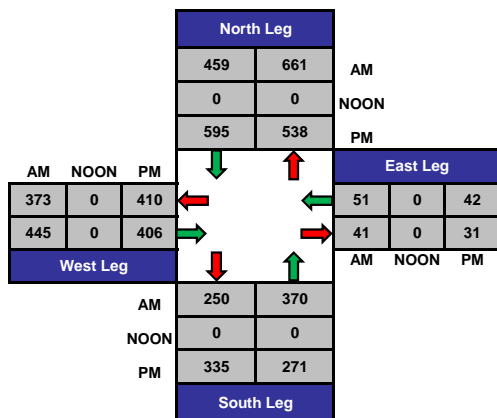
## Gaffey St (and Hamilton Dr if possible) and 25th St, City of San Pedro

Date: 4/27/2011  
Day: Wednesday

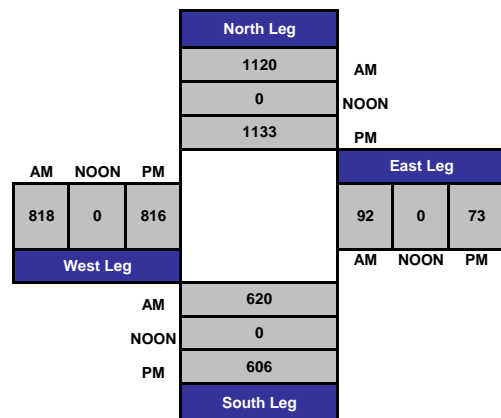
Project #: CA11\_5140\_006



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_006

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Gaffey St (and Hamilton Dr if possible)			Gaffey St (and Hamilton Dr if possible)			25th St			25th St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	0	1	0	1	0	
11:00 AM	24	59	0	5	76	72	69	1	19	0	2	6	333
11:15 AM	31	64	1	6	84	97	74	3	16	0	2	5	383
11:30 AM	27	60	0	4	71	102	66	0	15	0	1	5	351
11:45 AM	25	60	2	7	90	69	83	2	23	0	1	0	362
12:00 PM	20	64	0	8	103	81	80	1	19	0	0	5	381
12:15 PM	35	86	0	5	77	83	76	1	21	1	2	8	395
12:30 PM	12	52	0	9	61	90	104	0	34	0	1	9	372
12:45 PM	16	74	2	6	92	86	69	0	19	0	1	6	371
1:00 PM	24	53	1	9	71	92	82	0	28	0	1	4	365
1:15 PM	20	59	0	6	89	83	92	0	13	0	1	7	370
1:30 PM	22	68	0	7	91	96	82	0	16	0	3	10	395
1:45 PM	26	42	0	6	84	99	76	2	25	0	3	10	373
2:00 PM	26	62	1	7	98	90	86	1	27	0	1	9	408
2:15 PM	13	56	0	6	78	111	86	1	33	0	1	5	390
2:30 PM	16	61	0	6	110	91	105	0	17	0	1	11	418
2:45 PM	12	59	0	12	88	80	89	0	22	0	2	10	374
3:00 PM	14	72	0	10	86	83	70	0	11	0	1	2	349
3:15 PM	15	84	0	12	87	86	80	1	18	0	1	6	390
3:30 PM	27	83	3	16	93	68	111	1	28	0	0	6	436
3:45 PM	21	71	0	6	89	78	91	1	27	0	1	13	398
<b>TOTAL VOLUMES :</b>	426	1289	10	153	1718	1737	1671	15	431	1	26	137	7614
<b>APPROACH %'s :</b>	24.70%	74.72%	0.58%	4.24%	47.62%	48.14%	78.93%	0.71%	20.36%	0.61%	15.85%	83.54%	
<b>PEAK HR START TIME :</b>	200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	67	238	1	31	374	372	366	2	99	0	5	35	1590
<b>PEAK HR FACTOR :</b>	0.860			0.938			0.957			0.833			0.951

CONTROL : Signalized; 1-Way Stop (WB)

# ITM Peak Hour Summary

Prepared by:

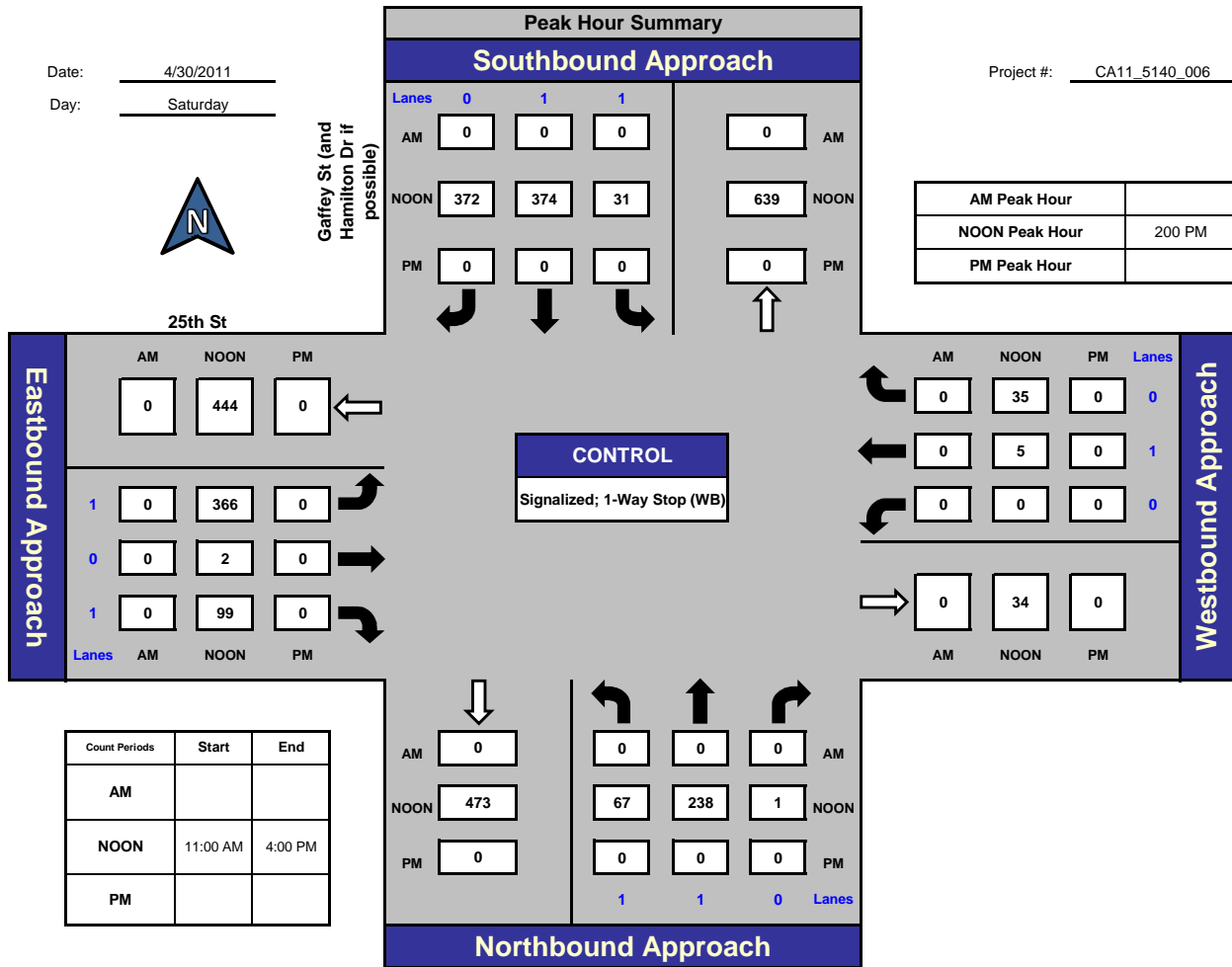


National Data & Surveying Services

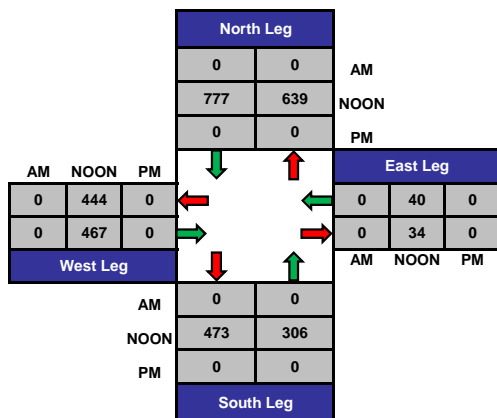
## Gaffey St (and Hamilton Dr if possible) and 25th St.

Date: 4/30/2011  
Day: Saturday

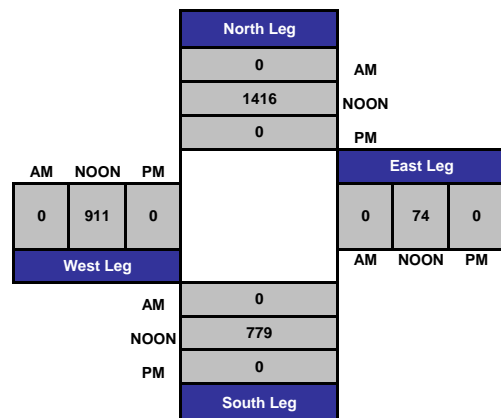
Project #: CA11\_5140\_006



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_007

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Via Cabrillo Marina			Via Cabrillo Marina			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	0	1	0	1	0	0	2	0	1	2	0	
7:00 AM	6		4					44	9	13	7		83
7:15 AM	8		5					77	14	14	16		134
7:30 AM	13		8					120	17	15	25		198
7:45 AM	6		5					108	36	19	28		202
8:00 AM	8		4					89	27	22	25		175
8:15 AM	12		10					56	31	17	24		150
8:30 AM	17		14					52	30	18	13		144
8:45 AM	22		4					48	19	23	34		150
9:00 AM	15		4					40	9	16	26		110
9:15 AM	22		15					38	19	17	22		133
9:30 AM	16		14					39	16	11	24		120
9:45 AM	6		12					34	17	12	26		107
<b>TOTAL VOLUMES :</b>	151	0	99	0	0	0	0	745	244	197	270	0	1706
<b>APPROACH %'s :</b>	60.40%	0.00%	39.60%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	75.33%	24.67%	42.18%	57.82%	0.00%	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	39	0	27	0	0	0	0	373	111	73	102	0	725
<b>PEAK HR FACTOR :</b>	0.750			0.000			0.840			0.931			0.897

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_007

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Via Cabrillo Marina			Via Cabrillo Marina			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	0	1	0	1	0	0	2	0	1	2	0	
3:00 PM	11		13					35	19	12	53		143
3:15 PM	19		13					37	12	14	55		150
3:30 PM	19		19					31	13	19	55		156
3:45 PM	16		20					45	14	13	72		180
4:00 PM	14		17					35	12	13	46		137
4:15 PM	22		30					33	21	11	45		162
4:30 PM	17		19					65	17	17	59		194
4:45 PM	23		15					51	17	12	66		184
5:00 PM	43		50					41	23	19	70		246
5:15 PM	19		21					46	13	16	95		210
5:30 PM	16		20					48	8	14	80		186
5:45 PM	12		14					35	14	18	69		162
<b>TOTAL VOLUMES :</b>	231	0	251	0	0	0	0	502	183	178	765	0	2110
<b>APPROACH %'s :</b>	47.93%	0.00%	52.07%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	73.28%	26.72%	18.88%	81.12%	0.00%	
<b>PEAK HR START TIME :</b>	430 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	102	0	105	0	0	0	0	203	70	64	290	0	834
<b>PEAK HR FACTOR :</b>	0.556		0.000			0.832			0.797			0.848	

CONTROL : Signalized



# ITM Peak Hour Summary

Prepared by:



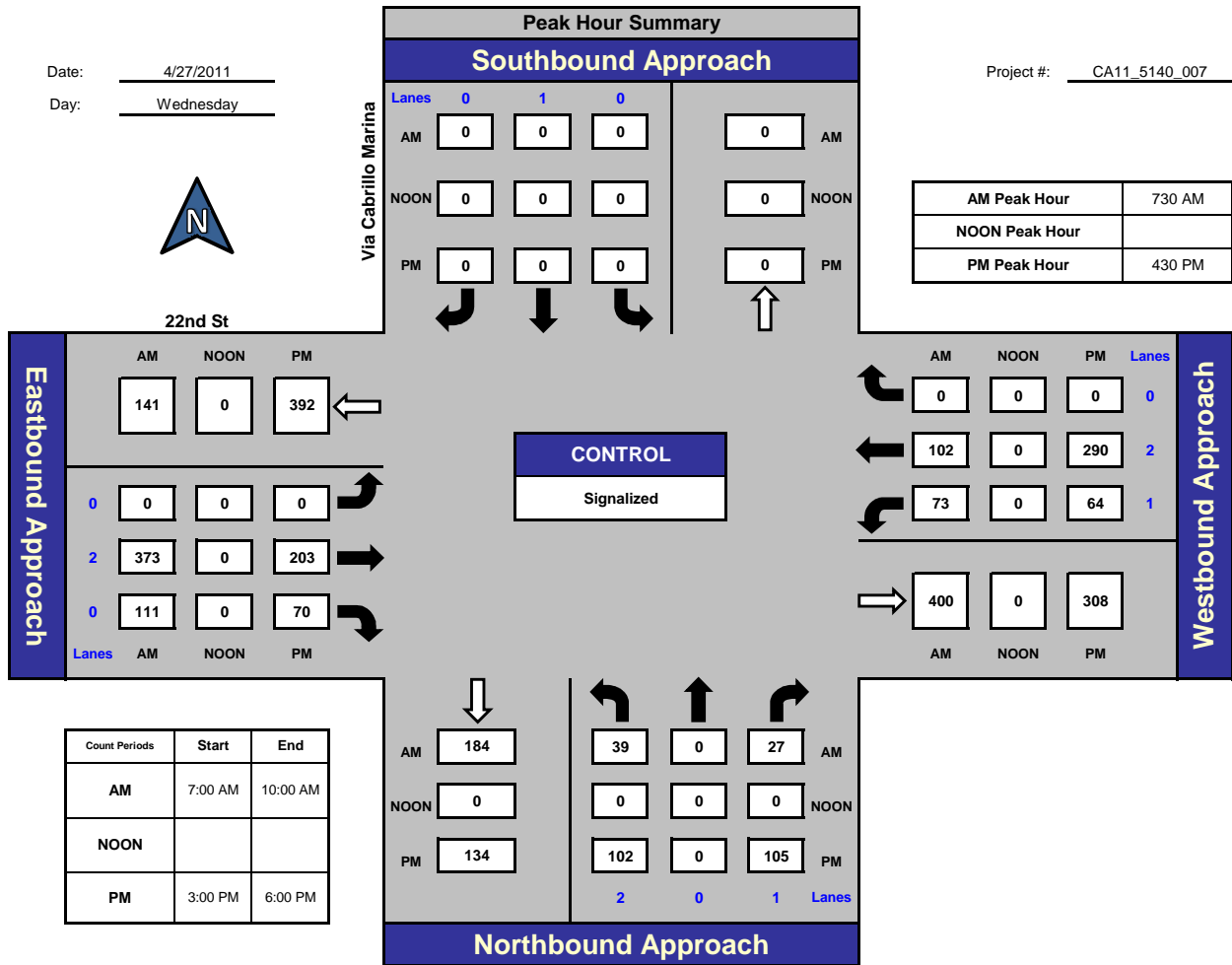
National Data & Surveying Services

## Via Cabrillo Marina and 22nd St., City of San Pedro

Date: 4/27/2011

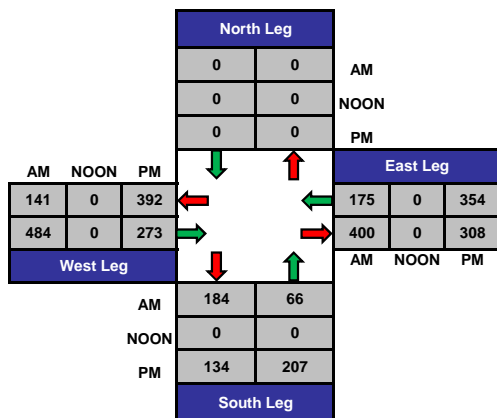
Day: Wednesday

Project #: CA11\_5140\_007

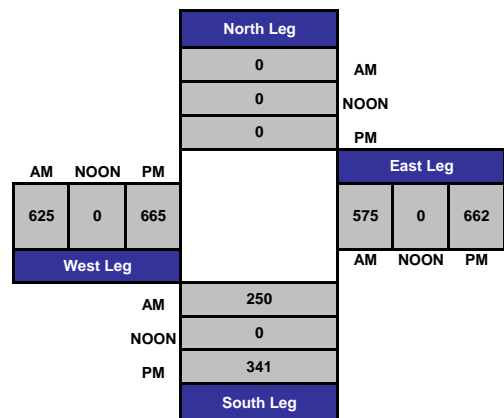


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_007

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Via Cabrillo Marina			Via Cabrillo Marina			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	0	1	0	1	0	0	2	0	1	2	0	
11:00 AM	22		28					46	35	24	40		195
11:15 AM	23		12					58	20	16	46		175
11:30 AM	29		14					62	31	17	42		195
11:45 AM	40		17					47	33	26	37		200
12:00 PM	36		21					51	29	21	29		187
12:15 PM	42		23					59	26	21	33		204
12:30 PM	18		26					55	34	22	37		192
12:45 PM	36		19					51	22	18	53		199
1:00 PM	27		14					51	27	24	58		201
1:15 PM	28		15					45	23	11	29		151
1:30 PM	30		21					36	29	28	48		192
1:45 PM	26		20					36	24	18	56		180
2:00 PM	27		24					38	24	21	58		192
2:15 PM	28		21					37	15	27	50		178
2:30 PM	19		20					53	16	14	54		176
2:45 PM	24		17					51	16	32	48		188
3:00 PM	20		22					41	23	16	54		176
3:15 PM	36		17					37	27	21	51		189
3:30 PM	26		27					48	32	23	54		210
3:45 PM	15		9					58	22	23	53		180

<b>TOTAL VOLUMES :</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
<b>APPROACH %'s :</b>	552	0	387	0	0	0	0	960	508	423	930	0	3760
	58.79%	0.00%	41.21%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	65.40%	34.60%	31.26%	68.74%	0.00%	

<b>PEAK HR START TIME :</b>	1215 PM												TOTAL
<b>PEAK HR VOL :</b>	123	0	82	0	0	0	0	216	109	85	181	0	796
<b>PEAK HR FACTOR :</b>	0.788			0.000			0.913			0.811			0.975

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:



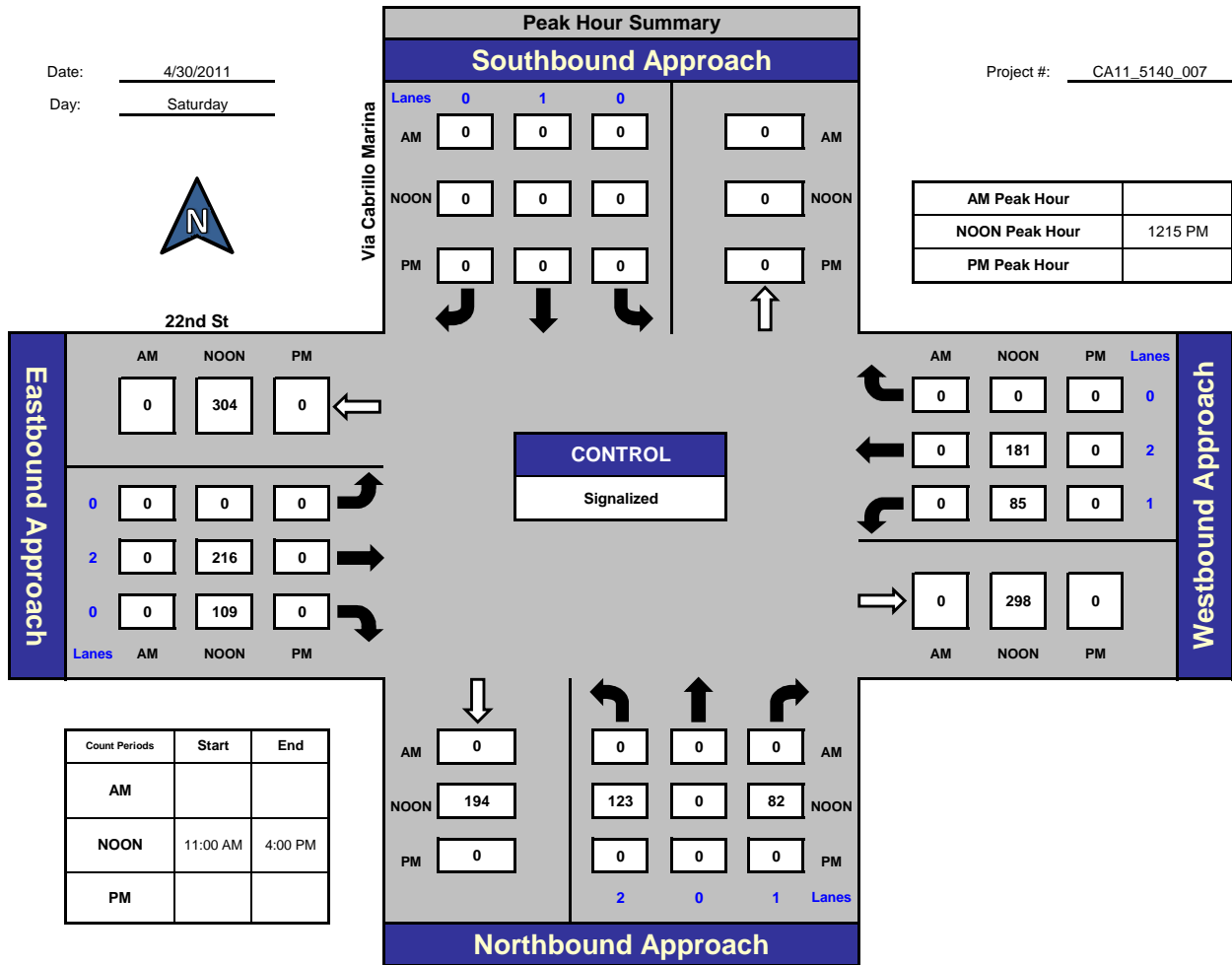
National Data & Surveying Services

## Via Cabrillo Marina and 22nd St.

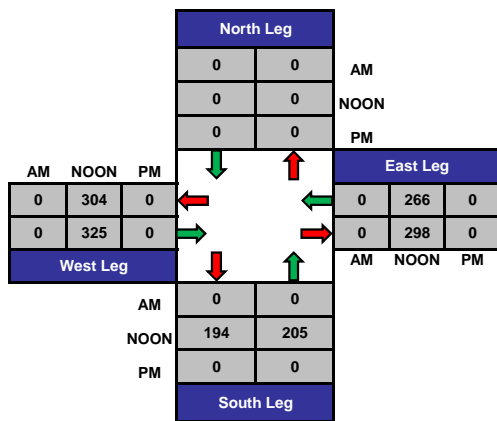
Date: 4/30/2011

Day: Saturday

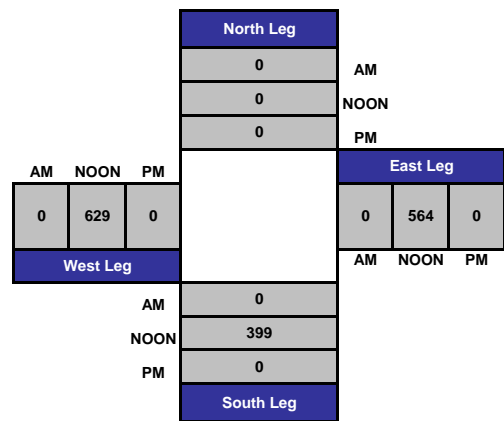
Project #: CA11\_5140\_007



### Total Ins & Outs



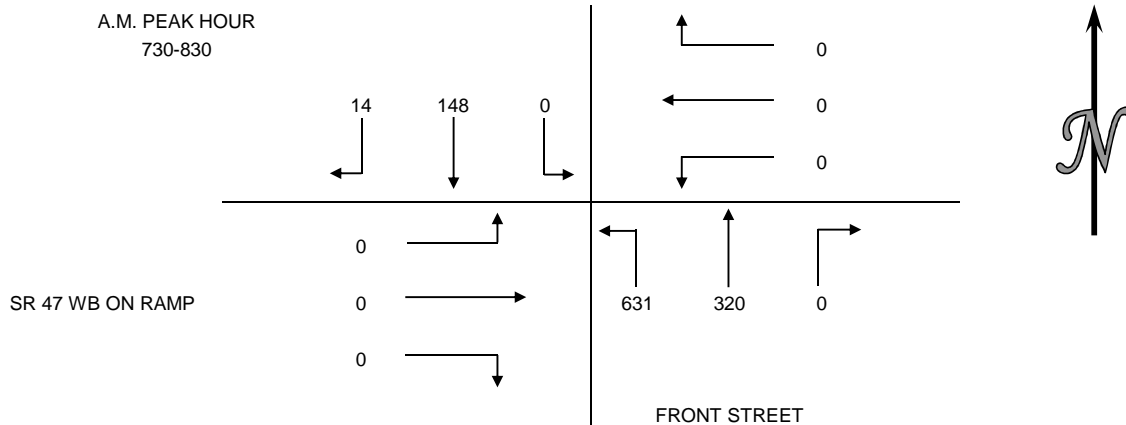
### Total Volume Per Leg



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S FRONT STREET  
 E/W SR 47 WB ON RAMP

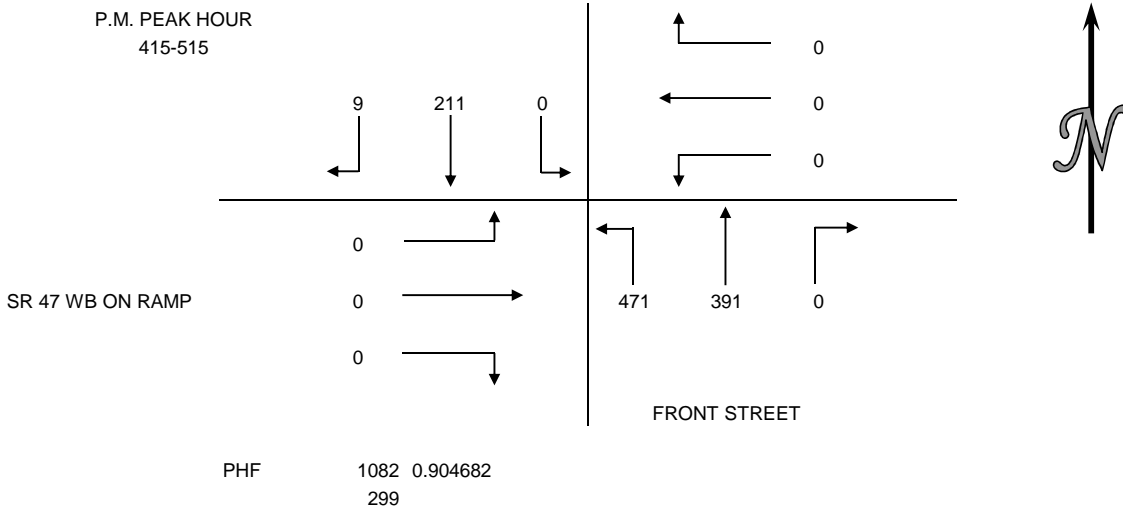
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	25	0	0	0	0	0	54	118	0	0	0	200
715-730	0	20	0	0	0	0	0	66	142	0	0	0	228
730-745	3	38	0	0	0	0	0	98	173	0	0	0	312
745-800	3	33	0	0	0	0	0	87	159	0	0	0	282
800-815	3	37	0	0	0	0	0	78	167	0	0	0	285
815-830	5	40	0	0	0	0	0	57	132	0	0	0	234
830-845	4	49	0	0	0	0	0	63	129	0	0	0	245
845-900	3	60	0	0	0	0	0	65	129	0	0	0	257
900-915	2	31	0	0	0	0	0	49	109	0	0	0	191
915-930	5	39	0	0	0	0	0	83	142	0	0	0	269
930-945	2	43	0	0	0	0	0	88	148	0	0	0	281
945-1000	4	33	0	0	0	0	0	76	119	0	0	0	232
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	9	116	0	0	0	0	0	305	592	0	0	0	1022
715-815	9	128	0	0	0	0	0	329	641	0	0	0	1107
730-830	14	148	0	0	0	0	0	320	631	0	0	0	1113
745-845	15	159	0	0	0	0	0	285	587	0	0	0	1046
800-900	15	186	0	0	0	0	0	263	557	0	0	0	1021
815-815	14	180	0	0	0	0	0	234	499	0	0	0	927
830-930	14	179	0	0	0	0	0	260	509	0	0	0	962
845-945	12	173	0	0	0	0	0	285	528	0	0	0	998
900-1000	13	146	0	0	0	0	0	296	518	0	0	0	973



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S FRONT STREET  
 E/W SR 47 WB ON RAMP

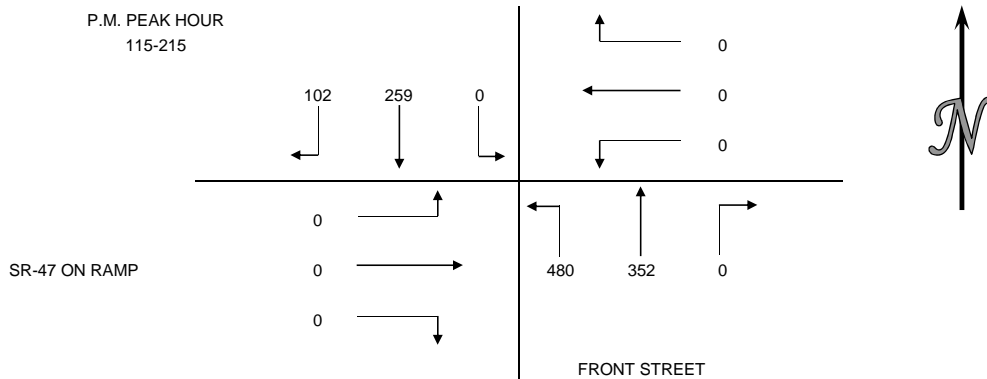
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	13	45	0	0	0	0	0	74	118	0	0	0	250
315-330	1	49	0	0	0	0	0	86	125	0	0	0	261
330-345	6	53	0	0	0	0	0	100	125	0	0	0	284
345-400	4	61	0	0	0	0	0	84	106	0	0	0	255
400-415	5	55	0	0	0	0	0	96	121	0	0	0	277
415-430	2	52	0	0	0	0	0	83	109	0	0	0	246
430-445	1	55	0	0	0	0	0	92	112	0	0	0	260
445-500	3	54	0	0	0	0	0	105	115	0	0	0	277
500-515	3	50	0	0	0	0	0	111	135	0	0	0	299
515-530	3	42	0	0	0	0	0	96	101	0	0	0	242
530-545	2	37	0	0	0	0	0	86	95	0	0	0	220
545-600	2	36	0	0	0	0	0	70	92	0	0	0	200
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	24	208	0	0	0	0	0	344	474	0	0	0	1050
315-415	16	218	0	0	0	0	0	366	477	0	0	0	1077
330-430	17	221	0	0	0	0	0	363	461	0	0	0	1062
345-445	12	223	0	0	0	0	0	355	448	0	0	0	1038
400-500	11	216	0	0	0	0	0	376	457	0	0	0	1060
415-515	9	211	0	0	0	0	0	391	471	0	0	0	1082
430-530	10	201	0	0	0	0	0	404	463	0	0	0	1078
445-545	11	183	0	0	0	0	0	398	446	0	0	0	1038
500-600	10	165	0	0	0	0	0	363	423	0	0	0	961



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S FRONT STREET  
 E/W SR-47 ON RAMP

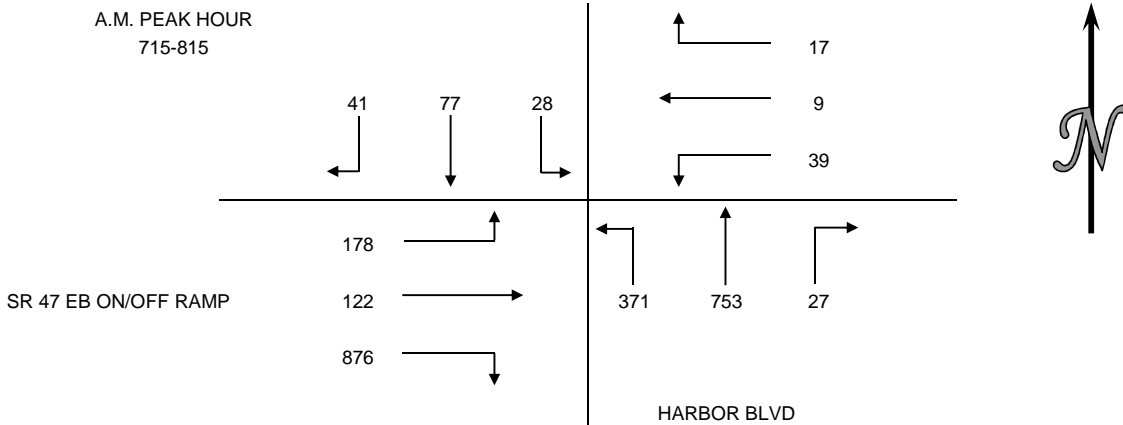
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	10	70	0	0	0	0	0	75	141	0	0	0	296
1115-1130	13	61	0	0	0	0	0	69	113	0	0	0	256
1130-1145	12	72	0	0	0	0	0	61	132	0	0	0	277
1145-1200	43	76	0	0	0	0	0	73	129	0	0	0	321
1200-1215	20	64	0	0	0	0	0	83	122	0	0	0	289
1215-1230	14	47	0	0	0	0	0	69	110	0	0	0	240
1230-1245	14	64	0	0	0	0	0	84	140	0	0	0	302
1245-100	11	49	0	0	0	0	0	81	114	0	0	0	255
100-115	5	55	0	0	0	0	0	74	118	0	0	0	252
115-130	22	79	0	0	0	0	0	95	110	0	0	0	306
130-145	32	63	0	0	0	0	0	82	107	0	0	0	284
145-200	20	57	0	0	0	0	0	84	139	0	0	0	300
200-215	28	60	0	0	0	0	0	91	124	0	0	0	303
215-230	18	55	0	0	0	0	0	59	163	0	0	0	295
230-245	11	40	0	0	0	0	0	58	125	0	0	0	234
245-300	10	36	0	0	0	0	0	74	119	0	0	0	239
3000-315	23	44	0	0	0	0	0	61	124	0	0	0	252
315-330	10	36	0	0	0	0	0	58	112	0	0	0	216
330-345	9	50	0	0	0	0	0	54	107	0	0	0	220
345-400	7	47	0	0	0	0	0	47	116	0	0	0	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	78	279	0	0	0	0	0	278	515	0	0	0	1150
1115-1215	88	273	0	0	0	0	0	286	496	0	0	0	1143
1130-1230	89	259	0	0	0	0	0	286	493	0	0	0	1127
1145-1245	91	251	0	0	0	0	0	309	501	0	0	0	1152
1200-100	59	224	0	0	0	0	0	317	486	0	0	0	1086
1215-115	44	215	0	0	0	0	0	308	482	0	0	0	1049
1230-130	52	247	0	0	0	0	0	334	482	0	0	0	1115
1245-145	70	246	0	0	0	0	0	332	449	0	0	0	1097
100-200	79	254	0	0	0	0	0	335	474	0	0	0	1142
115-215	102	259	0	0	0	0	0	352	480	0	0	0	1193
130-230	98	235	0	0	0	0	0	316	533	0	0	0	1182
145-245	77	212	0	0	0	0	0	292	551	0	0	0	1132
200-300	67	191	0	0	0	0	0	282	531	0	0	0	1071
215-315	62	175	0	0	0	0	0	252	531	0	0	0	1020
230-330	54	156	0	0	0	0	0	251	480	0	0	0	941
245-345	52	166	0	0	0	0	0	247	462	0	0	0	927
300-400	49	177	0	0	0	0	0	220	459	0	0	0	905



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W SR 47 EB ON/OFF RAMP

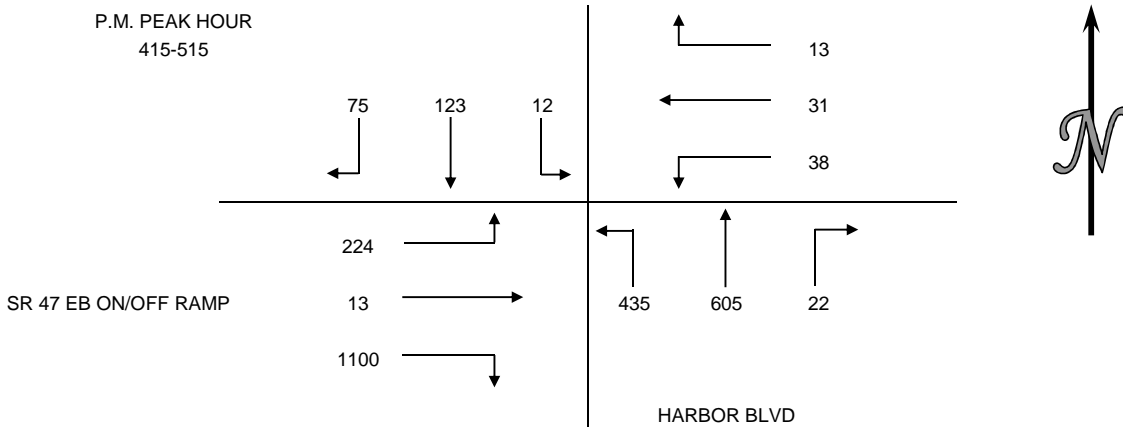
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	8	17	15	1	2	31	8	152	95	161	24	26	540
715-730	4	15	7	0	2	13	5	173	84	204	32	37	576
730-745	10	21	4	1	1	7	7	204	106	219	33	50	663
745-800	11	23	7	5	3	11	8	199	94	235	24	49	669
800-815	16	18	10	11	3	8	7	177	87	218	33	42	630
815-830	16	22	10	14	8	9	15	136	75	196	37	38	576
830-845	24	15	2	19	12	18	11	124	84	179	51	42	581
845-900	23	29	8	23	20	17	8	123	54	193	39	52	589
900-915	17	23	6	24	14	17	14	108	59	193	47	44	566
915-930	11	18	6	39	24	16	10	128	45	182	47	70	596
930-945	9	17	12	40	19	12	15	112	51	161	53	50	551
945-1000	20	15	7	36	37	25	14	91	47	151	39	51	533
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	33	76	33	7	8	62	28	728	379	819	113	162	2448
715-815	41	77	28	17	9	39	27	753	371	876	122	178	2538
730-830	53	84	31	31	15	35	37	716	362	868	127	179	2538
745-845	67	78	29	49	26	46	41	636	340	828	145	171	2456
800-900	79	84	30	67	43	52	41	560	300	786	160	174	2376
815-815	80	89	26	80	54	61	48	491	272	761	174	176	2312
830-930	75	85	22	105	70	68	43	483	242	747	184	208	2332
845-945	60	87	32	126	77	62	47	471	209	729	186	216	2302
900-1000	57	73	31	139	94	70	53	439	202	687	186	215	2246



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W SR 47 EB ON/OFF RAMP

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	33	23	7	18	28	29	11	138	75	205	14	37	618
315-330	22	18	3	9	13	16	14	142	109	196	10	45	597
330-345	24	18	7	13	11	15	12	178	97	220	10	53	658
345-400	31	21	4	9	6	16	10	145	89	271	4	49	655
400-415	26	25	3	3	17	8	11	160	114	242	4	42	655
415-430	19	26	2	5	12	11	5	129	91	285	4	49	638
430-445	22	27	4	0	3	6	6	139	119	248	4	53	631
445-500	17	38	2	6	8	8	5	156	116	269	3	64	692
500-515	17	32	4	2	8	13	6	181	109	298	2	58	730
515-530	6	23	4	4	9	3	7	138	109	256	4	42	605
530-545	17	18	5	0	8	9	3	151	95	275	2	48	631
545-600	6	24	4	1	14	8	4	104	72	244	2	50	533
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	110	80	21	49	58	76	47	603	370	892	38	184	2528
315-415	103	82	17	34	47	55	47	625	409	929	28	189	2565
330-430	100	90	16	30	46	50	38	612	391	1018	22	193	2606
345-445	98	99	13	17	38	41	32	573	413	1046	16	193	2579
400-500	84	116	11	14	40	33	27	584	440	1044	15	208	2616
415-515	75	123	12	13	31	38	22	605	435	1100	13	224	2691
430-530	62	120	14	12	28	30	24	614	453	1071	13	217	2658
445-545	57	111	15	12	33	33	21	626	429	1098	11	212	2658
500-600	46	97	17	7	39	33	20	574	385	1073	10	198	2499

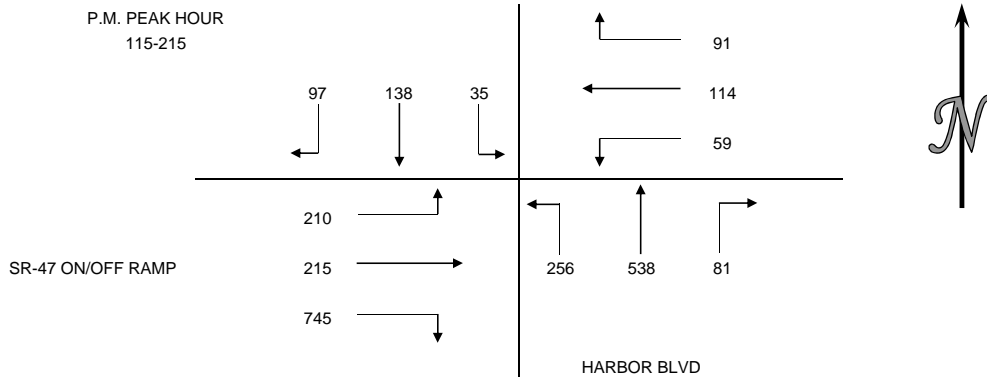




## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W SR-47 ON/OFF RAMP

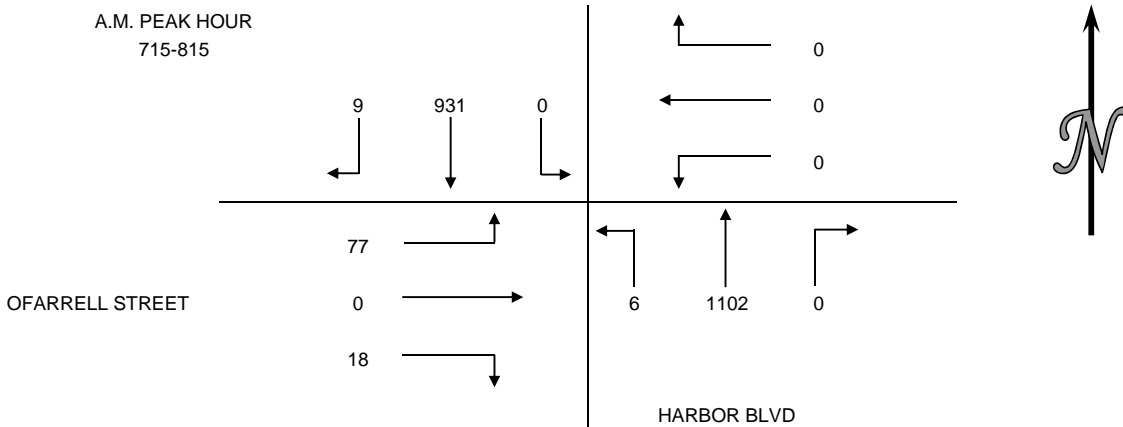
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	20	47	17	62	61	15	16	87	49	116	70	58	618
1115-1130	8	32	10	42	45	24	17	118	76	143	88	47	650
1130-1145	13	40	16	55	30	23	8	94	64	151	83	59	636
1145-1200	17	62	11	27	24	28	28	111	51	177	85	36	657
1200-1215	18	32	18	34	27	15	19	99	55	150	85	53	605
1215-1230	11	26	15	26	27	20	20	116	58	142	89	53	603
1230-1245	12	27	7	33	19	10	31	108	70	158	93	61	629
1245-100	20	34	11	28	21	21	6	129	72	177	86	50	655
100-115	15	32	11	23	23	17	17	103	70	134	94	58	597
115-130	29	34	11	18	36	17	27	136	58	179	58	54	657
130-145	24	33	10	24	26	12	35	111	62	188	78	52	655
145-200	19	37	10	33	31	17	9	141	58	169	53	51	628
200-215	25	34	4	16	21	13	10	150	78	209	26	53	639
215-230	21	44	4	20	9	15	7	148	63	205	31	42	609
230-245	16	22	7	14	19	14	11	141	81	217	18	41	601
245-300	12	18	2	12	11	23	17	138	82	203	17	39	574
3000-315	16	25	6	18	11	13	16	130	72	217	12	28	564
315-330	10	21	4	8	15	17	9	127	72	185	10	35	513
330-345	12	35	6	11	15	12	15	123	71	229	7	28	564
345-400	7	42	4	10	15	16	8	142	72	200	6	24	546
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	58	181	54	186	160	90	69	410	240	587	326	200	2561
1115-1215	56	166	55	158	126	90	72	422	246	621	341	195	2548
1130-1230	59	160	60	142	108	86	75	420	228	620	342	201	2501
1145-1245	58	147	51	120	97	73	98	434	234	627	352	203	2494
1200-100	61	119	51	121	94	66	76	452	255	627	353	217	2492
1215-115	58	119	44	110	90	68	74	456	270	611	362	222	2484
1230-130	76	127	40	102	99	65	81	476	270	648	331	223	2538
1245-145	88	133	43	93	106	67	85	479	262	678	316	214	2564
100-200	87	136	42	98	116	63	88	491	248	670	283	215	2537
115-215	97	138	35	91	114	59	81	538	256	745	215	210	2579
130-230	89	148	28	93	87	57	61	550	261	771	188	198	2531
145-245	81	137	25	83	80	59	37	580	280	800	128	187	2477
200-300	74	118	17	62	60	65	45	577	304	834	92	175	2423
215-315	65	109	19	64	50	65	51	557	298	842	78	150	2348
230-330	54	86	19	52	56	67	53	536	307	822	57	143	2252
245-345	50	99	18	49	52	65	57	518	297	834	46	130	2215
300-400	45	123	20	47	56	58	48	522	287	831	35	115	2187



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W OFARRELL STREET

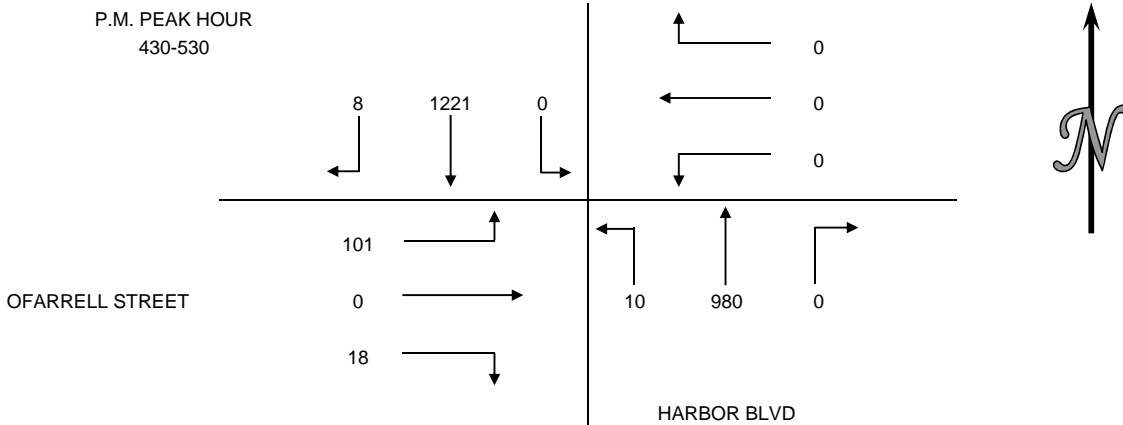
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	201	0	0	0	0	0	212	0	1	0	26	442
715-730	2	219	0	0	0	0	0	258	1	1	0	10	491
730-745	2	237	0	0	0	0	0	314	0	4	0	29	586
745-800	1	265	0	0	0	0	0	281	2	10	0	15	574
800-815	4	210	0	0	0	0	0	249	3	3	0	23	492
815-830	2	231	0	0	0	0	0	214	2	4	0	14	467
830-845	5	199	0	0	0	0	0	194	0	4	0	19	421
845-900	3	188	0	0	0	0	0	171	6	4	0	13	385
900-915	1	201	0	0	0	0	0	146	1	5	0	20	374
915-930	3	242	0	0	0	0	0	163	3	4	0	9	424
930-945	1	182	0	0	0	0	0	152	6	2	0	18	361
945-1000	3	172	0	0	0	0	0	156	1	4	0	8	344
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	7	922	0	0	0	0	0	1065	3	16	0	80	2093
715-815	9	931	0	0	0	0	0	1102	6	18	0	77	2143
730-830	9	943	0	0	0	0	0	1058	7	21	0	81	2119
745-845	12	905	0	0	0	0	0	938	7	21	0	71	1954
800-900	14	828	0	0	0	0	0	828	11	15	0	69	1765
815-815	11	819	0	0	0	0	0	725	9	17	0	66	1647
830-930	12	830	0	0	0	0	0	674	10	17	0	61	1604
845-945	8	813	0	0	0	0	0	632	16	15	0	60	1544
900-1000	8	797	0	0	0	0	0	617	11	15	0	55	1503



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W OFARRELL STREET

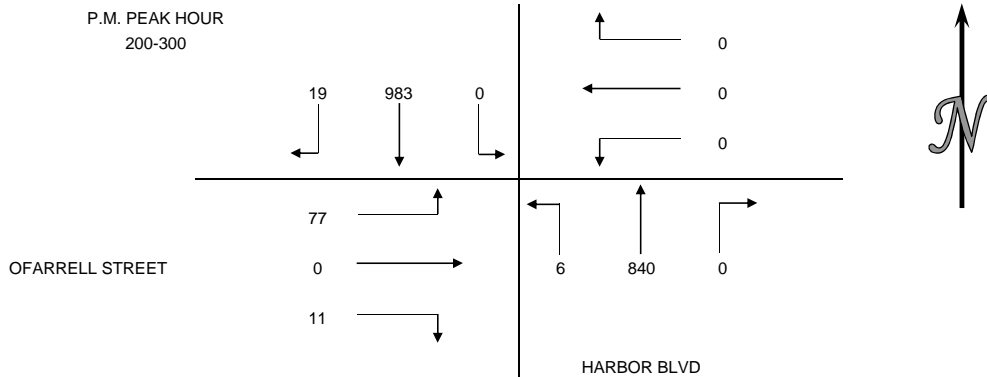
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	2	249	0	0	0	0	0	221	6	3	0	13	494
315-330	3	284	0	0	0	0	0	220	1	1	0	17	526
330-345	4	254	0	0	0	0	0	227	3	7	0	32	527
345-400	3	239	0	0	0	0	0	231	2	8	0	32	515
400-415	8	258	0	0	0	0	0	263	3	4	0	21	557
415-430	4	281	0	0	0	0	0	215	2	7	0	18	527
430-445	1	328	0	0	0	0	0	255	0	3	0	28	615
445-500	2	282	0	0	0	0	0	217	4	6	0	14	525
500-515	5	331	0	0	0	0	0	251	4	5	0	32	628
515-530	0	280	0	0	0	0	0	257	2	4	0	27	570
530-545	3	315	0	0	0	0	0	228	2	11	0	21	580
545-600	1	240	0	0	0	0	0	174	4	4	0	10	433
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	12	1026	0	0	0	0	0	899	12	19	0	94	2062
315-415	18	1035	0	0	0	0	0	941	9	20	0	102	2125
330-430	19	1032	0	0	0	0	0	936	10	26	0	103	2126
345-445	16	1106	0	0	0	0	0	964	7	22	0	99	2214
400-500	15	1149	0	0	0	0	0	950	9	20	0	81	2224
415-515	12	1222	0	0	0	0	0	938	10	21	0	92	2295
430-530	8	1221	0	0	0	0	0	980	10	18	0	101	2338
445-545	10	1208	0	0	0	0	0	953	12	26	0	94	2303
500-600	9	1166	0	0	0	0	0	910	12	24	0	90	2211



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W OFARRELL STREET

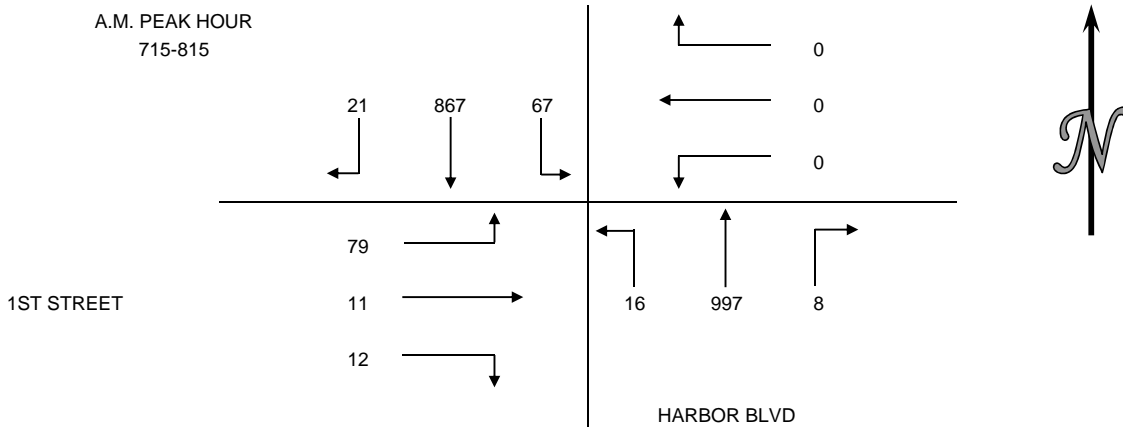
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	2	188	0	0	0	0	0	141	4	6	0	14	355
1115-1130	4	196	0	0	0	0	0	174	2	1	0	21	398
1130-1145	7	212	0	0	0	0	0	155	1	1	0	26	402
1145-1200	5	229	0	0	0	0	0	172	3	4	0	21	434
1200-1215	1	184	0	0	0	0	0	150	1	3	0	10	349
1215-1230	5	186	0	0	0	0	0	172	2	1	0	24	390
1230-1245	1	210	0	0	0	0	0	200	0	2	0	12	425
1245-100	6	224	0	0	0	0	0	199	1	2	0	16	448
100-115	2	194	0	0	0	0	0	182	0	5	0	18	401
115-130	5	248	0	0	0	0	0	201	0	3	0	15	472
130-145	1	226	0	0	0	0	0	194	2	7	0	22	452
145-200	3	201	0	0	0	0	0	178	0	3	0	9	394
200-215	6	246	0	0	0	0	0	215	1	4	0	16	488
215-230	8	260	0	0	0	0	0	195	1	1	0	31	496
230-245	2	245	0	0	0	0	0	208	2	2	0	12	471
245-300	3	232	0	0	0	0	0	222	2	4	0	18	481
3000-315	3	244	0	0	0	0	0	202	4	5	0	19	477
315-330	2	215	0	0	0	0	0	202	1	5	0	14	439
330-345	2	260	0	0	0	0	0	188	1	1	0	13	465
345-400	1	235	0	0	0	0	0	207	2	6	0	11	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	18	825	0	0	0	0	0	642	10	12	0	82	1589
1115-1215	17	821	0	0	0	0	0	651	7	9	0	78	1583
1130-1230	18	811	0	0	0	0	0	649	7	9	0	81	1575
1145-1245	12	809	0	0	0	0	0	694	6	10	0	67	1598
1200-100	13	804	0	0	0	0	0	721	4	8	0	62	1612
1215-115	14	814	0	0	0	0	0	753	3	10	0	70	1664
1230-130	14	876	0	0	0	0	0	782	1	12	0	61	1746
1245-145	14	892	0	0	0	0	0	776	3	17	0	71	1773
100-200	11	869	0	0	0	0	0	755	2	18	0	64	1719
115-215	15	921	0	0	0	0	0	788	3	17	0	62	1806
130-230	18	933	0	0	0	0	0	782	4	15	0	78	1830
145-245	19	952	0	0	0	0	0	796	4	10	0	68	1849
200-300	19	983	0	0	0	0	0	840	6	11	0	77	1936
215-315	16	981	0	0	0	0	0	827	9	12	0	80	1925
230-330	10	936	0	0	0	0	0	834	9	16	0	63	1868
245-345	10	951	0	0	0	0	0	814	8	15	0	64	1862
300-400	8	954	0	0	0	0	0	799	8	17	0	57	1843



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 1ST STREET

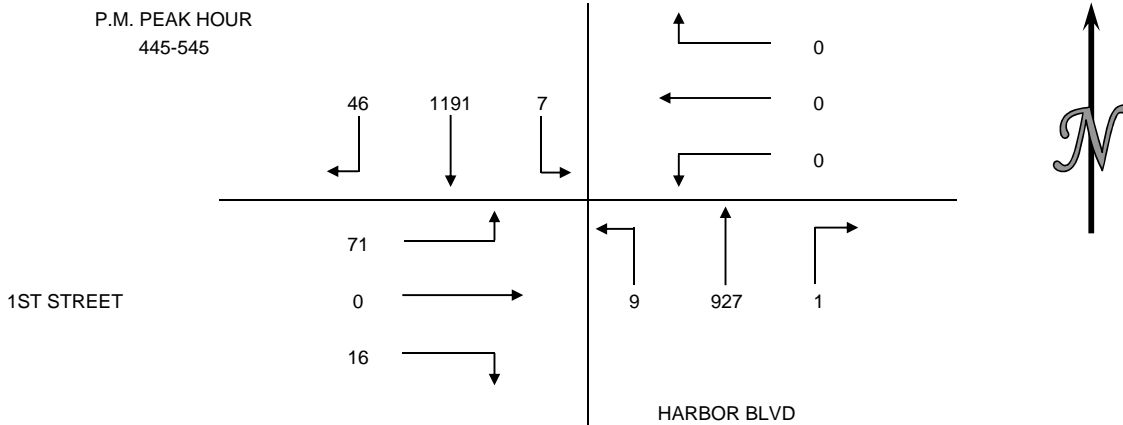
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	4	164	48	0	0	0	1	198	3	3	0	11	432
715-730	2	211	20	0	0	0	0	207	1	0	2	11	454
730-745	6	189	12	0	0	0	1	294	1	2	2	21	528
745-800	6	260	19	0	0	0	2	267	5	7	6	23	595
800-815	7	207	16	0	0	0	5	229	9	3	1	24	501
815-830	4	175	18	0	0	0	4	191	7	0	1	21	421
830-845	12	140	21	0	0	0	1	149	11	4	2	12	352
845-900	13	199	23	0	0	0	2	152	7	3	3	14	416
900-915	10	187	30	0	0	0	3	138	8	2	0	15	393
915-930	12	157	28	0	0	0	2	157	10	0	5	9	380
930-945	14	169	24	0	0	0	3	145	13	2	1	10	381
945-1000	7	144	33	0	0	0	1	152	6	4	0	11	358
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	18	824	99	0	0	0	4	966	10	12	10	66	2009
715-815	21	867	67	0	0	0	8	997	16	12	11	79	2078
730-830	23	831	65	0	0	0	12	981	22	12	10	89	2045
745-845	29	782	74	0	0	0	12	836	32	14	10	80	1869
800-900	36	721	78	0	0	0	12	721	34	10	7	71	1690
815-815	39	701	92	0	0	0	10	630	33	9	6	62	1582
830-930	47	683	102	0	0	0	8	596	36	9	10	50	1541
845-945	49	712	105	0	0	0	10	592	38	7	9	48	1570
900-1000	43	657	115	0	0	0	9	592	37	8	6	45	1512



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 1ST STREET

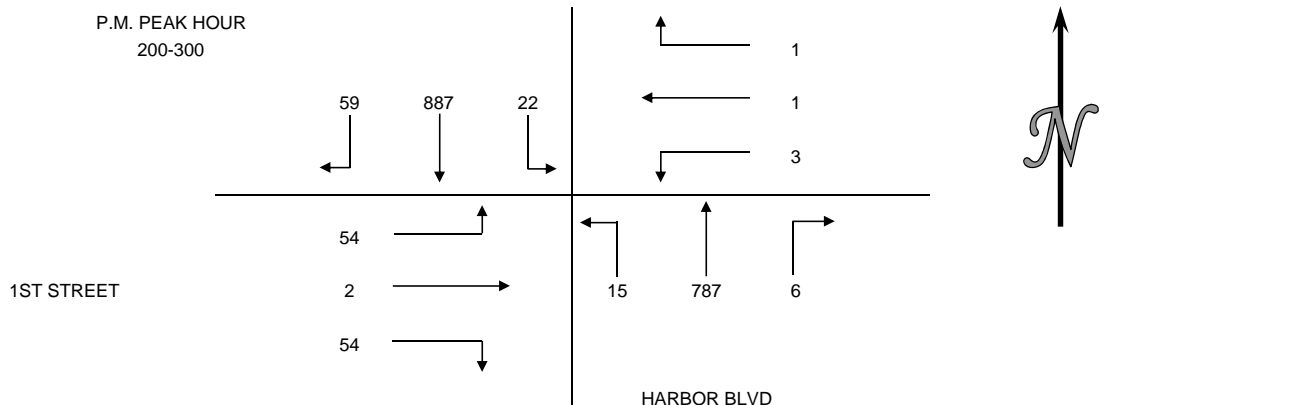
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	10	249	2	0	0	0	0	219	4	7	0	11	502
315-330	16	201	3	0	0	0	2	208	4	5	0	11	450
330-345	8	228	1	0	0	0	0	215	3	6	0	17	478
345-400	16	281	1	0	0	0	0	203	2	4	0	17	524
400-415	8	290	3	0	0	0	0	235	3	6	0	19	564
415-430	10	266	0	0	0	0	0	195	3	7	0	22	503
430-445	4	274	1	0	0	0	0	222	3	5	0	15	524
445-500	15	295	2	0	0	0	1	248	2	6	0	23	592
500-515	15	320	1	0	0	0	0	240	3	4	0	20	603
515-530	10	262	3	0	0	0	0	227	1	4	0	18	525
530-545	6	314	1	0	0	0	0	212	3	2	0	10	548
545-600	13	265	0	0	0	0	0	176	4	5	0	17	480
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	50	959	7	0	0	0	2	845	13	22	0	56	1954
315-415	48	1000	8	0	0	0	2	861	12	21	0	64	2016
330-430	42	1065	5	0	0	0	0	848	11	23	0	75	2069
345-445	38	1111	5	0	0	0	0	855	11	22	0	73	2115
400-500	37	1125	6	0	0	0	1	900	11	24	0	79	2183
415-515	44	1155	4	0	0	0	1	905	11	22	0	80	2222
430-530	44	1151	7	0	0	0	1	937	9	19	0	76	2244
445-545	46	1191	7	0	0	0	1	927	9	16	0	71	2268
500-600	44	1161	5	0	0	0	0	855	11	15	0	65	2156



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 1ST STREET

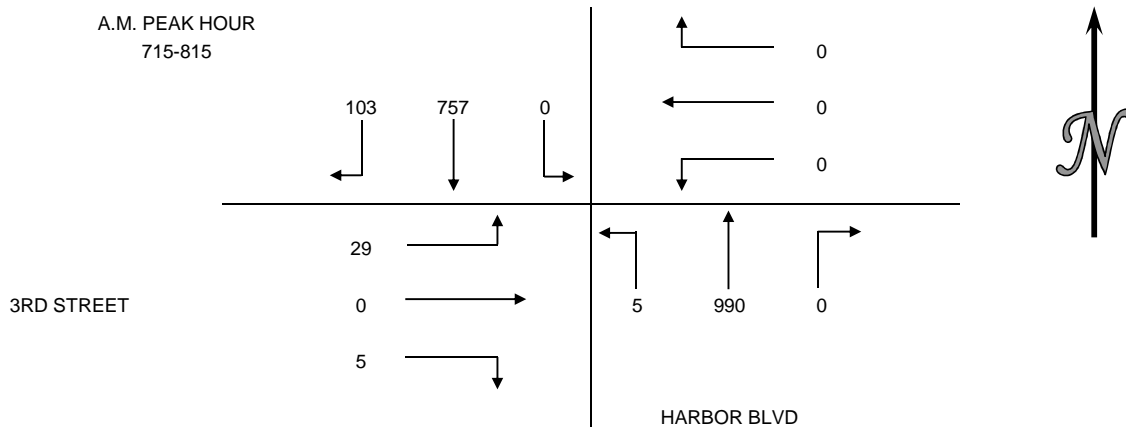
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	8	150	18	0	1	0	14	137	8	6	5	9	356
1115-1130	6	173	15	0	1	0	9	163	2	10	3	14	396
1130-1145	20	182	11	0	0	0	5	158	6	5	6	5	398
1145-1200	22	217	5	1	0	2	7	140	3	1	1	15	414
1200-1215	8	187	15	0	1	0	12	136	1	15	4	16	395
1215-1230	10	157	4	0	0	0	4	154	3	11	6	13	362
1230-1245	6	198	12	0	1	1	8	194	2	5	3	10	440
1245-100	12	192	9	0	0	0	5	173	2	6	3	12	414
100-115	4	186	10	0	0	0	3	179	2	9	4	20	417
115-130	8	219	6	0	0	1	2	167	5	10	2	10	430
130-145	11	220	2	1	0	0	3	172	6	15	1	16	447
145-200	8	197	7	0	0	0	1	192	5	8	2	13	433
200-215	17	242	7	0	0	3	4	218	6	11	1	8	517
215-230	20	221	6	0	0	0	0	178	3	16	1	12	457
230-245	9	214	4	1	1	0	2	206	3	14	0	18	472
245-300	13	210	5	0	0	0	0	185	3	13	0	16	445
3000-315	13	241	1	0	0	0	0	206	6	8	2	11	488
315-330	10	192	3	1	0	0	0	183	4	17	1	15	426
330-345	16	225	3	0	0	0	0	166	3	8	0	13	434
345-400	10	238	2	0	0	0	1	214	3	16	0	11	0
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	56	722	49	1	2	2	35	598	19	22	15	43	1564
1115-1215	56	759	46	1	2	2	33	597	12	31	14	50	1603
1130-1230	60	743	35	1	1	2	28	588	13	32	17	49	1569
1145-1245	46	759	36	1	2	3	31	624	9	32	14	54	1611
1200-100	36	734	40	0	2	1	29	657	8	37	16	51	1611
1215-115	32	733	35	0	1	1	20	700	9	31	16	55	1633
1230-130	30	795	37	0	1	2	18	713	11	30	12	52	1701
1245-145	35	817	27	1	0	1	13	691	15	40	10	58	1708
100-200	31	822	25	1	0	1	9	710	18	42	9	59	1727
115-215	44	878	22	1	0	4	10	749	22	44	6	47	1827
130-230	56	880	22	1	0	3	8	760	20	50	5	49	1854
145-245	54	874	24	1	1	3	7	794	17	49	4	51	1879
200-300	59	887	22	1	1	3	6	787	15	54	2	54	1891
215-315	55	886	16	1	1	0	2	775	15	51	3	57	1862
230-330	45	857	13	2	1	0	2	780	16	52	3	60	1831
245-345	52	868	12	1	0	0	0	740	16	46	3	55	1793
300-400	49	896	9	1	0	0	1	769	16	49	3	50	1843



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 3RD STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	28	124	0	0	0	0	0	201	0	1	0	4	358
715-730	28	157	0	0	0	0	0	246	2	2	0	10	445
730-745	32	186	0	0	0	0	0	260	0	2	0	7	487
745-800	20	229	0	0	0	0	0	251	3	1	0	11	515
800-815	23	185	0	0	0	0	0	233	0	0	0	1	442
815-830	17	168	0	0	0	0	0	192	0	1	0	5	383
830-845	10	136	0	0	0	0	0	172	1	2	0	2	323
845-900	12	184	0	0	0	0	0	149	1	2	0	6	354
900-915	10	179	0	0	0	0	0	134	0	2	0	1	326
915-930	4	168	0	0	0	0	0	166	0	1	0	4	343
930-945	10	141	0	0	0	0	0	152	0	1	0	8	312
945-1000	13	128	0	0	0	0	0	147	0	9	0	5	302
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	108	696	0	0	0	0	0	958	5	6	0	32	1805
715-815	103	757	0	0	0	0	0	990	5	5	0	29	1889
730-830	92	768	0	0	0	0	0	936	3	4	0	24	1827
745-845	70	718	0	0	0	0	0	848	4	4	0	19	1663
800-900	62	673	0	0	0	0	0	746	2	5	0	14	1502
815-815	49	667	0	0	0	0	0	647	2	7	0	14	1386
830-930	36	667	0	0	0	0	0	621	2	7	0	13	1346
845-945	36	672	0	0	0	0	0	601	1	6	0	19	1335
900-1000	37	616	0	0	0	0	0	599	0	13	0	18	1283

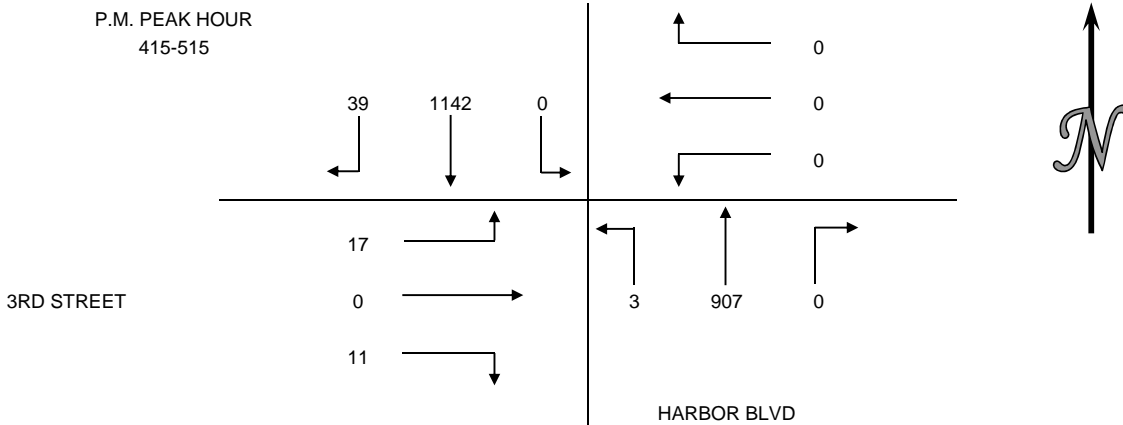




## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 3RD STREET

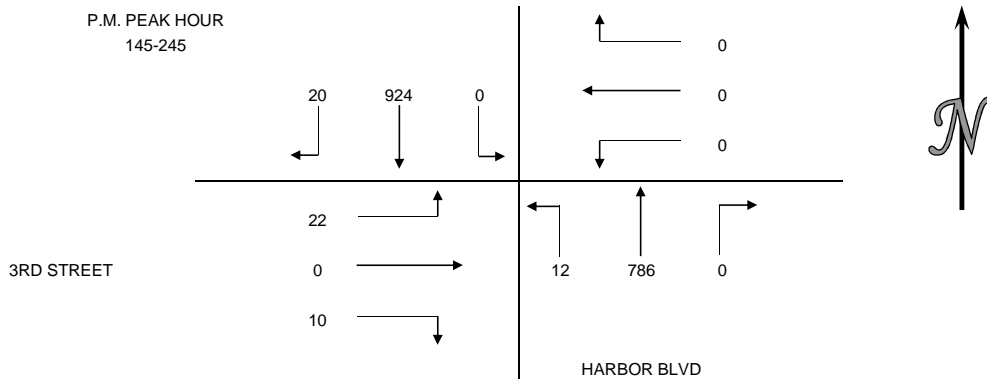
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	14	245	0	0	0	0	0	212	2	3	0	7	483
315-330	9	213	0	0	0	0	0	212	3	0	0	12	449
330-345	12	241	0	0	0	0	0	224	4	1	0	7	489
345-400	15	249	0	0	0	0	0	193	2	2	0	5	466
400-415	7	256	0	0	0	0	0	239	1	3	0	5	511
415-430	10	288	0	0	0	0	0	210	0	1	0	3	512
430-445	11	258	0	0	0	0	0	237	1	1	0	5	513
445-500	6	276	0	0	0	0	0	209	2	2	0	1	496
500-515	12	320	0	0	0	0	0	251	0	7	0	8	598
515-530	11	273	0	0	0	0	0	205	1	3	0	10	503
530-545	13	255	0	0	0	0	0	215	6	1	0	11	501
545-600	16	263	0	0	0	0	0	185	1	1	0	4	470
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	50	948	0	0	0	0	0	841	11	6	0	31	1887
315-415	43	959	0	0	0	0	0	868	10	6	0	29	1915
330-430	44	1034	0	0	0	0	0	866	7	7	0	20	1978
345-445	43	1051	0	0	0	0	0	879	4	7	0	18	2002
400-500	34	1078	0	0	0	0	0	895	4	7	0	14	2032
415-515	39	1142	0	0	0	0	0	907	3	11	0	17	2119
430-530	40	1127	0	0	0	0	0	902	4	13	0	24	2110
445-545	42	1124	0	0	0	0	0	880	9	13	0	30	2098
500-600	52	1111	0	0	0	0	0	856	8	12	0	33	2072



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 3RD STREET

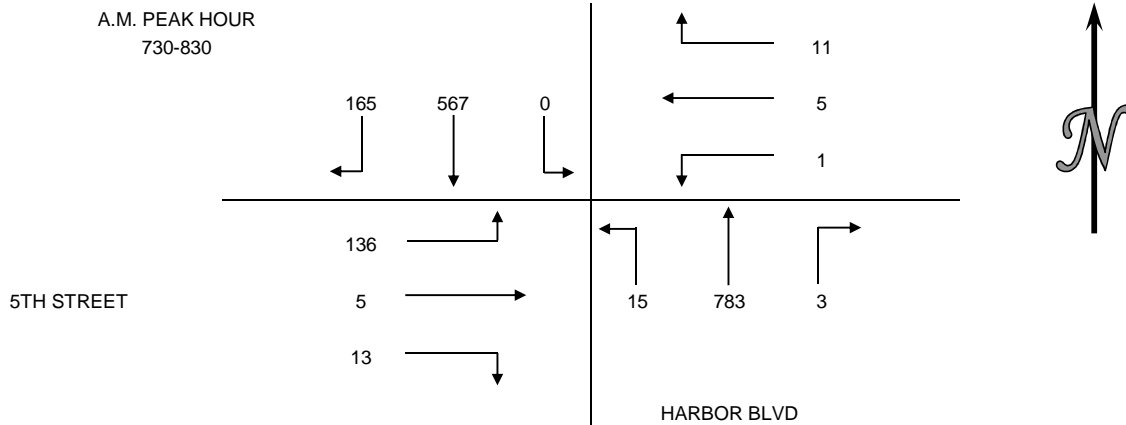
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	4	175	0	0	0	0	0	162	2	2	0	2	347
1115-1130	4	186	0	0	0	0	0	177	0	2	0	5	374
1130-1145	4	180	0	0	0	0	0	164	4	2	0	3	357
1145-1200	2	217	0	0	0	0	0	140	0	4	0	3	366
1200-1215	5	175	0	0	0	0	0	136	4	2	0	7	329
1215-1230	9	165	0	0	0	0	0	122	3	2	0	5	306
1230-1245	4	211	0	0	0	0	0	212	3	0	0	6	436
1245-100	6	202	0	0	0	0	0	181	0	3	0	4	396
100-115	3	202	0	0	0	0	0	192	0	1	0	2	400
115-130	8	224	0	0	0	0	0	139	11	1	0	4	387
130-145	6	203	0	0	0	0	0	189	0	0	0	5	403
145-200	6	232	0	0	0	0	0	194	5	2	0	4	443
200-215	3	231	0	0	0	0	0	175	1	4	0	2	416
215-230	3	204	0	0	0	0	0	182	5	2	0	7	403
230-245	8	257	0	0	0	0	0	235	1	2	0	9	512
245-300	6	233	0	0	0	0	0	185	1	4	0	6	435
3000-315	8	261	0	0	0	0	0	224	1	3	0	3	500
315-330	6	229	0	0	0	0	0	189	2	2	0	3	431
330-345	8	244	0	0	0	0	0	170	2	4	0	6	434
345-400	6	200	0	0	0	0	0	168	3	1	0	9	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	14	758	0	0	0	0	0	643	6	10	0	13	1444
1115-1215	15	758	0	0	0	0	0	617	8	10	0	18	1426
1130-1230	20	737	0	0	0	0	0	562	11	10	0	18	1358
1145-1245	20	768	0	0	0	0	0	610	10	8	0	21	1437
1200-100	24	753	0	0	0	0	0	651	10	7	0	22	1467
1215-115	22	780	0	0	0	0	0	707	6	6	0	17	1538
1230-130	21	839	0	0	0	0	0	724	14	5	0	16	1619
1245-145	23	831	0	0	0	0	0	701	11	5	0	15	1586
100-200	23	861	0	0	0	0	0	714	16	4	0	15	1633
115-215	23	890	0	0	0	0	0	697	17	7	0	15	1649
130-230	18	870	0	0	0	0	0	740	11	8	0	18	1665
145-245	20	924	0	0	0	0	0	786	12	10	0	22	1774
200-300	20	925	0	0	0	0	0	777	8	12	0	24	1766
215-315	25	955	0	0	0	0	0	826	8	11	0	25	1850
230-330	28	980	0	0	0	0	0	833	5	11	0	21	1878
245-345	28	967	0	0	0	0	0	768	6	13	0	18	1800
300-400	28	934	0	0	0	0	0	751	8	10	0	21	1752



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 5TH STREET

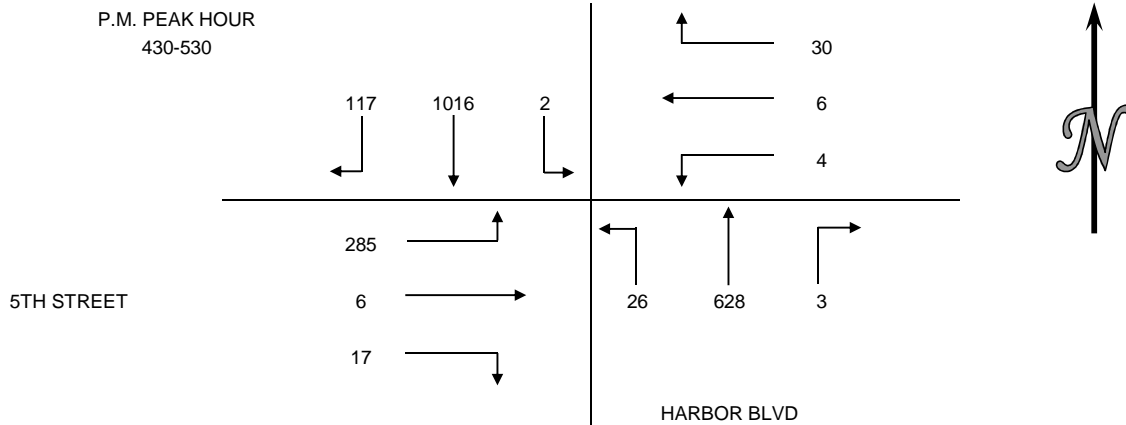
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	24	123	0	2	2	0	1	193	6	3	1	27	382
715-730	31	152	0	5	2	0	0	209	3	2	1	33	438
730-745	39	164	0	1	0	1	1	233	2	1	1	36	479
745-800	36	130	0	2	0	0	0	192	2	2	1	27	392
800-815	35	128	0	2	0	0	1	173	3	5	1	29	377
815-830	55	145	0	6	5	0	1	185	8	5	2	44	456
830-845	34	117	0	8	1	0	2	135	0	5	0	25	327
845-900	34	131	1	4	1	0	0	122	0	2	1	21	317
900-915	30	133	2	6	1	1	0	112	3	4	1	25	318
915-930	23	127	0	4	1	3	0	130	2	3	1	28	322
930-945	29	130	0	7	0	1	1	114	4	4	4	28	322
945-1000	25	117	0	10	1	0	1	115	1	6	4	23	303
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	130	569	0	10	4	1	2	827	13	8	4	123	1691
715-815	141	574	0	10	2	1	2	807	10	10	4	125	1686
730-830	165	567	0	11	5	1	3	783	15	13	5	136	1704
745-845	160	520	0	18	6	0	4	685	13	17	4	125	1552
800-900	158	521	1	20	7	0	4	615	11	17	4	119	1477
815-815	153	526	3	24	8	1	3	554	11	16	4	115	1418
830-930	121	508	3	22	4	4	2	499	5	14	3	99	1284
845-945	116	521	3	21	3	5	1	478	9	13	7	102	1279
900-1000	107	507	2	27	3	5	2	471	10	17	10	104	1265



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 5TH STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	32	224	0	6	1	3	1	182	4	3	1	36	493
315-330	22	177	2	7	1	2	2	180	5	5	3	41	447
330-345	33	196	1	11	1	0	0	161	1	6	0	33	443
345-400	21	236	0	18	2	0	0	145	7	6	2	58	495
400-415	27	213	0	10	1	0	0	199	6	3	1	48	508
415-430	15	262	0	8	2	0	1	143	1	2	1	35	470
430-445	28	229	0	10	2	0	1	171	5	3	4	70	523
445-500	26	269	0	7	1	0	0	154	3	2	2	61	525
500-515	31	278	1	6	3	4	2	164	3	6	0	83	581
515-530	32	240	1	7	0	0	0	139	15	6	0	71	511
530-545	17	265	0	5	0	0	0	144	3	6	3	66	509
545-600	21	234	3	6	2	0	3	112	8	7	5	50	451
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	108	833	3	42	5	5	3	668	17	20	6	168	1878
315-415	103	822	3	46	5	2	2	685	19	20	6	180	1893
330-430	96	907	1	47	6	0	1	648	15	17	4	174	1916
345-445	91	940	0	46	7	0	2	658	19	14	8	211	1996
400-500	96	973	0	35	6	0	2	667	15	10	8	214	2026
415-515	100	1038	1	31	8	4	4	632	12	13	7	249	2099
430-530	117	1016	2	30	6	4	3	628	26	17	6	285	2140
445-545	106	1052	2	25	4	4	2	601	24	20	5	281	2126
500-600	101	1017	5	24	5	4	5	559	29	25	8	270	2052

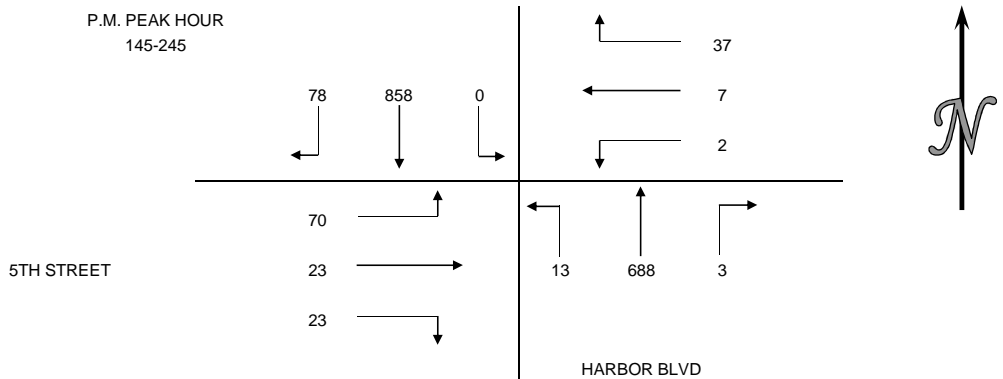


## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 5TH STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	14	165	1	3	0	1	0	139	4	3	1	21	352
1115-1130	21	165	0	3	1	1	3	146	1	1	2	21	365
1130-1145	16	178	1	8	0	0	1	126	6	5	0	21	362
1145-1200	15	209	0	5	0	0	0	114	4	6	5	26	384
1200-1215	6	167	0	5	2	2	1	109	3	5	2	13	315
1215-1230	13	186	1	3	1	2	0	131	4	6	2	17	366
1230-1245	8	195	0	4	3	0	0	155	1	9	3	37	415
1245-100	10	189	1	12	2	2	1	148	5	5	5	30	410
100-115	8	186	0	7	0	3	1	136	6	9	0	24	380
115-130	12	231	1	7	1	0	0	148	15	11	1	17	444
130-145	10	215	1	11	2	0	0	143	4	7	4	17	414
145-200	14	210	0	8	1	1	1	177	1	8	9	20	450
200-215	20	220	0	8	2	0	1	170	4	2	3	18	448
215-230	18	219	0	13	3	1	0	162	4	6	7	14	447
230-245	26	209	0	8	1	0	1	179	4	7	4	18	457
245-300	19	218	0	8	2	0	0	160	4	8	4	17	440
3000-315	22	235	0	11	2	0	0	179	9	9	3	22	492
315-330	20	211	0	13	0	1	1	132	5	14	5	19	421
330-345	25	194	0	8	1	1	0	141	3	6	2	18	399
345-400	16	235	1	6	1	0	1	171	4	5	3	23	0

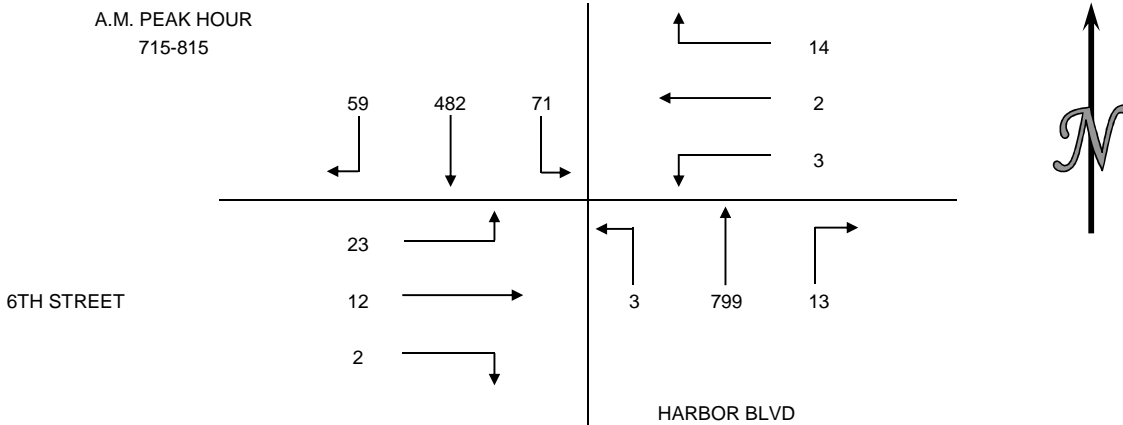
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	66	717	2	19	1	2	4	525	15	15	8	89	1463
1115-1215	58	719	1	21	3	3	5	495	14	17	9	81	1426
1130-1230	50	740	2	21	3	4	2	480	17	22	9	77	1427
1145-1245	42	757	1	17	6	4	1	509	12	26	12	93	1480
1200-100	37	737	2	24	8	6	2	543	13	25	12	97	1506
1215-115	39	756	2	26	6	7	2	570	16	29	10	108	1571
1230-130	38	801	2	30	6	5	2	587	27	34	9	108	1649
1245-145	40	821	3	37	5	5	2	575	30	32	10	88	1648
100-200	44	842	2	33	4	4	2	604	26	35	14	78	1688
115-215	56	876	2	34	6	1	2	638	24	28	17	72	1756
130-230	62	864	1	40	8	2	2	652	13	23	23	69	1759
145-245	78	858	0	37	7	2	3	688	13	23	23	70	1802
200-300	83	866	0	37	8	1	2	671	16	23	18	67	1792
215-315	85	881	0	40	8	1	1	680	21	30	18	71	1836
230-330	87	873	0	40	5	1	2	650	22	38	16	76	1810
245-345	86	858	0	40	5	2	1	612	21	37	14	76	1752
300-400	83	875	1	38	4	2	2	623	21	34	13	82	1778



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 6TH STREET

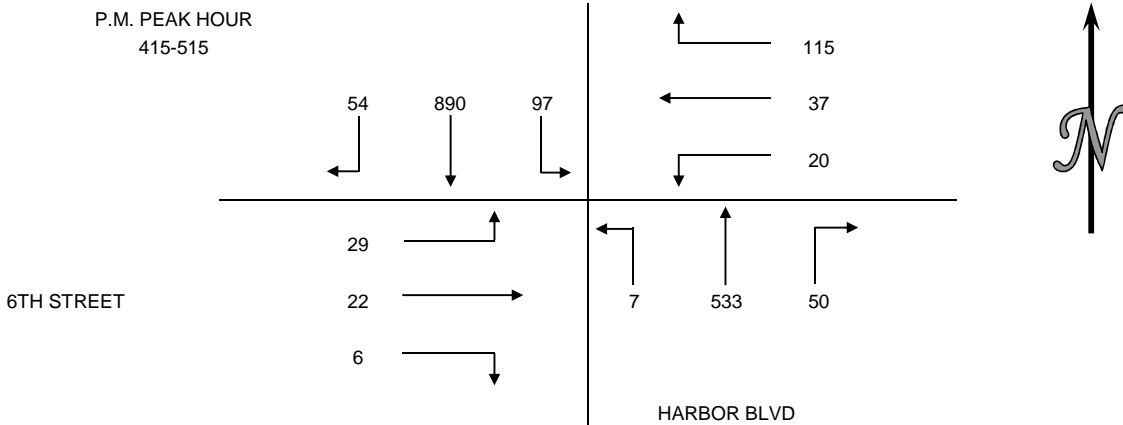
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	12	85	10	5	3	1	0	179	1	0	5	4	305
715-730	10	112	10	2	1	0	6	182	0	0	1	4	328
730-745	21	120	19	6	0	2	2	229	1	1	1	6	408
745-800	17	135	20	3	0	1	4	215	2	0	6	5	408
800-815	11	115	22	3	1	0	1	173	0	1	4	8	339
815-830	12	103	14	6	4	0	7	162	3	0	4	8	323
830-845	7	97	18	7	5	6	6	125	0	2	6	13	292
845-900	12	102	22	8	5	2	12	121	0	2	3	5	294
900-915	16	97	26	8	8	3	8	111	1	6	7	8	299
915-930	19	98	25	10	2	2	3	106	3	1	6	12	287
930-945	9	98	29	11	8	4	3	102	3	2	5	14	288
945-1000	10	96	17	6	2	0	7	90	3	1	7	5	244
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	60	452	59	16	4	4	12	805	4	1	13	19	1449
715-815	59	482	71	14	2	3	13	799	3	2	12	23	1483
730-830	61	473	75	18	5	3	14	779	6	2	15	27	1478
745-845	47	450	74	19	10	7	18	675	5	3	20	34	1362
800-900	42	417	76	24	15	8	26	581	3	5	17	34	1248
815-815	47	399	80	29	22	11	33	519	4	10	20	34	1208
830-930	54	394	91	33	20	13	29	463	4	11	22	38	1172
845-945	56	395	102	37	23	11	26	440	7	11	21	39	1168
900-1000	54	389	97	35	20	9	21	409	10	10	25	39	1118



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 6TH STREET

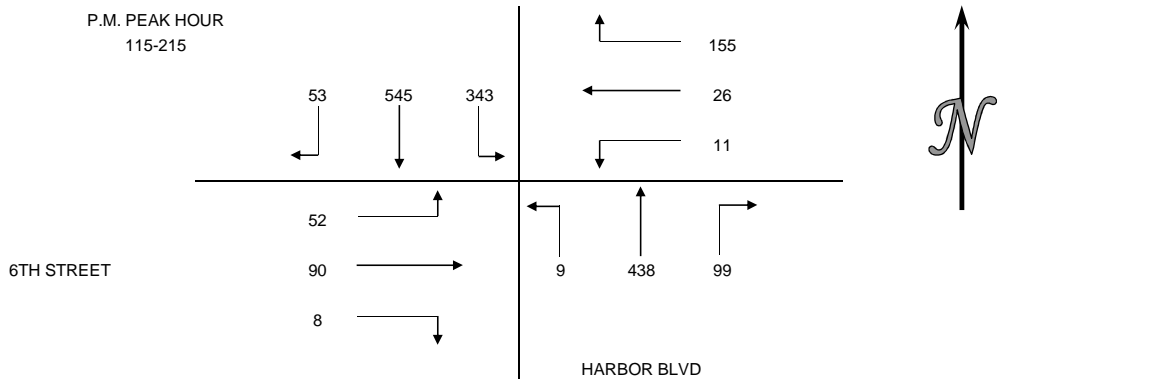
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	16	177	40	30	23	2	10	137	1	0	6	8	450
315-330	12	130	32	25	13	2	9	124	0	0	4	13	364
330-345	22	153	29	24	10	4	8	128	2	4	6	14	404
345-400	14	178	30	39	7	8	12	131	1	5	11	9	445
400-415	7	194	29	41	20	18	24	142	3	2	4	5	489
415-430	24	217	22	25	12	5	13	135	0	2	6	5	466
430-445	10	214	26	28	8	5	7	131	5	1	5	10	450
445-500	7	204	26	26	6	3	19	136	1	1	4	5	438
500-515	13	255	23	36	11	7	11	131	1	2	7	9	506
515-530	13	207	23	30	6	5	5	111	1	0	10	5	416
530-545	10	213	31	23	4	6	10	119	1	0	2	4	423
545-600	16	200	17	17	7	6	14	98	4	1	11	3	394
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	64	638	131	118	53	16	39	520	4	9	27	44	1663
315-415	55	655	120	129	50	32	53	525	6	11	25	41	1702
330-430	67	742	110	129	49	35	57	536	6	13	27	33	1804
345-445	55	803	107	133	47	36	56	539	9	10	26	29	1850
400-500	48	829	103	120	46	31	63	544	9	6	19	25	1843
415-515	54	890	97	115	37	20	50	533	7	6	22	29	1860
430-530	43	880	98	120	31	20	42	509	8	4	26	29	1810
445-545	43	879	103	115	27	21	45	497	4	3	23	23	1783
500-600	52	875	94	106	28	24	40	459	7	3	30	21	1739



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 6TH STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	17	100	31	17	8	5	15	107	0	2	14	5	321
1115-1130	22	130	42	15	3	2	17	105	0	1	16	11	364
1130-1145	23	114	38	21	5	0	20	119	0	0	10	10	360
1145-1200	20	146	51	22	1	1	12	93	0	1	15	9	371
1200-1215	13	108	52	21	0	1	20	83	9	0	18	13	338
1215-1230	11	115	46	27	7	3	34	93	3	0	13	5	357
1230-1245	16	136	54	21	3	5	25	121	0	2	22	11	416
1245-100	13	112	71	25	14	2	31	106	2	4	24	14	418
100-115	7	107	88	35	6	6	22	112	3	1	23	9	419
115-130	11	145	85	31	2	0	20	96	0	1	27	14	432
130-145	17	147	75	36	12	1	27	115	4	3	28	14	479
145-200	13	115	88	44	2	3	21	113	3	2	19	10	433
200-215	12	138	95	44	10	7	31	114	2	2	16	14	485
215-230	11	134	66	33	8	3	17	96	1	1	23	8	401
230-245	9	128	66	43	14	2	27	143	1	2	16	9	460
245-300	10	127	86	30	2	3	32	121	1	3	23	12	450
3000-315	17	137	80	52	21	2	25	129	2	4	17	9	495
315-330	12	119	86	43	14	2	27	101	3	1	26	10	444
330-345	12	140	70	25	7	3	27	113	3	1	23	8	432
345-400	11	144	77	30	7	3	28	123	1	0	19	7	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	82	490	162	75	17	8	64	424	0	4	55	35	1416
1115-1215	78	498	183	79	9	4	69	400	9	2	59	43	1433
1130-1230	67	483	187	91	13	5	86	388	12	1	56	37	1426
1145-1245	60	505	203	91	11	10	91	390	12	3	68	38	1482
1200-100	53	471	223	94	24	11	110	403	14	6	77	43	1529
1215-115	47	470	259	108	30	16	112	432	8	7	82	39	1610
1230-130	47	500	298	112	25	13	98	435	5	8	96	48	1685
1245-145	48	511	319	127	34	9	100	429	9	9	102	51	1748
100-200	48	514	336	146	22	10	90	436	10	7	97	47	1763
115-215	53	545	343	155	26	11	99	438	9	8	90	52	1829
130-230	53	534	324	157	32	14	96	438	10	8	86	46	1798
145-245	45	515	315	164	34	15	96	466	7	7	74	41	1779
200-300	42	527	313	150	34	15	107	474	5	8	78	43	1796
215-315	47	526	298	158	45	10	101	489	5	10	79	38	1806
230-330	48	511	318	168	51	9	111	494	7	10	82	40	1849
245-345	51	523	322	150	44	10	111	464	9	9	89	39	1821
300-400	52	540	313	150	49	10	107	466	9	6	85	34	1821

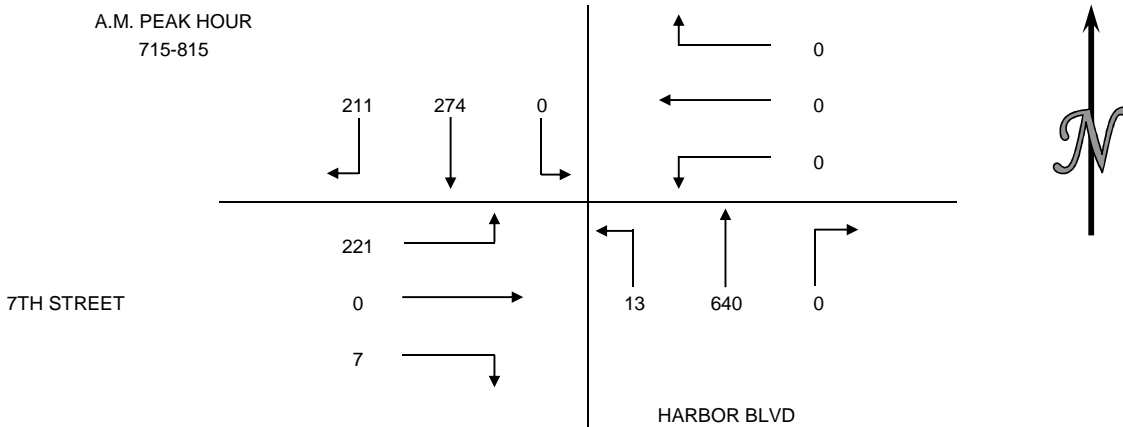




## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 7:00 AM TO 10:00 AM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 7TH STREET

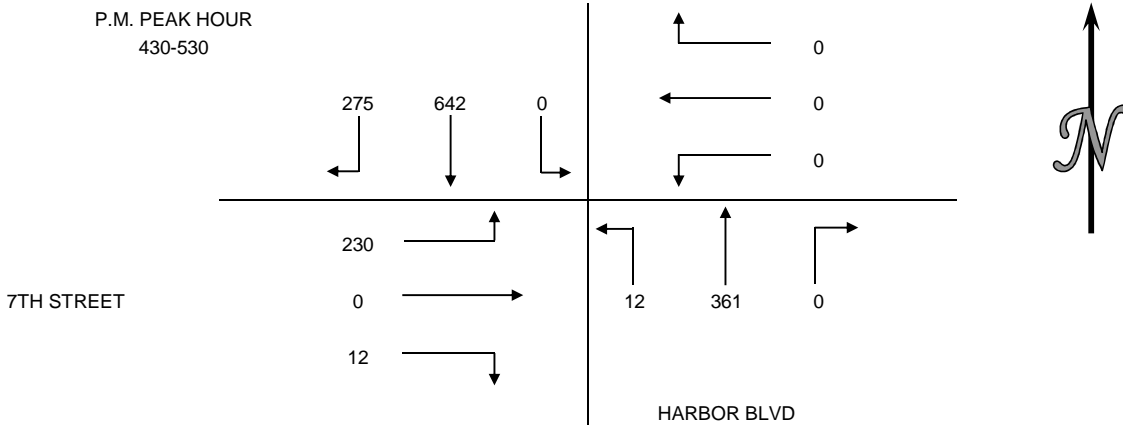
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	40	40	0	0	0	0	0	129	1	1	0	42	253
715-730	61	54	0	0	0	0	0	151	1	2	0	41	310
730-745	44	64	0	0	0	0	0	193	5	3	0	59	368
745-800	53	94	0	0	0	0	0	161	2	2	0	65	377
800-815	53	62	0	0	0	0	0	135	5	0	0	56	311
815-830	44	62	0	0	0	0	0	104	3	1	0	46	260
830-845	45	57	0	0	0	0	0	89	4	6	0	36	237
845-900	47	74	0	0	0	0	0	80	7	2	0	49	259
900-915	43	57	0	0	0	0	0	78	5	4	0	37	224
915-930	41	58	0	0	0	0	0	81	3	1	0	39	223
930-945	41	60	0	0	0	0	0	61	2	10	0	37	211
945-1000	27	70	0	0	0	0	0	64	2	2	0	44	209
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	198	252	0	0	0	0	0	634	9	8	0	207	1308
715-815	211	274	0	0	0	0	0	640	13	7	0	221	1366
730-830	194	282	0	0	0	0	0	593	15	6	0	226	1316
745-845	195	275	0	0	0	0	0	489	14	9	0	203	1185
800-900	189	255	0	0	0	0	0	408	19	9	0	187	1067
815-815	179	250	0	0	0	0	0	351	19	13	0	168	980
830-930	176	246	0	0	0	0	0	328	19	13	0	161	943
845-945	172	249	0	0	0	0	0	300	17	17	0	162	917
900-1000	152	245	0	0	0	0	0	284	12	17	0	157	867



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: WEDNESDAY, APRIL 27, 2011  
 PERIOD: 3:00 PM TO 6:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 7TH STREET

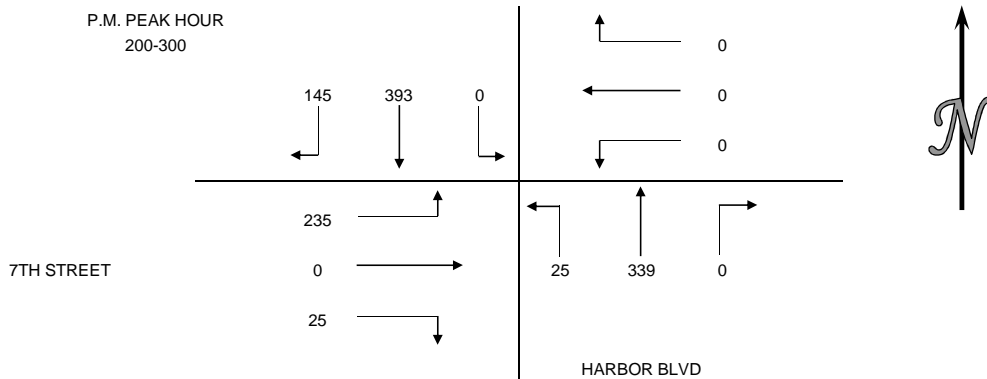
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-315	66	102	0	0	0	0	0	104	4	3	0	55	334
315-330	43	87	0	0	0	0	0	87	6	4	0	54	281
330-345	51	103	0	0	0	0	0	65	0	4	0	50	273
345-400	64	128	0	0	0	0	0	82	3	5	0	40	322
400-415	62	139	0	0	0	0	0	92	6	6	0	69	374
415-430	60	156	0	0	0	0	0	86	5	4	0	48	359
430-445	64	139	0	0	0	0	0	104	2	2	0	51	362
445-500	84	167	0	0	0	0	0	89	2	1	0	68	411
500-515	65	179	0	0	0	0	0	83	3	3	0	59	392
515-530	62	157	0	0	0	0	0	85	5	6	0	52	367
530-545	70	157	0	0	0	0	0	67	3	4	0	49	350
545-600	63	149	0	0	0	0	0	75	2	3	0	41	333
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
300-400	224	420	0	0	0	0	0	338	13	16	0	199	1210
315-415	220	457	0	0	0	0	0	326	15	19	0	213	1250
330-430	237	526	0	0	0	0	0	325	14	19	0	207	1328
345-445	250	562	0	0	0	0	0	364	16	17	0	208	1417
400-500	270	601	0	0	0	0	0	371	15	13	0	236	1506
415-515	273	641	0	0	0	0	0	362	12	10	0	226	1524
430-530	275	642	0	0	0	0	0	361	12	12	0	230	1532
445-545	281	660	0	0	0	0	0	324	13	14	0	228	1520
500-600	260	642	0	0	0	0	0	310	13	16	0	201	1442



## INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS  
 PROJECT: SAN PEDRO TRAFFIC COUNTS  
 DATE: SATURDAY APRIL 30, 2011  
 PERIOD: 11:00 AM TO 4:00 PM  
 INTERSECTION: N/S HARBOR BLVD  
 E/W 7TH STREET

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1115	31	74	0	0	0	0	0	66	3	1	0	32	207
1115-1130	35	90	0	0	0	0	0	79	8	7	0	41	260
1130-1145	41	86	0	0	0	0	0	92	6	6	0	47	278
1145-1200	39	96	0	0	0	0	0	79	3	7	0	50	274
1200-1215	25	75	0	0	0	0	0	66	2	6	0	41	215
1215-1230	30	82	0	0	0	0	0	77	5	4	0	56	254
1230-1245	30	104	0	0	0	0	0	97	9	9	0	35	284
1245-100	41	95	0	0	0	0	0	94	6	10	0	53	299
100-115	24	89	0	0	0	0	0	85	0	5	0	47	250
115-130	46	100	0	0	0	0	0	82	6	8	0	41	283
130-145	45	94	0	0	0	0	0	86	6	9	0	57	297
145-200	36	89	0	0	0	0	0	84	3	1	0	53	266
200-215	42	94	0	0	0	0	0	69	4	7	0	83	299
215-230	29	101	0	0	0	0	0	83	4	3	0	53	273
230-245	29	100	0	0	0	0	0	96	8	6	0	48	287
245-300	45	98	0	0	0	0	0	91	9	9	0	51	303
3000-315	30	100	0	0	0	0	0	92	7	7	0	61	297
315-330	38	102	0	0	0	0	0	72	2	5	0	42	261
330-345	39	101	0	0	0	0	0	92	11	8	0	89	340
345-400	40	92	0	0	0	0	0	103	11	8	0	51	0
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1100-1200	146	346	0	0	0	0	0	316	20	21	0	170	1019
1115-1215	140	347	0	0	0	0	0	316	19	26	0	179	1027
1130-1230	135	339	0	0	0	0	0	314	16	23	0	194	1021
1145-1245	124	357	0	0	0	0	0	319	19	26	0	182	1027
1200-100	126	356	0	0	0	0	0	334	22	29	0	185	1052
1215-115	125	370	0	0	0	0	0	353	20	28	0	191	1087
1230-130	141	388	0	0	0	0	0	358	21	32	0	176	1116
1245-145	156	378	0	0	0	0	0	347	18	32	0	198	1129
100-200	151	372	0	0	0	0	0	337	15	23	0	198	1096
115-215	169	377	0	0	0	0	0	321	19	25	0	234	1145
130-230	152	378	0	0	0	0	0	322	17	20	0	246	1135
145-245	136	384	0	0	0	0	0	332	19	17	0	237	1125
200-300	145	393	0	0	0	0	0	339	25	25	0	235	1162
215-315	133	399	0	0	0	0	0	362	28	25	0	213	1160
230-330	142	400	0	0	0	0	0	351	26	27	0	202	1148
245-345	152	401	0	0	0	0	0	347	29	29	0	243	1201
300-400	147	395	0	0	0	0	0	359	31	28	0	243	1203



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_009

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

AM

NS/EW Streets:	Signal St			Signal St			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	1	1	1	0	2	0	
7:00 AM	1	1	0	1	1	3	2	8	4	0	3	0	24
7:15 AM	2	0	0	1	0	3	2	4	3	1	3	0	19
7:30 AM	3	1	0	0	1	2	3	5	5	0	0	0	20
7:45 AM	2	1	0	0	1	8	5	8	11	0	3	0	39
8:00 AM	4	0	0	2	1	5	16	4	2	0	2	0	36
8:15 AM	3	0	0	2	3	4	6	2	3	0	1	0	24
8:30 AM	7	1	0	0	0	9	10	9	3	0	2	0	41
8:45 AM	1	0	0	0	1	12	6	7	5	0	4	0	36
9:00 AM	5	1	2	1	3	4	7	3	4	0	4	1	35
9:15 AM	3	4	1	3	1	16	10	7	4	0	2	0	51
9:30 AM	2	0	0	2	1	4	9	2	5	0	1	0	26
9:45 AM	2	4	0	2	1	5	8	2	0	0	1	1	26
<b>TOTAL VOLUMES :</b>	NL 35	NT 13	NR 3	SL 14	ST 14	SR 75	EL 84	ET 61	ER 49	WL 1	WT 26	WR 2	TOTAL 377
<b>APPROACH %'s :</b>	68.63%	25.49%	5.88%	13.59%	13.59%	72.82%	43.30%	31.44%	25.26%	3.45%	89.66%	6.90%	
<b>PEAK HR START TIME :</b>	830 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	16	6	3	4	5	41	33	26	16	0	12	1	163
<b>PEAK HR FACTOR :</b>	0.781			0.625			0.852			0.650			0.799

CONTROL : 4-Way Stop

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5140\_009

Day: WEDNESDAY

City: City of San Pedro

Date: 04/27/2011

PM

NS/EW Streets:	Signal St			Signal St			22nd St			22nd St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	1	1	1	0	2	0	
3:00 PM	11	4	1	1	0	7	6	3	5	1	5	1	45
3:15 PM	9	3	0	2	2	8	8	3	0	0	2	0	37
3:30 PM	6	3	0	0	2	4	11	1	3	0	1	1	32
3:45 PM	6	2	0	0	2	9	9	2	1	0	1	0	32
4:00 PM	3	2	1	0	2	7	8	3	7	0	2	0	35
4:15 PM	5	3	1	0	1	6	10	3	4	0	3	0	36
4:30 PM	7	2	1	0	0	11	11	4	4	0	4	2	46
4:45 PM	8	2	0	1	2	9	16	0	0	1	1	0	40
5:00 PM	2	4	0	0	0	6	10	0	3	0	0	0	25
5:15 PM	5	1	0	0	2	11	10	0	3	0	0	1	33
5:30 PM	2	2	0	0	1	8	10	0	4	0	0	0	27
5:45 PM	3	2	2	0	2	10	12	1	1	0	1	1	35
<b>TOTAL VOLUMES :</b>	NL 67	NT 30	NR 6	SL 4	ST 16	SR 96	EL 121	ET 20	ER 35	WL 2	WT 20	WR 6	TOTAL 423
<b>APPROACH %'s :</b>	65.05%	29.13%	5.83%	3.45%	13.79%	82.76%	68.75%	11.36%	19.89%	7.14%	71.43%	21.43%	
<b>PEAK HR START TIME :</b>	400 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	23	9	3	1	5	33	45	10	15	1	10	2	157
<b>PEAK HR FACTOR :</b>	0.875			0.813			0.921			0.542			0.853

CONTROL : 4-Way Stop

# ITM Peak Hour Summary

Prepared by:

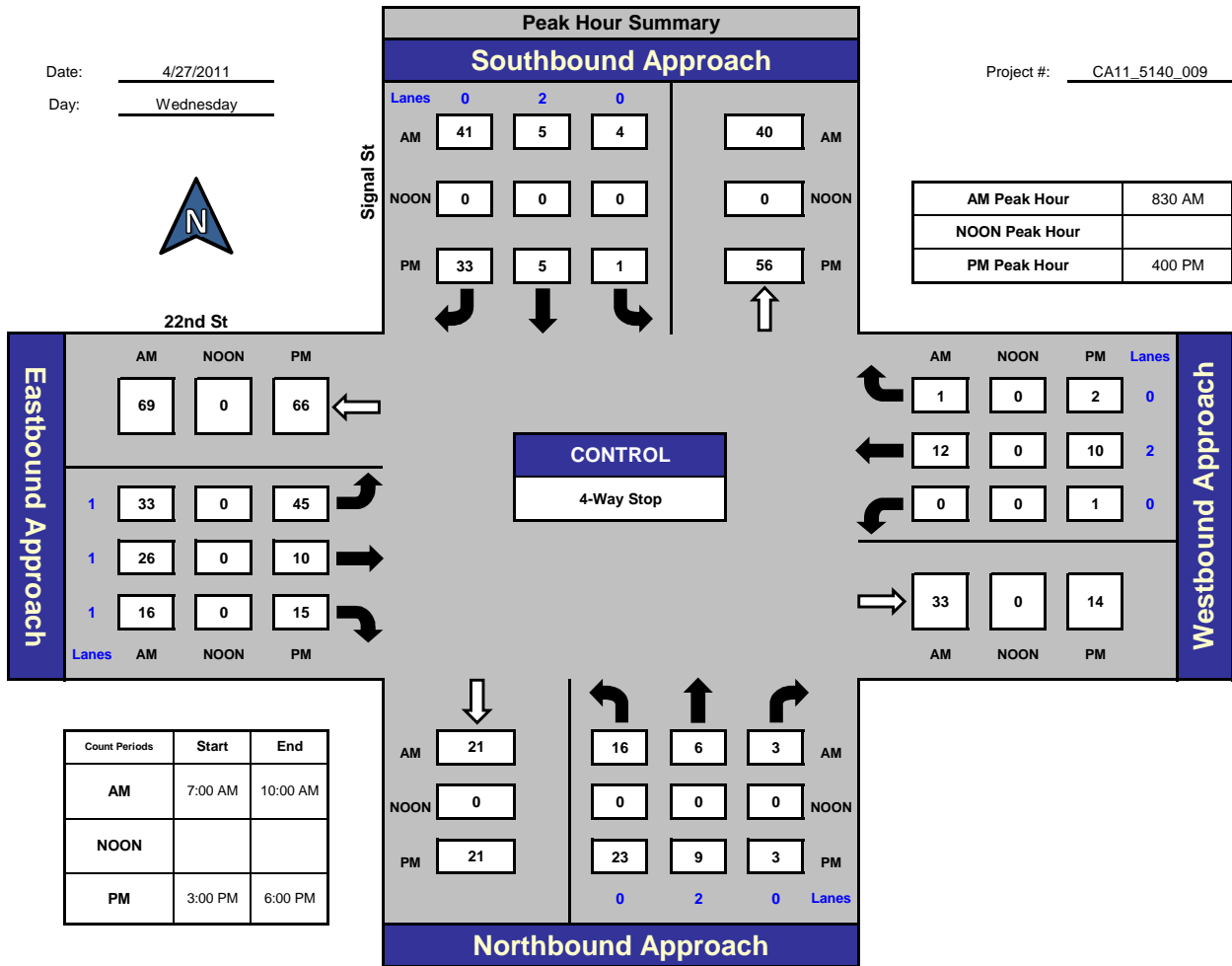


National Data & Surveying Services

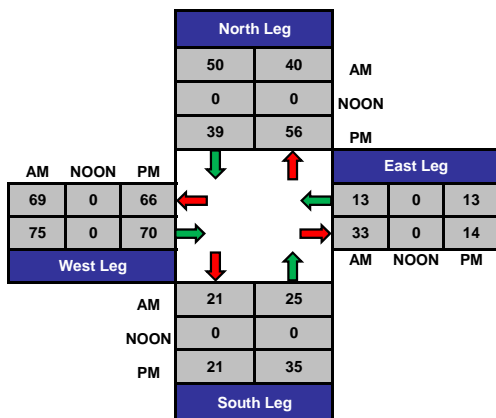
## Signal St and 22nd St, City of San Pedro

Date: 4/27/2011  
Day: Wednesday

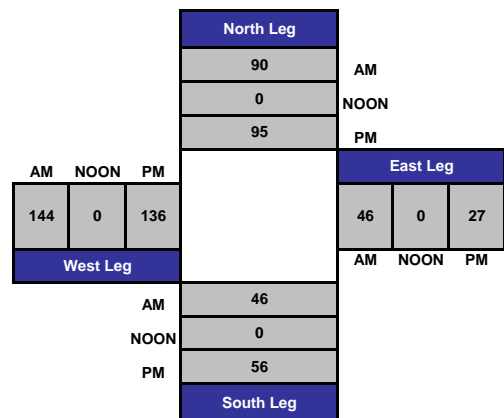
Project #: CA11\_5140\_009



Total Ins & Outs



Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA11\_5140\_009

Day: SATURDAY

City: City of San Pedro

Date: 04/30/2011

NOON

NS/EW Streets:	Signal St			Signal St			22nd St			22nd St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	0	2	0	0	2	0	1	1	1	0	2	0		
11:00 AM	1	3	1	0	0	11	5	4	2		2	0	29	
11:15 AM	1	1	0	0	1	6	5	5	3		1	0	23	
11:30 AM	2	2	0	0	0	4	4	1	3		0	0	16	
11:45 AM	1	2	0	0	1	4	15	6	4		0	3	36	
12:00 PM	2	2	2	0	0	7	11	3	3		1	1	32	
12:15 PM	2	2	0	1	1	5	11	4	2		3	1	32	
12:30 PM	4	1	2	0	1	9	15	4	3		1	0	40	
12:45 PM	6	3	0	2	1	8	16	0	4		2	0	42	
1:00 PM	4	1	0	1	0	8	9	1	4		1	0	29	
1:15 PM	2	0	1	1	1	7	13	0	4		1	0	30	
1:30 PM	4	1	0	2	3	2	12	2	1		1	0	28	
1:45 PM	3	4	2	0	0	16	18	2	4		3	1	53	
2:00 PM	1	3	1	1	1	6	7	2	4		1	1	28	
2:15 PM	2	3	1	0	3	7	9	5	6		1	0	37	
2:30 PM	3	5	0	0	2	8	12	1	2		2	0	35	
2:45 PM	3	0	2	0	5	10	13	2	2		4	1	42	
3:00 PM	8	2	3	0	1	5	8	2	8		1	0	38	
3:15 PM	7	1	0	0	4	14	10	2	3		0	1	42	
3:30 PM	7	2	1	0	4	6	10	1	3		0	1	35	
3:45 PM	4	2	0	0	1	8	7	1	1		2	0	26	
<b>TOTAL VOLUMES :</b>	67	40	16	8	30	151	210	48	66		0	27	673	
<b>APPROACH %'s :</b>	54.47%	32.52%	13.01%	4.23%	15.87%	79.89%	64.81%	14.81%	20.37%		0.00%	72.97%	27.03%	
<b>PEAK HR START TIME :</b>	245 PM												<b>TOTAL</b>	
<b>PEAK HR VOL :</b>	25	5	6	0	14	35	41	7	16		0	5	3	157
<b>PEAK HR FACTOR :</b>	0.692			0.681			0.889			0.400			0.935	

CONTROL : 4-Way Stop

# ITM Peak Hour Summary

Prepared by:



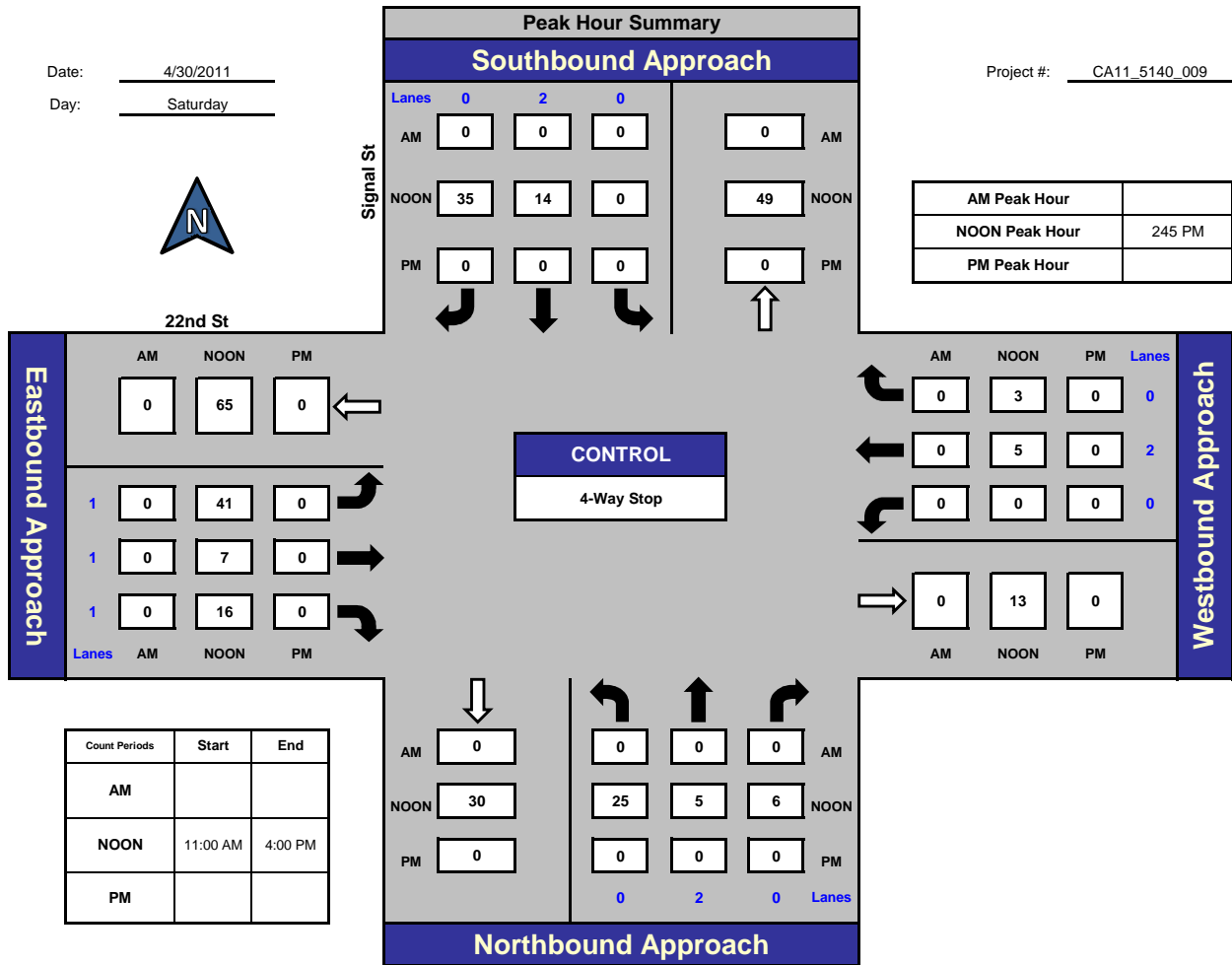
National Data & Surveying Services

## Signal St and 22nd St.

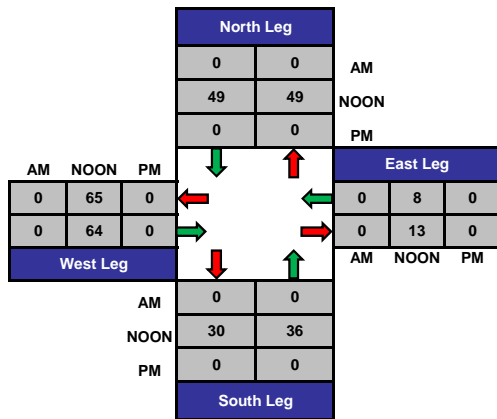
Date: 4/30/2011

Day: Saturday

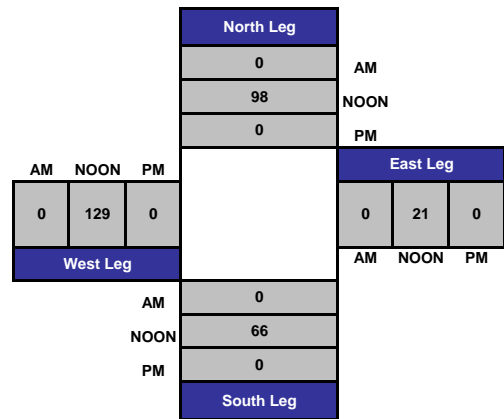
Project #: CA11\_5140\_009



### Total Ins & Outs



### Total Volume Per Leg





**APPENDIX C:  
LEVEL OF SERVICE WORKSHEETS**

**EXISTING + PROJECT PHASE 1 (2011)**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0		
	Through	369	1	192	0	369	192	0	369	1	192	0	369	1	192	0	369	1	192
	Through-Right		1						1				1				1		
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0						0				0				0		
	Through	287	1	217	2	289	218	0	287	1	217	2	289	1	218	0	289	1	218
	Through-Right		1						1				1				1		
	Right	146	0	0	0	146	0	0	146	0	0	0	146	0	0	0	146	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	421	1	421	0	421	421	0	421	1	421	0	421	1	421	0	421	1	421
	Left-Through		0						0				0				0		
	Through	5	0	59	0	5	59	0	5	0	59	0	5	0	59	0	5	0	59
	Through-Right		1						1				1				1		
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	391	2	215	0	391	215	0	391	2	215	0	391	2	215	0	391	2	215
	Left-Through		0						0				0				0		
	Through	146	0	396	0	146	396	0	146	0	396	0	146	0	396	0	146	0	396
	Through-Right		1						1				1				1		
	Right	250	0	0	0	250	0	0	250	0	0	0	250	0	0	0	250	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 329 East-West: 817 SUM: 1146	North-South: 330 East-West: 817 SUM: 1147		North-South: 329 East-West: 817 SUM: 1146				North-South: 330 East-West: 817 SUM: 1147				North-South: 330 East-West: 817 SUM: 1147						
VOLUME/CAPACITY (V/C) RATIO:		0.804	0.805		0.804				0.805				0.805						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.704	0.705		0.704				0.705				-0.100						
LEVEL OF SERVICE (LOS):		C	C		C				C				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.804**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>2</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>I-110 Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	497	2	249	0	497	249	0	497	2	249	0	497	2	249	0	497	2	249
	Through-Right		0						0				0				0		
	Right	2746	2	0	1	2747	0	0	2746	2	0	1	2747	2	0	0	2747	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	720	3	240	2	722	241	0	720	3	240	2	722	3	241	0	722	3	241
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1335	2	466	5	1340	468	0	1335	2	466	5	1340	2	468	0	1340	2	468
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	64	0	466	0	64	468	0	64	0	466	0	64	0	468	0	64	0	468
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249
		East-West:	466	East-West:	468	East-West:	466	East-West:	466	East-West:	466	East-West:	468	East-West:	468	East-West:	468	East-West:	468
		SUM:	715	SUM:	717	SUM:	715	SUM:	715	SUM:	717	SUM:	717	SUM:	717	SUM:	717	SUM:	717
VOLUME/CAPACITY (V/C) RATIO:		0.477		0.478		0.477		0.477		0.478		0.478		0.478		0.478		0.478	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.377		0.378		0.377		0.377		0.378		0.378		0.378		0.378		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.477**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
3	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0						0				0				0		
	Through	1696	2	568	1	1697	568	0	1696	2	568	1	1697	2	568	0	1697	2	568
	Through-Right		1						1				1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0						0				0				0		
	Through	1363	2	567	6	1369	569	0	1363	2	567	6	1369	2	569	0	1369	2	569
	Through-Right		1						1				1				1		
	Right	339	0	0	0	339	0	0	339	0	0	0	339	0	0	0	339	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	1066	1	560	0	1066	560	0	1066	1	560	0	1066	1	560	0	1066	1	560
	Left-Through		1						1				1				1		
	Through	53	0	560	0	53	560	0	53	0	560	0	53	0	560	0	53	0	560
	Through-Right		0						0				0				0		
	Right	24	1	18	0	24	18	0	24	1	18	0	24	1	18	0	24	1	18
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0						0				0				0		
	Through	134	1	134	0	134	134	0	134	1	134	0	134	1	134	0	134	1	134
	Through-Right		0						0				0				0		
	Right	203	1	167	0	203	167	0	203	1	167	0	203	1	167	0	203	1	167
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 641 East-West: 727 SUM: 1368	North-South: 641 East-West: 727 SUM: 1368		North-South: 641 East-West: 727 SUM: 1368				North-South: 641 East-West: 727 SUM: 1368				North-South: 641 East-West: 727 SUM: 1368						
VOLUME/CAPACITY (V/C) RATIO:		0.960		0.960		0.960				0.960				0.960					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.860		0.860		0.860				0.860				-0.100					
LEVEL OF SERVICE (LOS):		D		D		D				D				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.960**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1467	1	762	1	1468	762	0	1467	1	762	1	1468	1	762	0	1468	1	762
	Through-Right		1							1				1				1	
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
SOUTHBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1249	1	653	6	1255	656	0	1249	1	653	6	1255	1	656	0	1255	1	656
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	134	0	155	0	134	155	0	134	0	155	0	134	0	155	0	134	0	155
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0
WESTBOUND	Left	65	1	65	0	65	65	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	104	0	163	0	104	163	0	104	0	163	0	104	0	163	0	104	0	163
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
CRITICAL VOLUMES		North-South: 826		826		North-South: 826		826		North-South: 826		826		North-South: 826		826		North-South: 826	
		East-West: 335		335		East-West: 335		335		East-West: 335		335		East-West: 335		335		East-West: 335	
		SUM: 1161		1161		SUM: 1161		1161		SUM: 1161		1161		SUM: 1161		1161		SUM: 1161	
VOLUME/CAPACITY (V/C) RATIO:		0.815		0.815		0.815		0.815		0.815		0.815		0.815		0.815		0.815	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.715		0.715		0.715		0.715		0.715		0.715		0.715		0.715		-0.100	
LEVEL OF SERVICE (LOS):		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.815**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
5	East-West Street:	7th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0						0				0				0		
	Through	1323	1	674	1	1324	675	0	1323	1	674	1	1324	1	675	0	1324	1	675
	Through-Right		1						1				1				1		
	Right	25	0	0	0	25	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0						0				0				0		
	Through	1058	1	590	6	1064	593	0	1058	1	590	6	1064	1	593	0	1064	1	593
	Through-Right		1						1				1				1		
	Right	122	0	0	0	122	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0						0				0				0		
	Through	158	0	184	0	158	184	0	158	0	184	0	158	0	184	0	158	0	184
	Through-Right		1						1				1				1		
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	86	1	86	0	86	86	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0						0				0				0		
	Through	115	0	167	0	115	167	0	115	0	167	0	115	0	167	0	115	0	167
	Through-Right		1						1				1				1		
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 726 East-West: 364 SUM: 1090	North-South: 727 East-West: 364 SUM: 1091		North-South: 726 East-West: 364 SUM: 1090				North-South: 727 East-West: 364 SUM: 1091				North-South: 727 East-West: 364 SUM: 1091						
VOLUME/CAPACITY (V/C) RATIO:		0.727	0.727		0.727				0.727				0.727						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627	0.627		0.627				0.627				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.727**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
6	East-West Street:	9th St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	62	0	62	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0	
	Through	1136	1	577	1	1137	577	0	1136	1	577	1	1137	1	577
	Through-Right		1							1				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	44	1	44	0	44	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0	
	Through	894	1	503	6	900	506	0	894	1	503	6	900	1	506
	Through-Right		1							1				1	
	Right	112	0	0	0	112	0	0	112	0	0	0	112	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	230	1	230	0	230	230	0	230	1	230	0	230	1	230
	Left-Through		0							0				0	
	Through	276	1	276	1	277	277	0	276	1	276	1	277	1	277
	Through-Right		0							0				0	
	Right	43	1	12	1	44	13	0	43	1	12	1	44	1	13
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
WESTBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0	
	Through	241	0	274	0	241	274	0	241	0	274	0	241	0	274
	Through-Right		1							1				1	
	Right	33	0	0	0	33	0	0	33	0	0	0	33	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	621	North-South:	621	North-South:	621	North-South:	621	North-South:	621	North-South:	621	North-South:	621
		East-West:	504	East-West:	504	East-West:	504	East-West:	504	East-West:	504	East-West:	504	East-West:	504
		SUM:	1125	SUM:	1125	SUM:	1125	SUM:	1125	SUM:	1125	SUM:	1125	SUM:	1125
VOLUME/CAPACITY (V/C) RATIO:		0.750		0.750		0.750		0.750		0.750		0.750		0.750	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.650		0.650		0.650		0.650		0.650		0.650		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.750**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
7	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	566	0	348	0	566	350	0	566	0	348	0	566	0	350	0	566	0	350
	Through-Right		1						1				1				1		
	Right	119	0	348	5	124	350	0	119	0	348	5	124	0	350	0	124	0	350
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	88	0	88	7	95	95	0	88	0	88	7	95	0	95	0	95	0	95
	Left-Through		1						1				1				1		
	Through	391	0	382	0	391	396	0	391	0	382	0	391	0	396	0	391	0	396
	Through-Right		1						1				1				1		
	Right	21	0	382	0	21	396	0	21	0	382	0	21	0	396	0	21	0	396
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		0						0				0				0		
	Through	52	0	69	0	52	69	0	52	0	69	0	52	0	69	0	52	0	69
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	78	0	78	1	79	79	0	78	0	78	1	79	0	79	0	79	0	79
	Left-Through		0						0				0				0		
	Through	48	0	193	0	48	196	0	48	0	193	0	48	0	196	0	48	0	196
	Through-Right		0						0				0				0		
	Right	67	0	0	2	69	0	0	67	0	0	2	69	0	0	0	69	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South:	436	North-South:	445	North-South:	436	North-South:	445	North-South:	445	North-South:	445	North-South:	445	North-South:	445	North-South:	445
		East-West:	209	East-West:	212	East-West:	209	East-West:	212	East-West:	212	East-West:	212	East-West:	212	East-West:	212	East-West:	212
		SUM:	645	SUM:	657	SUM:	645	SUM:	657	SUM:	657	SUM:	657	SUM:	657	SUM:	657	SUM:	657
VOLUME/CAPACITY (V/C) RATIO:		0.430		0.438		0.430		0.438		0.438		0.438		0.438		0.438		0.438	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.330		0.338		0.330		0.338		0.338		0.338		0.338		0.338		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.430**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	116	1	116	0	116	116	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	254	1	254	1	255	255	0	254	1	254	1	255	1	255	0	255	1	255
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	174	1	174	0	174	174	0	174	1	174	0	174	1	174	0	174	1	174
	Through-Right		0							0				0				0	
	Right	250	1	69	1	251	67	0	250	1	69	1	251	1	67	0	251	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	363	1	363	5	368	368	0	363	1	363	5	368	1	368	0	368	1	368
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	76	1	0	0	76	0	0	76	1	0	0	76	1	0	0	76	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 290 East-West: 363 SUM: 653	North-South: 290 East-West: 368 SUM: 658		North-South: 290 East-West: 363 SUM: 653		North-South: 290 East-West: 368 SUM: 658				North-South: 290 East-West: 368 SUM: 658				North-South: 290 East-West: 368 SUM: 658				
VOLUME/CAPACITY (V/C) RATIO:		0.458	0.462		0.458		0.462				0.462				-0.100				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.358	0.362		0.358		0.362				0.362				-0.100				
LEVEL OF SERVICE (LOS):		A	A		A		A				A				A				

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.458**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	39	2	21	0	39	21	0	39	2	21	0	39	2	21	0	39	2	21
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	27	1	0	0	27	0	0	27	1	0	0	27	1	0	0	27	1	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	373	1	242	17	390	251	0	373	1	242	17	390	1	251	0	390	1	251
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	111	0	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	102	2	51	4	106	53	0	102	2	51	4	106	2	53	0	106	2	53
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336	North-South: 21 East-West: 324 SUM: 345	North-South: 21 East-West: 315 SUM: 336
VOLUME/CAPACITY (V/C) RATIO:		0.236	0.242	0.236	0.236	0.242	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236	0.236
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.136	0.142	0.136	0.136	0.142	0.136	0.136	0.136	0.136	0.136	0.136	0.136	0.136	0.136	0.136	0.136	0.136	-0.100
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.236**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>11</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:		Date:							
	East-West Street:	<b>Swinford St / SR-47 EB Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:		Project:							
	No. of Phases																		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
	Right Turns: FREE-1, NR TOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0						
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 3	WB-- 0	EB-- 3	WB-- 0	EB-- 3	WB-- 0	EB-- 3	WB-- 0	EB-- 3	WB-- 0	EB-- 0	WB-- 0						
	Override Capacity																		
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	371	2	204	3	374	206	0	371	2	204	3	374	2	206	0	374	2	206
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	753	1	390	10	763	395	0	753	1	390	10	763	1	395	0	763	2	263
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	77	2	39	2	79	40	0	77	2	39	2	79	2	40	0	79	2	40
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	0	0	41	0	0	41	1	0	0	41	1	0	0	41	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	178	1	178	0	178	178	0	178	1	178	0	178	1	178	0	178	1	178
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	122	0	499	0	122	526	0	122	0	499	0	122	0	526	0	122	0	526
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	876	1	0	54	930	0	0	876	1	0	54	930	1	0	0	930	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WESTBOUND	Left	39	0	39	0	39	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through	9	0	26	0	9	26	0	9	0	26	0	9	0	26	0	9	0	26
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 418	East-West: 538	SUM: 956	North-South: 423	East-West: 565	SUM: 988	North-South: 418	East-West: 538	SUM: 956	North-South: 423	East-West: 565	SUM: 988	North-South: 291	East-West: 565	SUM: 856			
VOLUME/CAPACITY (V/C) RATIO:		0.695		0.719		0.695		0.695		0.719		0.623							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595		0.619		0.595		0.595		0.619		0.523							
LEVEL OF SERVICE (LOS):		A		B		A		A		B		A							

EX																			
N-S	418	418																	
EB	237	178																	
WB	39	39																	
Sum	694	635																	
V/C	0.505	0.462																	
Less ATCS	0.505	0.462																	
LOS	A	A																	
EP																			
N-S	423	423																	
EB	251	178																	
WB	39	39																	
Sum	713	640																	
V/C	0.519	0.465																	
Less ATCS	0.519	0.465																	
LOS	A	A																	
FB																			
N-S	418	418																	
EB	237	178																	
WB	39	39																	
Sum	694	635																	
V/C	0.505	0.462																	
Less ATCS	0.505	0.462																	
LOS	A	A																	
FP Mitigation																			
N-S	423	423																	
EB	251	178																	
WB	39	39																	
Sum	713	640																	
V/C	0.519	0.465																	
Less ATCS	0.519	0.465																	
LOS	A	A																	

**PROJECT IMPACT**

Change in v/c due to project: **0.024**      Δv/c after mitigation: **-0.072**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 12	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:													
	East-West Street: <b>O'Farrell St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project:													
No. of Phases			2			2			2			0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0										
Override Capacity			0			0			0			0										
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
<b>NORTHBOUND</b>	Left		6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6		
	Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through		1102	2	551	13	1115	558	0	1102	2	551	13	1115	2	558	0	1115	2	558	0	558
	Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through		931	2	466	57	988	494	0	931	2	466	57	988	2	494	0	988	2	494	0	494
	Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right		9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	0	9
<b>EASTBOUND</b>	Left		77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		18	0	95	0	18	95	0	18	0	95	0	18	0	95	0	18	0	95	0	95
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 551		551		North-South: 558		558		North-South: 551		551		North-South: 558		558		North-South: 558		558		
		East-West: 95		95		East-West: 95		95		East-West: 95		95		East-West: 95		95		East-West: 95		95		
		SUM: 646		653		SUM: 653		646		SUM: 646		653		SUM: 653		646		SUM: 653		653		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.431				0.435				0.431				0.435				0.435		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.431				0.435				0.431				0.435				0.000		
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>		

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.431**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:														
	East-West Street: <b>1st St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project:														
No. of Phases			2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	ATSAC-1 or ATSAC+ATCS-2?			2	Override Capacity			0				
NB--			0	SB--			0	NB--			0	SB--			0	NB--			0	SB--			0
EB--			0	WB--			0	EB--			0	WB--			0	EB--			0	WB--			0
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>							
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16				
	Left-Through		0							0				0				0					
	Through	997	1	503	13	1010	509	0	997	1	503	13	1010	1	509	0	1010	1	509				
	Through-Right		1							1				1				1					
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67				
	Left-Through		0							0				0				0					
	Through	867	2	434	57	924	462	0	867	2	434	57	924	2	462	0	924	2	462				
	Through-Right		0							0				0				0					
	Right	21	1	0	0	21	0	0	21	1	0	0	21	1	0	0	21	1	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
EASTBOUND	Left	79	1	79	0	79	79	0	79	1	79	0	79	1	79	0	79	1	79				
	Left-Through		0							0				0				0					
	Through	11	0	23	0	11	23	0	11	0	23	0	11	0	23	0	11	0	23				
	Through-Right		1							1				1				1					
	Right	12	0	0	0	12	0	0	12	0	0	0	12	0	0	0	12	0	0				
	Left-Through-Right		0							0				0				0					
	Left-Right		0							0				0				0					
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through		0							0				0				0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right		0							0				0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-Right		1							1				1				1					
	Left-Right		0							0				0				0					
<b>CRITICAL VOLUMES</b>		North-South: 570			North-South: 576			North-South: 570				North-South: 576				North-South: 576							
		East-West: 79			East-West: 79			East-West: 79				East-West: 79				East-West: 79							
		SUM: 649			SUM: 655			SUM: 649				SUM: 655				SUM: 655							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.433			0.437			0.433				0.437				0.437							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.333			0.337			0.333				0.337				-0.100							
<b>LEVEL OF SERVICE (LOS):</b>		A			A			A				A				A							

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.433**  
Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>15</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	783	1	393	13	796	400	0	783	1	393	13	796	1	400	0	796	1	400
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	567	1	366	57	624	395	0	567	1	366	57	624	1	395	0	624	1	395
	Through-Right		1							1				1				1	
	Right	165	0	0	0	165	0	0	165	0	0	0	165	0	0	0	165	0	0
EASTBOUND	Left	136	1	136	0	136	136	0	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	13	1	6	0	13	6	0	13	1	6	0	13	1	6	0	13	1	6
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8
	Through-Right		1							1				1				1	
	Right	11	1	0	0	11	0	0	11	1	0	0	11	1	0	0	11	1	0
CRITICAL VOLUMES		North-South: 393		North-South: 410		North-South: 393		North-South: 410		North-South: 410		North-South: 410		North-South: 410		North-South: 410		North-South: 410	
		East-West: 144		East-West: 144		East-West: 144		East-West: 144		East-West: 144		East-West: 144		East-West: 144		East-West: 144		East-West: 144	
		SUM: 537		SUM: 554		SUM: 537		SUM: 554		SUM: 554		SUM: 554		SUM: 554		SUM: 554		SUM: 554	
VOLUME/CAPACITY (V/C) RATIO:		0.358		0.369		0.358		0.358		0.369		0.369		0.369		0.369		0.369	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.258		0.269		0.258		0.258		0.269		0.269		0.269		0.269		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.011**      Δv/c after mitigation: **-0.358**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>16</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:												
	East-West Street: <b>6th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project:												
No. of Phases		3		3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0											
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵ Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3		
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	799	1	406	8	807	410	0	799	1	406	8	807	1	410	0	807	1	410		
	→ Through-Right	0	1	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0		
	↘ Right	13	0	0	0	0	0	0	13	0	0	0	13	0	0	0	13	0	0		
<b>SOUTHBOUND</b>	↘ Left	71	1	71	20	91	91	0	71	1	71	20	91	1	91	0	91	1	91		
	↘ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	482	1	271	37	519	289	0	482	1	271	37	519	1	289	0	519	1	289		
	→ Through-Right	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0		
	↘ Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0		
<b>EASTBOUND</b>	↘ Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23		
	↘ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	12	0	14	5	17	19	0	12	0	14	5	17	0	19	0	17	0	19		
	→ Through-Right	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0		
	↘ Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0		
<b>WESTBOUND</b>	↘ Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3		
	↘ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	2	1	2	1	3	3	0	2	1	2	1	3	1	3	0	3	1	3		
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↘ Right	14	2	0	5	19	0	0	14	2	0	5	19	2	0	0	19	2	0		
<b>CRITICAL VOLUMES</b>		North-South: 477		477		501		North-South: 477		477		501		North-South: 501		501		North-South: 501		501	
		East-West: 25		25		26		East-West: 25		25		26		East-West: 26		26		East-West: 26		26	
		SUM: 502		502		527		SUM: 502		502		527		SUM: 527		527		SUM: 527		527	
VOLUME/CAPACITY (V/C) RATIO:		0.352		0.370		0.370		0.352		0.352		0.370		0.370		0.370		0.370		0.370	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.252		0.270		0.270		0.252		0.252		0.270		0.270		0.270		0.270		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.018**      Δv/c after mitigation: **-0.352**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Harbor Bl</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:														
<b>17</b>	East-West Street: <b>7th St</b>	Projection Year: <b>2011</b>	Peak Hour: <b>AM</b>	Reviewed by:	Project:														
No. of Phases: <b>2</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCS-1 or ATCS+ATCS-2? <b>2</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	640	2	320	8	648	324	0	640	2	320	8	648	2	324	0	648	2	324
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	274	2	137	37	311	156	0	274	2	137	37	311	2	156	0	311	2	156
	Through-Right		0							0				0				0	
	Right	211	1	154	0	211	154	0	211	1	154	0	211	1	154	0	211	1	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	114	0	221	114	0	221	1	114	0	221	1	114	0	221	1	114
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	7	0	114	0	7	114	0	7	0	114	0	7	0	114	0	7	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438	North-South: 320 East-West: 114 SUM: 434	North-South: 324 East-West: 114 SUM: 438				
VOLUME/CAPACITY (V/C) RATIO:		0.289		0.292		0.289		0.292		0.289		0.292		0.289					
V/C LESS ATCS/ATCS ADJUSTMENT:		<b>0.189</b>		<b>0.192</b>		<b>0.189</b>		<b>0.192</b>		<b>0.189</b>		<b>0.192</b>		<b>-0.100</b>					
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.289**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2011</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0						0				0				0		
	Through	11	1	6	0	11	6	0	11	1	6	0	11	1	6	0	11	1	6
	Through-Right		1						1				1				1		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	35	1	35	40	75	75	0	35	1	35	40	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Through-Right		1						1				1				1		
	Right	134	0	0	0	134	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	307	1	307	0	307	307	0	307	1	307	0	307	1	307	0	307	1	307
	Left-Through		0						0				0				0		
	Through	51	1	28	17	68	37	0	51	1	28	17	68	1	37	0	68	1	37
	Through-Right		1						1				1				1		
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0						0				0				0		
	Through	24	1	20	4	28	27	0	24	1	20	4	28	1	27	0	28	1	27
	Through-Right		1						1				1				1		
	Right	16	0	0	9	25	0	0	16	0	0	9	25	0	0	0	25	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415	North-South: 41 East-West: 327 SUM: 368	North-South: 81 East-West: 334 SUM: 415
VOLUME/CAPACITY (V/C) RATIO:			0.258		0.291		0.258		0.291		0.258		0.291		0.258		0.291		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.258</b>		<b>0.291</b>		<b>0.258</b>		<b>0.291</b>		<b>0.258</b>		<b>0.291</b>		<b>0.258</b>		<b>0.291</b>		<b>0.000</b>
LEVEL OF SERVICE (LOS):			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.033**      Δv/c after mitigation: **-0.258**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	125	1	125	0	125	125	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	376	1	203	2	378	204	0	376	1	203	2	378	1	204	0	378	1	204
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	517	1	387	1	518	388	0	517	1	387	1	518	1	388	0	518	1	388
	Through-Right		1							1				1				1	
	Right	257	0	0	0	257	0	0	257	0	0	0	257	0	0	0	257	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	221	1	221	0	221	221	0	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	0	0	47	0	0	47	0	0	0	47	0	0	0	47	0	0	0	47
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	47	0	0	0	47	0	0	0	47	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	576	2	317	0	576	317	0	576	2	317	0	576	2	317	0	576	2	317
	Left-Through		0							0				0				0	
	Through	273	0	568	0	273	568	0	273	0	568	0	273	0	568	0	273	0	568
	Through-Right		1							1				1				1	
	Right	295	0	0	0	295	0	0	295	0	0	0	295	0	0	0	295	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 512 East-West: 789 SUM: 1301	North-South: 513 East-West: 789 SUM: 1302		North-South: 512 East-West: 789 SUM: 1301				North-South: 513 East-West: 789 SUM: 1302				North-South: 513 East-West: 789 SUM: 1302						
VOLUME/CAPACITY (V/C) RATIO:		0.913		0.914		0.913				0.914				0.914					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.813		0.814		0.813				0.814				-0.100					
LEVEL OF SERVICE (LOS):		D		D		D				D				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.913**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
2	East-West Street:	I-110 Ramps		Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0								
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	765	2	383	2	767	384	0	765	2	383	2	767	2	384	0	767	2	384
	Through-Right		0						0				0				0		
	Right	1721	2	0	4	1725	0	0	1721	2	0	4	1725	2	0	0	1725	2	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	1100	3	367	1	1101	367	0	1100	3	367	1	1101	3	367	0	1101	3	367
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	1534	2	538	1	1535	539	0	1534	2	538	1	1535	2	539	0	1535	2	539
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	81	0	538	0	81	539	0	81	0	538	0	81	0	539	0	81	0	539
Left-Through-Right		0						0				0				0			
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 383	East-West: 538	SUM: 921	North-South: 384	East-West: 539	SUM: 923	North-South: 383	East-West: 538	SUM: 921	North-South: 384	East-West: 539	SUM: 923	North-South: 384	East-West: 539	SUM: 923			
VOLUME/CAPACITY (V/C) RATIO:		0.614		0.615		0.614		0.615		0.615		0.615		-0.100					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.514		0.515		0.514		0.515		0.515		0.515		-0.100					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.614**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>3</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>1st St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0 0		0 0		0 0		0 0		0 0							
		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0							
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2							
Override Capacity				0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	31	0	31	31	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1421	2	479	6	1427	481	0	1421	2	479	6	1427	2	481	0	1427	2	481
	Through-Right		1							1				1				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	88	1	88	0	88	88	0	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1726	2	723	2	1728	724	0	1726	2	723	2	1728	2	724	0	1728	2	724
	Through-Right		1							1				1				1	
	Right	444	0	0	0	444	0	0	444	0	0	0	444	0	0	0	444	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	771	1	439	0	771	439	0	771	1	439	0	771	1	439	0	771	1	439
	Left-Through		1							1				1				1	
	Through	107	0	439	0	107	439	0	107	0	439	0	107	0	439	0	107	0	439
	Through-Right		0							0				0				0	
	Right	58	1	43	0	58	43	0	58	1	43	0	58	1	43	0	58	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	125	1	125	0	125	125	0	125	1	125	0	125	1	125	0	125	1	125
	Through-Right		0							0				0				0	
	Right	147	1	103	0	147	103	0	147	1	103	0	147	1	103	0	147	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 754		754		North-South: 755		755		North-South: 754		754		North-South: 755		755		North-South: 755	
		East-West: 564		564		East-West: 564		564		East-West: 564		564		East-West: 564		564		East-West: 564	
		SUM: 1318		1318		SUM: 1319		1319		SUM: 1318		1318		SUM: 1319		1319		SUM: 1319	
VOLUME/CAPACITY (V/C) RATIO:				0.925				0.925				0.925				0.925			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.825				0.825				0.825				0.825		-0.100	
LEVEL OF SERVICE (LOS):				D				D				D				D		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.925**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
4	East-West Street:	5th St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0						0				0				0		
	Through	1363	1	696	6	1369	699	0	1363	1	696	6	1369	1	699	0	1369	1	699
	Through-Right		1						1				1				1		
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	70	1	70	0	70	70	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	1339	1	706	2	1341	707	0	1339	1	706	2	1341	1	707	0	1341	1	707
	Through-Right		1						1				1				1		
	Right	73	0	0	0	73	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0		
	Through	105	0	123	0	105	123	0	105	0	123	0	105	0	123	0	105	0	123
	Through-Right		1						1				1				1		
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0						0				0				0		
	Through	93	0	168	0	93	168	0	93	0	168	0	93	0	168	0	93	0	168
	Through-Right		1						1				1				1		
	Right	75	0	0	0	75	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 766 East-West: 280 SUM: 1046	North-South: 769 East-West: 280 SUM: 1049		North-South: 766 East-West: 280 SUM: 1046				North-South: 769 East-West: 280 SUM: 1049				North-South: 769 East-West: 280 SUM: 1049						
VOLUME/CAPACITY (V/C) RATIO:		0.734		0.736		0.734				0.736				0.736					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.634		0.636		0.634				0.636				-0.100					
LEVEL OF SERVICE (LOS):		B		B		B				B				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.734**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>5</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>7th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	1158	1	599	6	1164	602	0	1158	1	599	6	1164	1	602	0	1158	1	602
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1176	1	636	2	1178	637	0	1176	1	636	2	1178	1	637	0	1176	1	637
	Through-Right		1							1				1				1	
	Right	95	0	0	0	95	0	0	95	0	0	0	95	0	0	0	95	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	159	0	159	159	0	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0							0				0				0	
	Through	143	0	170	0	143	170	0	143	0	170	0	143	0	170	0	143	0	170
	Through-Right		1							1				1				1	
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	137	0	209	0	137	209	0	137	0	209	0	137	0	209	0	137	0	209
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 671		671		North-South: 674		674		North-South: 671		671		North-South: 674		674		North-South: 674	
		East-West: 368		368		East-West: 368		368		East-West: 368		368		East-West: 368		368		East-West: 368	
		SUM: 1039		1039		SUM: 1042		1042		SUM: 1039		1039		SUM: 1042		1042		SUM: 1042	
VOLUME/CAPACITY (V/C) RATIO:		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693		0.693	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.593		0.593		0.593		0.593		0.593		0.593		0.593		0.593		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.693**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>6</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>9th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>		<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	58	1	58	1	59	59	0	58	1	58	1	59	1	59	0	59	1	59
	Left-Through		0							0			0				0		
	Through	989	1	516	6	995	519	0	989	1	516	6	995	1	519	0	995	1	519
	Through-Right		1							1			1				1		
	Right	43	0	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0			0				0		
	Through	1035	1	568	2	1037	569	0	1035	1	568	2	1037	1	569	0	1037	1	569
	Through-Right		1							1			1				1		
	Right	101	0	0	0	101	0	0	101	0	0	0	101	0	0	0	101	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0			0				0		
	Through	223	1	223	0	223	223	0	223	1	223	0	223	1	223	0	223	1	223
	Through-Right		0							0			0				0		
	Right	51	1	22	0	51	22	0	51	1	22	0	51	1	22	0	51	1	22
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	63	1	63	0	63	63	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0			0				0		
	Through	200	0	273	1	201	274	0	200	0	273	1	201	0	274	0	201	0	274
	Through-Right		1							1			1				1		
	Right	73	0	0	0	73	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 626		626		North-South: 628		628		North-South: 626		626		North-South: 628		628		North-South: 628	
		East-West: 441		441		East-West: 442		442		East-West: 441		441		East-West: 442		442		East-West: 442	
		SUM: 1067		1067		SUM: 1070		1070		SUM: 1067		1067		SUM: 1070		1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:				0.711				0.711				0.711				0.713			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.611				0.613				0.611				0.613			
LEVEL OF SERVICE (LOS):				<b>B</b>				<b>B</b>				<b>B</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.711**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1						1			1		1		1		1	
	Through	445	0	255	0	445	256	0	445	0	255	0	445	0	256	0	445	0	256
	Through-Right		1						1			1		1		1		1	
	Right	57	0	255	1	58	256	0	57	0	255	1	58	0	256	0	58	0	256
Left-Through-Right		0						0			0		0		0		0		0
Left-Right		0						0			0		0		0		0		0
SOUTHBOUND	Left	101	0	101	2	103	103	0	101	0	101	2	103	0	103	0	103	0	103
	Left-Through		1						1			1		1		1		1	
	Through	546	0	379	0	546	381	0	546	0	379	0	546	0	381	0	546	0	381
	Through-Right		1						1			1		1		1		1	
	Right	9	0	379	0	9	381	0	9	0	379	0	9	0	381	0	9	0	381
Left-Through-Right		0						0			0		0		0		0		0
Left-Right		0						0			0		0		0		0		0
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0						0			0		0		0		0	
	Through	29	0	40	0	29	40	0	29	0	40	0	29	0	40	0	29	0	40
	Through-Right		0						0			0		0		0		0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Through-Right		1						1			1		1		1		1		1
Left-Right		0						0			0		0		0		0		0
WESTBOUND	Left	155	0	155	5	160	160	0	155	0	155	5	160	0	160	0	160	0	160
	Left-Through		0						0			0		0		0		0	
	Through	33	0	257	0	33	268	0	33	0	257	0	33	0	268	0	33	0	268
	Through-Right		0						0			0		0		0		0	
	Right	69	0	0	6	75	0	0	69	0	0	6	75	0	0	0	75	0	0
Left-Through-Right		1						1			1		1		1		1		1
Left-Right		0						0			0		0		0		0		0
CRITICAL VOLUMES		North-South:	383	North-South:	385	North-South:	383	North-South:	385	North-South:	383	North-South:	385	North-South:	383	North-South:	385	North-South:	383
		East-West:	267	East-West:	278	East-West:	267	East-West:	278	East-West:	267	East-West:	278	East-West:	267	East-West:	278	East-West:	267
		SUM:	650	SUM:	663	SUM:	650	SUM:	663	SUM:	650	SUM:	663	SUM:	650	SUM:	663	SUM:	650
VOLUME/CAPACITY (V/C) RATIO:		0.433		0.442		0.433		0.442		0.433		0.442		0.433		0.442		0.433	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.333		0.342		0.333		0.342		0.333		0.342		0.333		0.342		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.009**      Δv/c after mitigation: **-0.433**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	202	1	202	0	202	202	0	202	1	202	0	202	1	202	0	202	1	202
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	235	1	235	1	236	236	0	235	1	235	1	236	1	236	0	236	1	236
	Through-Right		0						0				0				0		
	Right	335	1	183	4	339	187	0	335	1	183	4	339	1	187	0	339	1	187
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	304	1	304	1	305	305	0	304	1	304	1	305	1	305	0	305	1	305
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	98	1	31	0	98	31	0	98	1	31	0	98	1	31	0	98	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 302 East-West: 304 SUM: 606	North-South: 303 East-West: 305 SUM: 608		North-South: 302 East-West: 304 SUM: 606				North-South: 303 East-West: 305 SUM: 608				North-South: 303 East-West: 305 SUM: 608						
VOLUME/CAPACITY (V/C) RATIO:		0.425	0.427		0.425				0.427				0.425						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.325	0.327		0.325				0.327				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.425**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
9	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	102	2	56	0	102	56	0	102	2	56	0	102	2	56	0	102	2	56
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	105	1	41	0	105	41	0	105	1	41	0	105	1	41	0	105	1	41
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	203	1	137	5	208	139	0	203	1	137	5	208	1	139	0	208	1	139
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	290	2	145	15	305	153	0	290	2	145	15	305	2	153	0	305	2	153
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 56 East-West: 201 SUM: 257	North-South: 56 East-West: 203 SUM: 259		North-South: 56 East-West: 201 SUM: 257				North-South: 56 East-West: 203 SUM: 259				North-South: 56 East-West: 203 SUM: 259						
VOLUME/CAPACITY (V/C) RATIO:		0.180	0.182		0.180				0.182				0.180						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.080	0.082		0.080				0.082				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.180**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:	Date:												
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2011	Peak Hour:	PM	Reviewed by:	Project:												
No. of Phases			4			4														
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2														
Right Turns: FREE-1, NR TOR-2 or OLA-3?			0			0														
ATSAC-1 or ATSAC+ATCS-2?			2			2														
Override Capacity			0			0														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION							
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	435	2	239	11	446	245	0	435	2	239	11	446	2	245	0	446	2	245	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	605	1	314	40	645	334	0	605	1	314	40	645	1	334	0	645	2	222	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0	
SOUTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	123	2	62	1	124	62	0	123	2	62	1	124	2	62	0	124	2	62	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	75	1	0	0	75	0	0	75	1	0	0	75	1	0	0	75	1	0	
EASTBOUND	Left	224	1	224	0	224	224	0	224	1	224	0	224	1	224	0	224	1	224	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	13	0	557	0	13	564	0	13	0	557	0	13	0	564	0	13	0	564	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	1100	1	0	14	1114	0	0	1100	1	0	14	1114	1	0	0	1114	1	0	
WESTBOUND	Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38	
	Left-Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	
	Through	31	0	44	0	31	44	0	31	0	44	0	31	0	44	0	31	0	44	
	Through-Right	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0	
CRITICAL VOLUMES			North-South: 326	North-South: 346	North-South: 326	North-South: 346	North-South: 307	East-West: 601	East-West: 608	East-West: 601	East-West: 608	East-West: 608	East-West: 608	East-West: 608	East-West: 608	East-West: 608	East-West: 608	East-West: 608	East-West: 608	
SUM:			927	954	927	954	915	SUM:			927	954	SUM:			915	SUM:			915
VOLUME/CAPACITY (V/C) RATIO:			0.674	0.694	0.674	0.694	0.665	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.574	0.594	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.574	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.565
LEVEL OF SERVICE (LOS):			A	A	A	A	A	LEVEL OF SERVICE (LOS):			A	A	LEVEL OF SERVICE (LOS):			A	LEVEL OF SERVICE (LOS):			A

	Scenario	Scenario	Change	Impact?
EX				
N-S	326	326		
EB	297	224		
WB	44	44		
Sum	667	594		
V/C	0.485	0.432		
Less ATCS	0.485	0.432		
LOS	A	A		
EP				
N-S	346	346		
EB	301	224		
WB	44	44		
Sum	691	614		
V/C	0.503	0.447		
Less ATCS	0.503	0.447		
LOS	A	A		
FB				
N-S	326	326		
EB	297	224		
WB	44	44		
Sum	667	594		
V/C	0.485	0.432		
Less ATCS	0.485	0.432		
LOS	A	A		
FP Mitigation				
N-S	346	346		
EB	301	224		
WB	44	44		
Sum	691	614		
V/C	0.503	0.447		
Less ATCS	0.503	0.447		
LOS	A	A		

**PROJECT IMPACT**  
 Change in v/c due to project: **0.020**      Δv/c after mitigation: **-0.009**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
12	East-West Street:	O'Farrell St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	980	2	490	51	1031	516	0	980	2	490	51	1031	2	516	0	1031	2	516
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1221	2	611	15	1236	618	0	1221	2	611	15	1236	2	618	0	1236	2	618
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
EASTBOUND	Left	101	0	101	0	101	101	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	18	0	119	0	18	119	0	18	0	119	0	18	0	119	0	18	0	119
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747	North-South: 621 East-West: 119 SUM: 740	North-South: 628 East-West: 119 SUM: 747
VOLUME/CAPACITY (V/C) RATIO:		0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498	0.493	0.498
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.493**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
13	East-West Street:	1st St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0	
	Through	927	1	464	51	978	490	0	927	1	464	51	978	1	490
	Through-Right		1							1				1	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0	
	Through	1191	2	596	15	1206	603	0	1191	2	596	15	1206	2	603
	Through-Right		0							0				0	
	Right	46	1	11	0	46	11	0	46	1	11	0	46	1	11
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	71	1	71	0	71	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0	
	Through	0	0	16	0	0	16	0	0	0	16	0	0	0	16
	Through-Right		1							1				1	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1								1				1	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	605	North-South:	612	North-South:	605	North-South:	612	North-South:	612	North-South:	612	North-South:	612
		East-West:	71	East-West:	71	East-West:	71	East-West:	71	East-West:	71	East-West:	71	East-West:	71
		SUM:	676	SUM:	683	SUM:	676	SUM:	683	SUM:	683	SUM:	683	SUM:	683
VOLUME/CAPACITY (V/C) RATIO:		0.451		0.455		0.451		0.455		0.455		0.455		0.455	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.351		0.355		0.351		0.355		0.355		0.355		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.451**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:				Date:								
15	East-West Street:	5th St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:				Project:								
No. of Phases		2		2		2		2		2		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	26	1	26	0	26	26	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	628	1	316	51	679	341	0	628	1	316	51	679	1	341	0	679	1	341
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1018	1	568	15	1033	575	0	1018	1	568	15	1033	1	575	0	1033	1	575
	Through-Right		1							1				1				1	
	Right	117	0	0	0	117	0	0	117	0	0	0	117	0	0	0	117	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	285	1	285	0	285	285	0	285	1	285	0	285	1	285	0	285	1	285
	Left-Through		0							0				0				0	
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
	Right	17	1	4	0	17	4	0	17	1	4	0	17	1	4	0	17	1	4
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	6	0	18	0	6	18	0	6	0	18	0	6	0	18	0	6	0	18
	Through-Right		1							1				1				1	
	Right	30	1	0	0	30	0	0	30	1	0	0	30	1	0	0	30	1	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 594	East-West: 303	SUM: 897	North-South: 601	East-West: 303	SUM: 904	North-South: 594	East-West: 303	SUM: 897	North-South: 601	East-West: 303	SUM: 904	North-South: 601	East-West: 303	SUM: 904	North-South: 601	East-West: 303	SUM: 904
VOLUME/CAPACITY (V/C) RATIO:		0.598			0.603			0.598				0.603							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.498			0.503			0.498				0.503				-0.100			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

### PROJECT IMPACT

Change in v/c due to project: 0.005     Δv/c after mitigation: -0.598  
 Significant impacted? NO     Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>6th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	533	1	292	33	566	308	0	533	1	292	33	566	1	308	0	566	1	308
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97	5	102	102	0	97	1	97	5	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	890	1	472	10	900	477	0	890	1	472	10	900	1	477	0	900	1	477
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	22	0	28	1	23	29	0	22	0	28	1	23	0	29	0	23	0	29
	Through-Right		1							1				1				1	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	37	1	37	5	42	42	0	37	1	37	5	42	1	42	0	42	1	42
	Through-Right		0							0				0				0	
	Right	115	2	15	18	133	22	0	115	2	15	18	133	2	22	0	133	2	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 479		North-South: 484		North-South: 479		North-South: 484		North-South: 484		North-South: 484		North-South: 484		North-South: 484		North-South: 484	
		East-West: 66		East-West: 71		East-West: 66		East-West: 71		East-West: 71		East-West: 71		East-West: 71		East-West: 71		East-West: 71	
		SUM: 545		SUM: 555		SUM: 545		SUM: 555		SUM: 555		SUM: 555		SUM: 555		SUM: 555		SUM: 555	
VOLUME/CAPACITY (V/C) RATIO:		0.382		0.389		0.382		0.382		0.389		0.389		0.389		0.389		0.389	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.282		0.289		0.282		0.282		0.289		0.289		0.289		0.289		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.382**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>7th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:										
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	↶ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through	361	2	181	33	394	197	0	361	2	181	33	394	2	197	0	394	2	197
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	↷ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↶ Through	642	2	321	10	652	326	0	642	2	321	10	652	2	326	0	652	2	326
	↶ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↶ Right	275	1	215	0	275	215	0	275	1	215	0	275	1	215	0	275	1	215
<b>EASTBOUND</b>	↶ Left	230	1	121	0	230	121	0	230	1	121	0	230	1	121	0	230	1	121
	↶ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Right	12	0	121	0	12	121	0	12	0	121	0	12	0	121	0	12	0	121
<b>WESTBOUND</b>	↷ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↶ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↶ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↶ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South:	333	North-South:	338	North-South:	333	North-South:	338	North-South:	333	North-South:	338	North-South:	333	North-South:	338	North-South:	333
		East-West:	121	East-West:	121	East-West:	121	East-West:	121	East-West:	121	East-West:	121	East-West:	121	East-West:	121	East-West:	121
		SUM:	454	SUM:	459	SUM:	454	SUM:	459	SUM:	454	SUM:	459	SUM:	454	SUM:	459	SUM:	459
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.303		0.306		0.303		0.306		0.303		0.306		0.303		0.306		0.303	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.203		0.206		0.203		0.206		0.203		0.206		0.203		0.206		-0.100	
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.303**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2011</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through		0						0				0				0		
	Through	24	1	13	0	24	13	0	24	1	13	0	24	1	13	0	24	1	13
	Through-Right		1						1				1				1		
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	23	1	23	11	34	34	0	23	1	23	11	34	1	34	0	34	1	34
	Left-Through		0						0				0				0		
	Through	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Through-Right		1						1				1				1		
	Right	279	0	177	0	279	177	0	279	0	177	0	279	0	177	0	279	0	177
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	204	1	204	0	204	204	0	204	1	204	0	204	1	204	0	204	1	204
	Left-Through		0						0				0				0		
	Through	36	1	22	5	41	25	0	36	1	22	5	41	1	25	0	41	1	25
	Through-Right		1						1				1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0						0				0				0		
	Through	48	1	40	15	63	63	0	48	1	40	15	63	1	63	0	63	1	63
	Through-Right		1						1				1				1		
	Right	31	0	0	36	67	50	0	31	0	0	36	67	0	50	0	67	0	50
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 185 East-West: 244 SUM: 429	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 429	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 429	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 429	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 452	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 452	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 452	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 452	North-South: 185 East-West: 267 SUM: 452	North-South: 185 East-West: 244 SUM: 452	North-South: 185 East-West: 267 SUM: 452
VOLUME/CAPACITY (V/C) RATIO:		0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317	0.301	0.317
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>	<b>0.301</b>	<b>0.317</b>
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.016**      Δv/c after mitigation: **-0.301**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	127	1	127	0	127	127	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0						0				0				0		
	Through	498	1	260	0	498	260	0	498	1	260	0	498	1	260	0	498	1	260
	Through-Right		1						1				1				1		
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0						0				0				0		
	Through	515	1	336	1	516	337	0	515	1	336	1	516	1	337	0	516	1	337
	Through-Right		1						1				1				1		
	Right	157	0	0	0	157	0	0	157	0	0	0	157	0	0	0	157	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	176	1	176	0	176	176	0	176	1	176	0	176	1	176	0	176	1	176
	Left-Through		0						0				0				0		
	Through	3	0	72	0	3	72	0	3	0	72	0	3	0	72	0	3	0	72
	Through-Right		1						1				1				1		
	Right	69	0	0	0	69	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	414	2	228	0	414	228	0	414	2	228	0	414	2	228	0	414	2	228
	Left-Through		0						0				0				0		
	Through	148	0	336	0	148	336	0	148	0	336	0	148	0	336	0	148	0	336
	Through-Right		1						1				1				1		
	Right	188	0	0	0	188	0	0	188	0	0	0	188	0	0	0	188	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976	North-South: 463 East-West: 512 SUM: 975	North-South: 464 East-West: 512 SUM: 976
VOLUME/CAPACITY (V/C) RATIO:		0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	-0.100
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.684**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>2</b>	East-West Street:	<b>I-110 Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	570	2	285	0	570	285	0	570	2	285	0	570	2	285	0	570	2	285
	Through-Right		0						0				0				0		
	Right	1942	2	0	0	1942	0	0	1942	2	0	0	1942	2	0	0	1942	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	934	3	311	1	935	312	0	934	3	311	1	935	3	312	0	935	3	312
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1371	2	483	2	1373	484	0	1371	2	483	2	1373	2	484	0	1373	2	484
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	78	0	483	0	78	484	0	78	0	483	0	78	0	484	0	78	0	484
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South:	311	North-South:	312	North-South:	311	North-South:	312	North-South:	312	North-South:	312	North-South:	312	North-South:	312	North-South:	312
		East-West:	483	East-West:	484	East-West:	483	East-West:	484	East-West:	484	East-West:	484	East-West:	484	East-West:	484	East-West:	484
		SUM:	794	SUM:	796	SUM:	794	SUM:	796	SUM:	796	SUM:	796	SUM:	796	SUM:	796	SUM:	796
VOLUME/CAPACITY (V/C) RATIO:		0.529		0.531		0.529		0.531		0.531		0.531		0.531		0.531		0.531	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.429		0.431		0.429		0.429		0.431		0.431		0.431		0.431		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.529**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>3</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>1st St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1390	2	469	2	1392	470	0	1390	2	469	2	1392	2	470	0	1392	2	470
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	106	1	106	0	106	106	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	1771	2	718	2	1773	719	0	1771	2	718	2	1773	2	719	0	1773	2	719
	Through-Right		1							1				1				1	
	Right	384	0	0	0	384	0	0	384	0	0	0	384	0	0	0	384	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	593	1	342	0	593	342	0	593	1	342	0	593	1	342	0	593	1	342
	Left-Through		1							1				1				1	
	Through	91	0	342	0	91	342	0	91	0	342	0	91	0	342	0	91	0	342
	Through-Right		0							0				0				0	
	Right	86	1	61	0	86	61	0	86	1	61	0	86	1	61	0	86	1	61
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	45	1	45	0	45	45	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	141	1	141	0	141	141	0	141	1	141	0	141	1	141	0	141	1	141
	Through-Right		0							0				0				0	
	Right	163	1	110	0	163	110	0	163	1	110	0	163	1	110	0	163	1	110
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 768		768		North-South: 769		769		North-South: 769		769		North-South: 769		769		North-South: 769	
		East-West: 483		483		East-West: 483		483		East-West: 483		483		East-West: 483		483		East-West: 483	
		SUM: 1251		1252		SUM: 1251		1251		SUM: 1251		1252		SUM: 1251		1252		SUM: 1252	
VOLUME/CAPACITY (V/C) RATIO:		0.878		0.878		0.878		0.878		0.879		0.879		0.879		0.879		0.879	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.778		0.779		0.778		0.778		0.779		0.779		0.779		0.779		-0.100	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.878**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>4</b>	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	1455	1	745	2	1457	746	0	1455	1	745	2	1457	1	746	0	1457	1	746
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	0	34	0	0	0	34	0	0	0	34	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	1473	1	776	2	1475	777	0	1473	1	776	2	1475	1	777	0	1475	1	777
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	0	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	100	0	120	0	100	120	0	100	0	120	0	100	0	120	0	100	0	120
	Through-Right		1							1				1				1	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	81	0	150	0	81	150	0	81	0	150	0	81	0	150	0	81	0	150
	Through-Right		1							1				1				1	
	Right	69	0	0	0	69	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 849		North-South: 850		North-South: 849		North-South: 850		North-South: 850		North-South: 850		North-South: 850		East-West: 254		East-West: 254	
		East-West: 254		East-West: 254		East-West: 254		East-West: 254		East-West: 254		East-West: 254		East-West: 254		SUM: 1104		SUM: 1104	
		SUM: 1103		SUM: 1104		SUM: 1103		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.774		0.775		0.774		0.774		0.775		0.775		0.775		0.775		0.775	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.674		0.675		0.674		0.674		0.675		0.675		0.675		0.675		-0.100	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.774**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>5</b>	East-West Street:	<b>7th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?																			
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity																			
		NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--				
		EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		2	2	2	2	2	2	2	2	2	2	2	2	2	2				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	1343	1	690	2	1345	691	0	1343	1	690	2	1345	1	691	0	1345	1	691
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	1290	1	679	2	1292	680	0	1290	1	679	2	1292	1	680	0	1292	1	680
	Through-Right		1							1				1				1	
	Right	68	0	0	0	68	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	133	0	133	133	0	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	113	0	165	0	113	165	0	113	0	165	0	113	0	165	0	113	0	165
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	84	0	147	0	84	147	0	84	0	147	0	84	0	147	0	84	0	147
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 803		North-South: 804		North-South: 803		North-South: 804		North-South: 804		North-South: 804		North-South: 804					
		East-West: 280		East-West: 280		East-West: 280		East-West: 280		East-West: 280		East-West: 280		East-West: 280					
		SUM: 1083		SUM: 1084		SUM: 1083		SUM: 1084		SUM: 1084		SUM: 1084		SUM: 1084					
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.723		0.722		0.723		0.723		0.723		0.723					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.623		0.622		0.623		0.623		0.623		-0.100					
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.722**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
6	East-West Street:	9th St	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0						0				0				0		
	Through	1142	1	588	2	1144	589	0	1142	1	588	2	1144	1	589	0	1144	1	589
	Through-Right		1						1				1				1		
	Right	33	0	0	0	33	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0						0				0				0		
	Through	1126	1	607	2	1128	608	0	1126	1	607	2	1128	1	608	0	1128	1	608
	Through-Right		1						1				1				1		
	Right	88	0	0	0	88	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0						0				0				0		
	Through	178	1	178	0	178	178	0	178	1	178	0	178	1	178	0	178	1	178
	Through-Right		0						0				0				0		
	Right	53	1	27	0	53	27	0	53	1	27	0	53	1	27	0	53	1	27
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	51	1	51	0	51	51	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0						0				0				0		
	Through	177	0	269	0	177	269	0	177	0	269	0	177	0	269	0	177	0	269
	Through-Right		1						1				1				1		
	Right	92	0	0	0	92	0	0	92	0	0	0	92	0	0	0	92	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 659 East-West: 441 SUM: 1100	North-South: 660 East-West: 441 SUM: 1101		North-South: 659 East-West: 441 SUM: 1100				North-South: 660 East-West: 441 SUM: 1101				North-South: 660 East-West: 441 SUM: 1101						
VOLUME/CAPACITY (V/C) RATIO:		0.733	0.734		0.733				0.734				0.733						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633	0.634		0.633				0.634				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.733**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
7	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		1						1				1				1		
	Through	509	0	320	0	509	321	0	509	0	320	0	509	0	321	0	509	0	321
	Through-Right		1						1				1				1		
	Right	106	0	320	2	108	321	0	106	0	320	2	108	0	321	0	108	0	321
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	128	0	128	3	131	131	0	128	0	128	3	131	0	131	0	131	0	131
	Left-Through		1						1				1				1		
	Through	615	0	570	0	615	576	0	615	0	570	0	615	0	576	0	615	0	576
	Through-Right		1						1				1				1		
	Right	13	0	570	0	13	576	0	13	0	570	0	13	0	576	0	13	0	576
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0						0				0				0		
	Through	23	0	40	0	23	40	0	23	0	40	0	23	0	40	0	23	0	40
	Through-Right		0						0				0				0		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	102	0	102	1	103	103	0	102	0	102	1	103	0	103	0	103	0	103
	Left-Through		0						0				0				0		
	Through	27	0	200	0	27	203	0	27	0	200	0	27	0	203	0	27	0	203
	Through-Right		0						0				0				0		
	Right	71	0	0	2	73	0	0	71	0	0	2	73	0	0	0	73	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799	North-South: 576 East-West: 214 SUM: 790	North-South: 582 East-West: 217 SUM: 799
VOLUME/CAPACITY (V/C) RATIO:		0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533	0.527	0.533
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433	0.427	0.433
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.527**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 8	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>25th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>WK</b>		Reviewed by:		Project:										
No. of Phases			3			Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0			NB-- 0 SB-- 0 EB-- 3 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?			2			Override Capacity			0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	↵ Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	238	1	238	0	238	238	0	238	1	238	0	238	1	238	0	238	1	238
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	374	1	374	0	374	374	0	374	1	374	0	374	1	374	0	374	1	374
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	372	1	189	1	373	189	0	372	1	189	1	373	1	189	0	373	1	189
<b>EASTBOUND</b>	↵ Left	366	1	366	2	368	368	0	366	1	366	2	368	1	368	0	368	1	368
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	99	1	32	0	99	32	0	99	1	32	0	99	1	32	0	99	1	32
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South:	441	North-South:	441	North-South:	441	North-South:	441	North-South:	441	North-South:	441	North-South:	441	North-South:	441	North-South:	441
		East-West:	366	East-West:	368	East-West:	366	East-West:	366	East-West:	368	East-West:	366	East-West:	368	East-West:	366	East-West:	368
		SUM:	807	SUM:	809	SUM:	807	SUM:	807	SUM:	809	SUM:	809	SUM:	809	SUM:	809	SUM:	809
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.566		0.568		0.566		0.568		0.566		0.568		0.566		0.568		0.566	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.466		0.468		0.466		0.468		0.466		0.468		0.466		0.468		-0.100	
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.566**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	2	68	0	123	68	0	123	2	68	0	123	2	68	0	123	2	68
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	82	1	0	0	82	0	0	82	1	0	0	82	1	0	0	82	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	216	1	163	7	223	166	0	216	1	163	7	223	1	166	0	223	1	166
	Through-Right		1							1				1				1	
	Right	109	0	0	0	109	0	0	109	0	0	0	109	0	0	0	109	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	85	1	85	0	85	85	0	85	1	85	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	181	2	91	4	185	93	0	181	2	91	4	185	2	93	0	185	2	93
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68
		East-West:	248	East-West:	251	East-West:	248	East-West:	248	East-West:	251	East-West:	248	East-West:	251	East-West:	248	East-West:	251
		SUM:	316	SUM:	319	SUM:	316	SUM:	316	SUM:	319	SUM:	316	SUM:	319	SUM:	316	SUM:	319
VOLUME/CAPACITY (V/C) RATIO:		0.222		0.224		0.222		0.224		0.222		0.224		0.222		0.224		0.222	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.122		0.124		0.122		0.124		0.122		0.124		0.122		0.124		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.222**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 11	<b>North-South Street:</b> Harbor Bl	<b>East-West Street:</b> Swinford St / SR-47 EB Ramps	<b>Year of Count:</b> 2011	<b>Projection Year:</b> 2011	<b>Ambient Growth: (%):</b> 0	<b>Peak Hour:</b> WK	<b>Conducted by:</b> Reviewed by:	<b>Date:</b> Project:										
<b>No. of Phases</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 4 EB-- 3 WB-- 0			NB-- 0 SB-- 4 EB-- 3 WB-- 0			NB-- 0 SB-- 4 EB-- 3 WB-- 0			NB-- 0 SB-- 4 EB-- 3 WB-- 0			NB-- 0 SB-- 4 EB-- 3 WB-- 0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left 256	2	141	3	259	142	0	256	2	141	3	259	2	142	0	259	2	142
	Left-Through 538	0	310	11	549	315	0	538	0	310	11	549	0	315	0	549	2	210
	Through-Right 81	1	0	0	81	0	0	81	1	0	0	81	1	0	0	81	1	0
	Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left 35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through 138	2	69	1	139	70	0	138	2	69	1	139	2	70	0	139	2	70
	Through-Right 97	1	0	0	97	0	0	97	1	0	0	97	1	0	0	97	1	0
	Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left 210	1	210	0	210	210	0	210	1	210	0	210	1	210	0	210	1	210
	Left-Through 215	0	480	0	215	491	0	215	0	480	0	215	0	491	0	215	0	491
	Through-Right 745	1	0	21	766	0	0	745	1	0	21	766	1	0	0	766	1	0
	Right 1	1	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1	0
	Left-Through-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left 59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through 114	1	205	0	114	205	0	114	1	205	0	114	1	205	0	114	1	205
	Through-Right 91	1	0	0	91	0	0	91	1	0	0	91	1	0	0	91	1	0
	Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: East-West: SUM:	345 685 1030	North-South: East-West: SUM:	350 696 1046	North-South: East-West: SUM:	345 685 1030	North-South: East-West: SUM:	350 696 1046	North-South: East-West: SUM:	245 696 941	North-South: East-West: SUM:	245 696 941					
VOLUME/CAPACITY (V/C) RATIO:		0.749		0.761		0.749		0.761		0.684		0.684						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.649		0.661		0.649		0.661		0.584		0.584						
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>		<b>A</b>						

EX					
N-S	345	345			
EB	252	210			
WB	205	205			
Sum	802	760			
V/C	0.583	0.553			
Less ATCS	0.583	0.553			
LOS	A	A			
Scenario Scenario Change Impact?					
EX	0.583	0.588	0.004	NO	
FB	0.583	0.588	0.004	NO	
EP					
N-S	350	350			
EB	253	210			
WB	205	205			
Sum	808	765			
V/C	0.588	0.556			
Less ATCS	0.588	0.556			
LOS	A	A			
FB					
N-S	345	345			
EB	252	210			
WB	205	205			
Sum	802	760			
V/C	0.583	0.553			
Less ATCS	0.583	0.553			
LOS	A	A			
FP Mitigation					
N-S	350	350	245	245	
EB	253	210	253	210	
WB	205	205	205	205	
Sum	808	765	703	660	
V/C	0.588	0.556	0.511	0.480	
Less ATCS	0.588	0.556	0.511	0.480	
LOS	A	A	A	A	

**PROJECT IMPACT**

Change in v/c due to project: **0.012**      Δv/c after mitigation: **-0.065**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>12</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>O'Farrell St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	840	2	420	14	854	427	0	840	2	420	14	854	2	427	0	854	2	427
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	983	2	492	22	1005	503	0	983	2	492	22	1005	2	503	0	1005	2	503
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	11	0	88	0	11	88	0	11	0	88	0	11	0	88	0	11	0	88
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 498		North-South: 509		North-South: 498		North-South: 509		North-South: 498		North-South: 509		North-South: 498		North-South: 509			
		East-West: 88		East-West: 88		East-West: 88		East-West: 88		East-West: 88		East-West: 88		East-West: 88		East-West: 88			
		SUM: 586		SUM: 597		SUM: 586		SUM: 597		SUM: 586		SUM: 597		SUM: 586		SUM: 597			
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.398		0.391		0.398		0.391		0.398		0.391		0.398			
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.391</b>		<b>0.398</b>		<b>0.391</b>		<b>0.398</b>		<b>0.391</b>		<b>0.398</b>		<b>0.391</b>		<b>0.000</b>			
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>			

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.391**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
13	East-West Street:	1st St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0	
	Through	787	1	397	14	801	404	0	787	1	397	14	801	1	404
	Through-Right		1							1				1	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0	
	Through	887	2	444	22	909	455	0	887	2	444	22	909	2	455
	Through-Right		0							0				0	
	Right	59	1	32	0	59	32	0	59	1	32	0	59	1	32
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54
	Left-Through		0							0				0	
	Through	2	0	56	0	2	56	0	2	0	56	0	2	0	56
	Through-Right		1							1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
WESTBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0	
	Through	1	0	5	0	1	5	0	1	0	5	0	1	0	5
	Through-Right		0							0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0
Left-Through-Right		1								1				1	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	459	North-South:	470	North-South:	459	North-South:	470	North-South:	470	North-South:	470	North-South:	470
		East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59
		SUM:	518	SUM:	529	SUM:	518	SUM:	529	SUM:	529	SUM:	529	SUM:	529
VOLUME/CAPACITY (V/C) RATIO:		0.345		0.353		0.345		0.345		0.353		0.353		0.353	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.245		0.253		0.245		0.245		0.253		0.253		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.345**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>15</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	688	1	346	14	702	353	0	688	1	346	14	702	1	353	0	688	1	353
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	858	1	468	22	880	479	0	858	1	468	22	880	1	479	0	858	1	479
EASTBOUND	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	70	1	70	0	70	70	0	70	1	70	0	70	1	70	0	70	1	70
WESTBOUND	Left-Through		0							0				0				0	
	Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Through-Right		0							0				0				0	
	Right	23	1	17	0	23	17	0	23	1	17	0	23	1	17	0	23	1	17
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	7	0	22	0	7	22	0	7	0	22	0	7	0	22	0	7	0	22
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	37	1	0	0	37	0	0	37	1	0	0	37	1	0	0	37	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 481		481		North-South: 492		492		North-South: 481		481		North-South: 492		492		North-South: 492	
		East-West: 92		92		East-West: 92		92		East-West: 92		92		East-West: 92		92		East-West: 92	
		SUM: 573		573		SUM: 584		584		SUM: 573		573		SUM: 584		584		SUM: 584	
VOLUME/CAPACITY (V/C) RATIO:		0.382		0.382		0.389		0.382		0.382		0.389		0.389		0.389		0.389	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.282		0.282		0.289		0.282		0.282		0.289		0.289		0.289		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.382**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>6th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	438	1	269	9	447	273	0	438	1	269	9	447	1	273	0	438	1	273
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	0	99	0	0	0	99	0	0	0	99	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	343	1	343	8	351	351	0	343	1	343	8	351	1	351	0	343	1	351
	Left-Through		0							0				0				0	
	Through	545	1	299	14	559	306	0	545	1	299	14	559	1	306	0	545	1	306
	Through-Right		1							1				1				1	
	Right	53	0	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	90	0	98	2	92	100	0	90	0	98	2	92	0	100	0	90	0	100
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	26	1	26	1	27	27	0	26	1	26	1	27	1	27	0	26	1	27
	Through-Right		0							0				0				0	
	Right	155	2	0	5	160	0	0	155	2	0	5	160	2	0	0	155	2	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 612		612		North-South: 624		624		North-South: 612		612		North-South: 624		624		North-South: 624	
		East-West: 109		109		East-West: 111		111		East-West: 109		109		East-West: 111		111		East-West: 111	
		SUM: 721		721		SUM: 735		735		SUM: 721		721		SUM: 735		735		SUM: 735	
VOLUME/CAPACITY (V/C) RATIO:				0.506				0.516				0.506				0.516			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.406				0.416				0.406				0.416			
LEVEL OF SERVICE (LOS):				A				A				A				A			

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.506**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	7th St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	339	2	170	9	348	174	0	339	2	170	9	348	2	174	0	348	2	174
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	393	2	197	14	407	204	0	393	2	197	14	407	2	204	0	407	2	204
	Through-Right		0							0				0				0	
	Right	145	1	80	0	145	80	0	145	1	80	0	145	1	80	0	145	1	80
EASTBOUND	Left	235	1	130	0	235	130	0	235	1	130	0	235	1	130	0	235	1	130
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	25	0	130	0	25	130	0	25	0	130	0	25	0	130	0	25	0	130
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 222		North-South: 229		North-South: 222		North-South: 229		North-South: 229		North-South: 229		North-South: 229					
		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130					
		SUM: 352		SUM: 359		SUM: 352		SUM: 359		SUM: 359		SUM: 359		SUM: 359					
VOLUME/CAPACITY (V/C) RATIO:		0.235		0.239		0.235		0.239		0.239		0.239		0.239					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.135		0.139		0.135		0.139		0.139		0.139		-0.100					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.235**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2011</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0						0				0				0		
	Through	24	1	17	0	24	17	0	24	1	17	0	24	1	17	0	24	1	17
	Through-Right		1						1				1				1		
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	24	1	24	15	39	39	0	24	1	24	15	39	1	39	0	39	1	39
	Left-Through		0						0				0				0		
	Through	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Through-Right		1						1				1				1		
	Right	214	0	127	0	214	127	0	214	0	127	0	214	0	127	0	214	0	127
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	175	1	175	0	175	175	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0						0				0				0		
	Through	49	1	32	7	56	35	0	49	1	32	7	56	1	35	0	56	1	35
	Through-Right		1						1				1				1		
	Right	14	0	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0						0				0				0		
	Through	48	1	34	4	52	41	0	48	1	34	4	52	1	41	0	52	1	41
	Through-Right		1						1				1				1		
	Right	19	0	0	10	29	0	0	19	0	0	10	29	0	0	0	29	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362	North-South: 146 East-West: 216 SUM: 362
VOLUME/CAPACITY (V/C) RATIO:			0.249		0.254		0.249		0.254		0.249		0.254		0.249		0.254		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.249</b>		<b>0.254</b>		<b>0.249</b>		<b>0.254</b>		<b>0.249</b>		<b>0.254</b>		<b>0.249</b>		<b>0.254</b>		<b>0.000</b>
LEVEL OF SERVICE (LOS):			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.249**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

**EXISTING PLUS PROJECT PHASE 2 (2011)**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0		
	Through	369	1	192	1	370	193	0	369	1	192	1	370	1	193	0	370	1	193
	Through-Right		1						1				1				1		
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0						0				0				0		
	Through	287	1	217	7	294	220	0	287	1	217	7	294	1	220	0	294	1	220
	Through-Right		1						1				1				1		
	Right	146	0	0	0	146	0	0	146	0	0	0	146	0	0	0	146	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	421	1	421	0	421	421	0	421	1	421	0	421	1	421	0	421	1	421
	Left-Through		0						0				0				0		
	Through	5	0	59	0	5	59	0	5	0	59	0	5	0	59	0	5	0	59
	Through-Right		1						1				1				1		
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	391	2	215	0	391	215	0	391	2	215	0	391	2	215	0	391	2	215
	Left-Through		0						0				0				0		
	Through	146	0	396	0	146	396	0	146	0	396	0	146	0	396	0	146	0	396
	Through-Right		1						1				1				1		
	Right	250	0	0	0	250	0	0	250	0	0	0	250	0	0	0	250	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 329 East-West: 817 SUM: 1146	North-South: 332 East-West: 817 SUM: 1149		North-South: 329 East-West: 817 SUM: 1146				North-South: 332 East-West: 817 SUM: 1149				North-South: 332 East-West: 817 SUM: 1149						
VOLUME/CAPACITY (V/C) RATIO:		0.804	0.806		0.804				0.806				0.806						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.704	0.706		0.704				0.706				-0.100						
LEVEL OF SERVICE (LOS):		C	C		C				C				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.804**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
2	East-West Street:	I-110 Ramps		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	497	2	249	1	498	249	0	497	2	249	1	498	2	249	0	498	2	249
	Through-Right		0						0				0				0		
	Right	2746	2	0	4	2750	0	0	2746	2	0	4	2750	2	0	0	2750	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	720	3	240	7	727	242	0	720	3	240	7	727	3	242	0	727	3	242
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1335	2	466	17	1352	472	0	1335	2	466	17	1352	2	472	0	1352	2	472
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	64	0	466	0	64	472	0	64	0	466	0	64	0	472	0	64	0	472
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249	North-South:	249
		East-West:	466	East-West:	472	East-West:	466	East-West:	466	East-West:	472	East-West:	472	East-West:	472	East-West:	472	East-West:	472
		SUM:	715	SUM:	721	SUM:	715	SUM:	721	SUM:	721	SUM:	721	SUM:	721	SUM:	721	SUM:	721
VOLUME/CAPACITY (V/C) RATIO:			0.477		0.481		0.477		0.481		0.477		0.481		0.477		0.481		0.477
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.377		0.381		0.377		0.381		0.377		0.381		0.377		0.381		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.477**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>			Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:				Date:							
	East-West Street: <b>1st St</b>			Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:				Project:							
No. of Phases				3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	↵ Left-Through		0							0				0				0	
	→ Through	1696	2	568	5	1701	570	0	1696	2	568	5	1701	2	570	0	1701	2	570
	→ Through-Right		1							1				1				1	
	→ Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	↵ Left-Through-Right		0							0				0				0	
	↵ Left-Right		0							0				0				0	
<b>SOUTHBOUND</b>	↵ Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	↵ Left-Through		0							0				0				0	
	→ Through	1363	2	567	24	1387	575	0	1363	2	567	24	1387	2	575	0	1387	2	575
	→ Through-Right		1							1				1				1	
	→ Right	339	0	0	0	339	0	0	339	0	0	0	339	0	0	0	339	0	0
	↵ Left-Through-Right		0							0				0				0	
	↵ Left-Right		0							0				0				0	
<b>EASTBOUND</b>	↵ Left	1066	1	560	0	1066	560	0	1066	1	560	0	1066	1	560	0	1066	1	560
	↵ Left-Through		1							1				1				1	
	→ Through	53	0	560	1	54	560	0	53	0	560	1	54	0	560	0	54	0	560
	→ Through-Right		0							0				0				0	
	→ Right	24	1	18	0	24	18	0	24	1	18	0	24	1	18	0	24	1	18
	↵ Left-Through-Right		0							0				0				0	
	↵ Left-Right		0							0				0				0	
<b>WESTBOUND</b>	↵ Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	↵ Left-Through		0							0				0				0	
	→ Through	134	1	134	0	134	134	0	134	1	134	0	134	1	134	0	134	1	134
	→ Through-Right		0							0				0				0	
	→ Right	203	1	167	0	203	167	0	203	1	167	0	203	1	167	0	203	1	167
	↵ Left-Through-Right		0							0				0				0	
	↵ Left-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		North-South: 641		641		North-South: 643		643		North-South: 641		641		North-South: 643		643		North-South: 643	
		East-West: 727		727		East-West: 727		727		East-West: 727		727		East-West: 727		727		East-West: 727	
		SUM: 1368		1368		SUM: 1370		1370		SUM: 1368		1368		SUM: 1370		1370		SUM: 1370	
VOLUME/CAPACITY (V/C) RATIO:				0.960		0.961		0.960		0.960		0.961		0.961		0.961		0.961	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.860		0.861		0.860		0.860		0.861		0.861		0.861		0.861	
LEVEL OF SERVICE (LOS):				<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>	

**PROJECT IMPACT**

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1467	1	762	5	1472	764	0	1467	1	762	5	1472	1	764	0	1472	1	764
	Through-Right		1							1				1				1	
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
SOUTHBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1249	1	653	24	1273	665	0	1249	1	653	24	1273	1	665	0	1273	1	665
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	134	0	155	0	134	155	0	134	0	155	0	134	0	155	0	134	0	155
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0
WESTBOUND	Left	65	1	65	0	65	65	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	104	0	163	0	104	163	0	104	0	163	0	104	0	163	0	104	0	163
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
CRITICAL VOLUMES		North-South: 826		826		828		North-South: 826		826		North-South: 828		828		North-South: 828		828	
		East-West: 335		335		335		East-West: 335		335		East-West: 335		335		East-West: 335		335	
		SUM: 1161		1163		1163		SUM: 1161		1163		SUM: 1163		1163		SUM: 1163		1163	
VOLUME/CAPACITY (V/C) RATIO:				0.815		0.816				0.815		0.816				0.816		0.816	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.715		0.716				0.715		0.716				0.716		-0.100	
LEVEL OF SERVICE (LOS):				C		C				C		C				C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.815**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
5	East-West Street:	7th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	1323	1	674	5	1328	677	0	1323	1	674	5	1328	1	677	0	1328	1	677
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1058	1	590	24	1082	602	0	1058	1	590	24	1082	1	602	0	1082	1	602
	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0							0				0				0	
	Through	158	0	184	1	159	185	0	158	0	184	1	159	0	185	0	159	0	185
	Through-Right		1							1				1				1	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	86	1	86	0	86	86	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	115	0	167	0	115	167	0	115	0	167	0	115	0	167	0	115	0	167
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 726 East-West: 364 SUM: 1090	North-South: 729 East-West: 364 SUM: 1093		North-South: 726 East-West: 364 SUM: 1090				North-South: 729 East-West: 364 SUM: 1093				North-South: 729 East-West: 364 SUM: 1093						
VOLUME/CAPACITY (V/C) RATIO:		0.727	0.729		0.727				0.729				0.729						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627	0.629		0.627				0.629				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.727**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:														
	East-West Street: <b>9th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project:														
No. of Phases			2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	ATSAC-1 or ATSAC+ATCS-2?			2	Override Capacity			0				
NB--			0	SB--			0	NB--			0	SB--			0	NB--			0	SB--			0
EB--			0	WB--			0	EB--			0	WB--			0	EB--			0	WB--			0
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>							
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
<b>NORTHBOUND</b>	Left	62	1	62	1	63	63	0	62	1	62	1	63	1	63	0	63	1	63				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	1136	1	577	5	1141	579	0	1136	1	577	5	1141	1	579	0	1141	1	579				
	Through-Right	0	1	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0				
	Right	17	0	0	0	0	0	0	17	0	0	0	17	0	0	0	17	0	0				
<b>SOUTHBOUND</b>	Left	44	1	44	0	44	44	0	44	1	44	0	44	1	44	0	44	1	44				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	894	1	503	24	918	515	0	894	1	503	24	918	1	515	0	918	1	515				
	Through-Right	0	1	0	0	112	0	0	112	0	0	0	112	0	0	0	112	0	0				
	Right	112	0	0	0	0	0	0	112	0	0	0	112	0	0	0	112	0	0				
<b>EASTBOUND</b>	Left	230	1	230	0	230	230	0	230	1	230	0	230	1	230	0	230	1	230				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	276	1	276	3	279	279	0	276	1	276	3	279	1	279	0	279	1	279				
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Right	43	1	12	3	46	15	0	43	1	12	3	46	1	15	0	46	1	15				
<b>WESTBOUND</b>	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52				
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through	241	0	274	1	242	275	0	241	0	274	1	242	0	275	0	242	0	275				
	Through-Right	0	1	0	0	33	0	0	33	1	0	0	33	0	0	0	33	0	0				
	Right	33	0	0	0	0	0	0	33	0	0	0	33	0	0	0	33	0	0				
<b>CRITICAL VOLUMES</b>		North-South: 621		North-South: 623		North-South: 621		North-South: 623		North-South: 623		North-South: 623		North-South: 623		North-South: 623		North-South: 623					
		East-West: 504		East-West: 505		East-West: 504		East-West: 504		East-West: 504		East-West: 504		East-West: 504		East-West: 504		East-West: 504					
		SUM: 1125		SUM: 1128		SUM: 1125		SUM: 1125		SUM: 1125		SUM: 1125		SUM: 1125		SUM: 1125		SUM: 1128					
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.750		0.752		0.750		0.750		0.752		0.752		0.752		0.752		-0.100					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.650		0.652		0.650		0.650		0.652		0.652		0.652		0.652		0.652					
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>					

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.750**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:											
7	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0										
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	
	Left-Through	566	1	348	0	566	358	0	566	1	348	0	566	1	358	0	566	1	358	
	Through	119	1	348	21	140	358	0	119	1	348	21	140	1	358	0	140	1	358	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	88	0	88	25	113	113	0	88	0	88	25	113	0	113	0	113	0	113	
	Left-Through	391	1	382	0	391	412	0	391	1	382	0	391	1	412	0	391	1	412	
	Through	21	1	382	0	21	0	0	21	1	382	0	21	1	0	0	21	1	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Left-Through	52	0	69	0	52	69	0	52	0	69	0	52	0	69	0	52	0	69	
	Through	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
WESTBOUND	Left	78	0	78	4	82	82	0	78	0	78	4	82	0	82	0	82	0	82	
	Left-Through	48	0	193	0	48	202	0	48	0	193	0	48	0	202	0	48	0	202	
	Through	67	0	0	5	72	0	0	67	0	0	5	72	0	0	0	72	0	0	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 436	East-West: 209	SUM: 645	North-South: 471	East-West: 218	SUM: 689	North-South: 436	East-West: 209	SUM: 645	North-South: 471	East-West: 218	SUM: 689	North-South: 471	East-West: 218	SUM: 689				
VOLUME/CAPACITY (V/C) RATIO:		0.430			0.459			0.430			0.459			0.430			0.459			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.330			0.359			0.330			0.359			0.330			0.359			
LEVEL OF SERVICE (LOS):		A			A			A			A			A			A			

**PROJECT IMPACT**

Change in v/c due to project: **0.029**      Δv/c after mitigation: **-0.430**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	116	1	116	0	116	116	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0						0				0				0		
	Through	254	1	254	3	257	257	0	254	1	254	3	257	1	257	0	257	1	257
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	174	1	174	1	175	175	0	174	1	174	1	175	1	175	0	175	1	175
	Through-Right		0						0				0				0		
	Right	250	1	69	4	254	64	0	250	1	69	4	254	1	64	0	254	1	64
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	363	1	363	18	381	381	0	363	1	363	18	381	1	381	0	381	1	381
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	76	1	0	0	76	0	0	76	1	0	0	76	1	0	0	76	1	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 290 East-West: 363 SUM: 653	North-South: 291 East-West: 381 SUM: 672		North-South: 290 East-West: 363 SUM: 653				North-South: 291 East-West: 381 SUM: 672				North-South: 291 East-West: 381 SUM: 672						
VOLUME/CAPACITY (V/C) RATIO:		0.458	0.472		0.458				0.472				0.458						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.358	0.372		0.358				0.372				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.458**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	39	2	21	0	39	21	0	39	2	21	0	39	2	21	0	39	2	21
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	27	1	0	0	27	0	0	27	1	0	0	27	1	0	0	27	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	373	1	242	66	439	275	0	373	1	242	66	439	1	275	0	439	1	275
	Through-Right	0	1	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
	Right	111	0	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	102	2	51	14	116	58	0	102	2	51	14	116	2	58	0	116	2	58
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21
		East-West:	315	East-West:	348	East-West:	315	East-West:	315	East-West:	315	East-West:	348	East-West:	348	East-West:	348	East-West:	348
		SUM:	336	SUM:	369	SUM:	336	SUM:	336	SUM:	369	SUM:	369	SUM:	369	SUM:	369	SUM:	369
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.236		0.259		0.236		0.236		0.259		0.259		0.259		0.259		0.259
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.136		0.159		0.136		0.136		0.159		0.159		0.159		0.159		-0.100
<b>LEVEL OF SERVICE (LOS):</b>			A		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project: **0.023**      Δv/c after mitigation: **-0.236**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 11	<b>North-South Street:</b> Harbor Bl	<b>East-West Street:</b> Swinford St / SR-47 EB Ramps	<b>Year of Count:</b> 2011	<b>Projection Year:</b> 2011	<b>Ambient Growth: (%):</b> 0	<b>Peak Hour:</b> AM	<b>Conducted by:</b>	<b>Date:</b>	
	<b>No. of Phases</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	4		4		4	<b>Reviewed by:</b>	<b>Project:</b>	
	<b>Right Turns: FREE-1, NR TOR-2 or OLA-3?</b>	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	
	<b>ATSAC-1 or ATSAC+ATCS-2? Override Capacity</b>	2 0	2 0	2 0	2 0	2 0	2 0	2 0	
<b>MOVEMENT</b>	<b>EXISTING CONDITION</b>	<b>EXISTING PLUS PROJECT</b>	<b>FUTURE CONDITION W/O PROJECT</b>	<b>FUTURE CONDITION W/ PROJECT</b>	<b>FUTURE W/ PROJECT W/ MITIGATION</b>				
	Volume No. of Lanes Lane Volume	Project Traffic Total Volume Lane Volume	Added Volume Total Volume No. of Lanes Lane Volume	Added Volume Total Volume No. of Lanes Lane Volume	Added Volume Total Volume No. of Lanes Lane Volume	Added Volume Total Volume No. of Lanes Lane Volume			
<b>NORTHBOUND</b>	Left	371 2 204	10 381 210	0 371 2 204	10 381 2 210	0 381 2 210			
	Left-Through	0	0	0	0	0			
	Through	753 1 390	35 788 408	0 753 1 390	35 788 1 408	0 788 1 408			
	Through-Right	0	0	0	0	0			
	Right	27 0 0	0 27 0	0 27 0 0	0 27 0 0	0 27 0 0			
<b>SOUTHBOUND</b>	Left	28 1 28	0 28 28	0 28 1 28	0 28 1 28	0 28 1 28			
	Left-Through	0	0	0	0	0			
	Through	77 2 39	10 87 44	0 77 2 39	10 87 2 44	0 87 2 44			
	Through-Right	0	0	0	0	0			
	Right	41 1 0	0 41 0	0 41 1 0	0 41 1 0	0 41 1 0			
<b>EASTBOUND</b>	Left	178 1 178	0 178 178	0 178 1 178	0 178 1 178	0 178 1 178			
	Left-Through	0	0	0	0	0			
	Through	122 0 499	0 122 603	0 122 0 499	0 122 0 603	0 122 0 603			
	Through-Right	0	0	0	0	0			
	Right	876 1 0	208 1084 0	0 876 1 0	208 1084 1 0	0 1084 1 0			
<b>WESTBOUND</b>	Left	39 0 39	0 39 39	0 39 0 39	0 39 0 39	0 39 0 39			
	Left-Through	1	0	1	1	1			
	Through	9 0 26	0 9 26	0 9 0 26	0 9 0 26	0 9 0 26			
	Through-Right	1	0	1	1	1			
	Right	17 0 0	0 17 0	0 17 0 0	0 17 0 0	0 17 0 0			
<b>CRITICAL VOLUMES</b>		North-South: 418 East-West: 538 SUM: 956	North-South: 436 East-West: 642 SUM: 1078	North-South: 418 East-West: 538 SUM: 956	North-South: 436 East-West: 642 SUM: 1078	North-South: 436 East-West: 642 SUM: 1078			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.695	0.784	0.695	0.784	0.784			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.595	0.684	0.595	0.684	0.684			
<b>LEVEL OF SERVICE (LOS):</b>		A	B	A	B	B			

EX									
N-S	418	418							
EB	237	178							
WB	39	39							
Sum	694	635							
V/C	0.505	0.462							
Less ATCS	0.505	0.462							
LOS	A	A							
EP									
N-S	436	436							
EB	293	178							
WB	39	39							
Sum	768	653							
V/C	0.559	0.475							
Less ATCS	0.559	0.475							
LOS	A	A							
FB									
N-S	418	418							
EB	237	178							
WB	39	39							
Sum	694	635							
V/C	0.505	0.462							
Less ATCS	0.505	0.462							
LOS	A	A							
FP									
N-S	436	436							
EB	293	178							
WB	39	39							
Sum	768	653							
V/C	0.559	0.475							
Less ATCS	0.559	0.475							
LOS	A	A							

**PROJECT IMPACT**

Change in v/c due to project: **0.089**      Δv/c after mitigation: **0.089**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>12</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>O'Farrell St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>						<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>						<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>0</b>				<b>0</b>						<b>0</b>					
Override Capacity				<b>0</b>				<b>0</b>						<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	1102	2	551	45	1147	574	0	1102	2	551	45	1147	2	574	0	1147	2	574
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	931	2	466	218	1149	575	0	931	2	466	218	1149	2	575	0	1149	2	575
	Through-Right		0							0				0				0	
	Right	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	18	0	95	0	18	95	0	18	0	95	0	18	0	95	0	18	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 551		North-South: 581		North-South: 551		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581	
		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95	
		SUM: 646		SUM: 676		SUM: 646		SUM: 676		SUM: 676		SUM: 676		SUM: 676		SUM: 676		SUM: 676	
VOLUME/CAPACITY (V/C) RATIO:		0.431		0.451		0.431		0.431		0.451		0.451		0.451		0.451		0.451	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.431		0.451		0.431		0.431		0.451		0.451		0.451		0.451		0.000	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.020**      Δv/c after mitigation: **-0.431**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	997	1	503	45	1042	525	0	997	1	503	45	1042	1	525	0	1042	1	525
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	867	2	434	218	1085	543	0	867	2	434	218	1085	2	543	0	1085	2	543
	Through-Right		0							0				0				0	
	Right	21	1	0	0	21	0	0	21	1	0	0	21	1	0	0	21	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	79	0	79	79	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	11	0	23	0	11	23	0	11	0	23	0	11	0	23	0	11	0	23
	Through-Right		1							1				1				1	
	Right	12	0	0	0	12	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 570 East-West: 79 SUM: 649	North-South: 592 East-West: 79 SUM: 671		North-South: 570 East-West: 79 SUM: 649				North-South: 592 East-West: 79 SUM: 671				North-South: 592 East-West: 79 SUM: 671						
VOLUME/CAPACITY (V/C) RATIO:		0.433	0.447		0.433				0.447				0.433						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.333	0.347		0.333				0.347				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.433**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:					Date:							
15	East-West Street:	5th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:					Project:							
No. of Phases				2		2		2		2		0		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2		2			
Override Capacity				0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	783	1	393	45	828	416	0	783	1	393	45	828	1	416	0	783	1	416
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	567	1	366	218	785	475	0	567	1	366	218	785	1	475	0	567	1	475
	Through-Right		1							1				1				1	
	Right	165	0	0	0	165	0	0	165	0	0	0	165	0	0	0	165	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	136	1	136	0	136	136	0	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	13	1	6	0	13	6	0	13	1	6	0	13	1	6	0	13	1	6
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8
	Through-Right		1							1				1				1	
	Right	11	1	0	0	11	0	0	11	1	0	0	11	1	0	0	11	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 393		393		North-South: 490		490		North-South: 393		393		North-South: 490		490		North-South: 490	
		East-West: 144		144		East-West: 144		144		East-West: 144		144		East-West: 144		144		East-West: 144	
		SUM: 537		537		SUM: 634		634		SUM: 537		537		SUM: 634		634		SUM: 634	
VOLUME/CAPACITY (V/C) RATIO:				0.358				0.423				0.358				0.423			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.258				0.323				0.258				0.323			
LEVEL OF SERVICE (LOS):				A				A				A				A			

### PROJECT IMPACT

Change in v/c due to project: 0.065      Δv/c after mitigation: -0.358  
 Significant impacted? NO      Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
16	East-West Street:	6th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0						0				0				0		
	Through	799	1	406	29	828	421	0	799	1	406	29	828	1	421	0	828	1	421
	Through-Right		1						1				1				1		
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	71	1	71	78	149	149	0	71	1	71	78	149	1	149	0	149	1	149
	Left-Through		0						0				0				0		
	Through	482	1	271	140	622	341	0	482	1	271	140	622	1	341	0	622	1	341
	Through-Right		1						1				1				1		
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0						0				0				0		
	Through	12	0	14	20	32	34	0	12	0	14	20	32	0	34	0	32	0	34
	Through-Right		1						1				1				1		
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0						0				0				0		
	Through	2	1	2	4	6	6	0	2	1	2	4	6	1	6	0	6	1	6
	Through-Right		0						0				0				0		
	Right	14	2	0	16	30	0	0	14	2	0	16	30	2	0	0	30	2	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607	North-South: 477 East-West: 25 SUM: 502	North-South: 570 East-West: 37 SUM: 607
VOLUME/CAPACITY (V/C) RATIO:		0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426	0.352	0.426
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326	0.252	0.326
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.074**      Δv/c after mitigation: **-0.352**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
17	East-West Street:	7th St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	640	2	320	29	669	335	0	640	2	320	29	669	2	335	0	669	2	335
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	274	2	137	140	414	207	0	274	2	137	140	414	2	207	0	414	2	207
	Through-Right		0							0				0				0	
	Right	211	1	154	0	211	154	0	211	1	154	0	211	1	154	0	211	1	154
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	114	0	221	114	0	221	1	114	0	221	1	114	0	221	1	114
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	7	0	114	0	7	114	0	7	0	114	0	7	0	114	0	7	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 320 East-West: 114 SUM: 434	North-South: 335 East-West: 114 SUM: 449		North-South: 320 East-West: 114 SUM: 434				North-South: 335 East-West: 114 SUM: 449				North-South: 335 East-West: 114 SUM: 449						
VOLUME/CAPACITY (V/C) RATIO:		0.289		0.299		0.289		0.289		0.299		0.299		-0.100					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.189		0.199		0.189		0.189		0.199		0.199		-0.100					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.289**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Miner St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
18	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0						0				0				0		
	Through	11	1	6	0	11	6	0	11	1	6	0	11	1	6	0	11	1	6
	Through-Right		1						1				1				1		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	35	1	35	153	188	188	0	35	1	35	153	188	1	188	0	188	1	188
	Left-Through		0						0				0				0		
	Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Through-Right		1						1				1				1		
	Right	134	0	0	0	134	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	307	1	307	0	307	307	0	307	1	307	0	307	1	307	0	307	1	307
	Left-Through		0						0				0				0		
	Through	51	1	28	67	118	62	0	51	1	28	67	118	1	62	0	118	1	62
	Through-Right		1						1				1				1		
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0						0				0				0		
	Through	24	1	20	14	38	38	0	24	1	20	14	38	1	38	0	38	1	38
	Through-Right		1						1				1				1		
	Right	16	0	0	32	48	0	0	16	0	0	32	48	0	0	0	48	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 41 East-West: 327 SUM: 368	North-South: 194 East-West: 345 SUM: 539	North-South: 41 East-West: 327 SUM: 368	North-South: 194 East-West: 345 SUM: 539	North-South: 41 East-West: 327 SUM: 368	North-South: 194 East-West: 345 SUM: 539												
VOLUME/CAPACITY (V/C) RATIO:		0.258	0.378	0.258	0.378	0.258	0.378												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.258	0.378	0.258	0.378	0.258	0.378												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

**PROJECT IMPACT**

Change in v/c due to project: **0.120**      Δv/c after mitigation: **-0.258**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	Summerland Av		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	125	1	125	0	125	125	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	376	1	203	6	382	206	0	376	1	203	6	382	1	206	0	376	1	206
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	517	1	387	2	519	388	0	517	1	387	2	519	1	388	0	517	1	388
	Through-Right		1							1				1				1	
	Right	257	0	0	0	257	0	0	257	0	0	0	257	0	0	0	257	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	221	1	221	0	221	221	0	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	0	0	47	0	0	47	0	0	0	47	0	0	0	47	0	0	0	47
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	47	0	0	0	47	0	0	0	47	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	576	2	317	0	576	317	0	576	2	317	0	576	2	317	0	576	2	317
	Left-Through		0							0				0				0	
	Through	273	0	568	0	273	568	0	273	0	568	0	273	0	568	0	273	0	568
	Through-Right		1							1				1				1	
	Right	295	0	0	0	295	0	0	295	0	0	0	295	0	0	0	295	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 512		512		North-South: 513		513		North-South: 512		512		North-South: 513		513		North-South: 513	
		East-West: 789		789		East-West: 789		789		East-West: 789		789		East-West: 789		789		East-West: 789	
		SUM: 1301		1302		SUM: 1302		1301		SUM: 1301		1302		SUM: 1302		1302		SUM: 1302	
VOLUME/CAPACITY (V/C) RATIO:		0.913		0.914		0.913		0.913		0.914		0.914		0.914		0.914		-0.100	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.813		0.814		0.813		0.813		0.814		0.814		0.814		0.814		-0.100	
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D		D		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.913**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>2</b>	East-West Street:	<b>I-110 Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
NB--		1		SB--		0		NB--		1		SB--		0					
EB--		0		WB--		0		EB--		0		WB--		0					
NB--		1		SB--		0		NB--		1		SB--		0					
EB--		0		WB--		0		EB--		0		WB--		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	765	2	383	6	771	386	0	765	2	383	6	771	2	386	0	771	2	386
	Through-Right		0						0				0				0		
	Right	1721	2	0	16	1737	0	0	1721	2	0	16	1737	2	0	0	1737	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	1100	3	367	2	1102	367	0	1100	3	367	2	1102	3	367	0	1102	3	367
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1534	2	538	3	1537	539	0	1534	2	538	3	1537	2	539	0	1537	2	539
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	81	0	538	0	81	539	0	81	0	538	0	81	0	539	0	81	0	539
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 383		North-South: 386		North-South: 383		North-South: 386		North-South: 386		North-South: 386		North-South: 386		North-South: 386		North-South: 386	
		East-West: 538		East-West: 539		East-West: 538		East-West: 538		East-West: 539		East-West: 539		East-West: 539		East-West: 539		East-West: 539	
		SUM: 921		SUM: 925		SUM: 921		SUM: 921		SUM: 925		SUM: 925		SUM: 925		SUM: 925		SUM: 925	
VOLUME/CAPACITY (V/C) RATIO:		0.614		0.617		0.614		0.614		0.617		0.617		0.617		0.617		0.617	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.514		0.517		0.514		0.514		0.517		0.517		0.517		0.517		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.614**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
3	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	31	1	31	0	31	31	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1421	2	479	22	1443	487	0	1421	2	479	22	1443	2	487	0	1443	2	487
	Through-Right		1							1				1				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	88	1	88	0	88	88	0	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1726	2	723	5	1731	725	0	1726	2	723	5	1731	2	725	0	1731	2	725
	Through-Right		1							1				1				1	
	Right	444	0	0	0	444	0	0	444	0	0	0	444	0	0	0	444	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	771	1	439	0	771	439	0	771	1	439	0	771	1	439	0	771	1	439
	Left-Through		1							1				1				1	
	Through	107	0	439	0	107	439	0	107	0	439	0	107	0	439	0	107	0	439
	Through-Right		0							0				0				0	
	Right	58	1	43	0	58	43	0	58	1	43	0	58	1	43	0	58	1	43
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	125	1	125	1	126	126	0	125	1	125	1	126	1	126	0	126	1	126
	Through-Right		0							0				0				0	
	Right	147	1	103	0	147	103	0	147	1	103	0	147	1	103	0	147	1	103
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321	North-South: 754 East-West: 564 SUM: 1318	North-South: 756 East-West: 565 SUM: 1321
VOLUME/CAPACITY (V/C) RATIO:			0.925		0.927		0.925		0.927		0.925		0.927		0.925		0.927		0.927
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.825		0.827		0.825		0.827		0.825		0.827		0.825		0.827		0.827
LEVEL OF SERVICE (LOS):			D		D		D		D		D		D		D		D		D

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
4	East-West Street:	5th St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0						0				0				0		
	Through	1363	1	696	22	1385	707	0	1363	1	696	22	1385	1	707	0	1385	1	707
	Through-Right		1						1				1				1		
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	70	1	70	0	70	70	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	1339	1	706	5	1344	709	0	1339	1	706	5	1344	1	709	0	1344	1	709
	Through-Right		1						1				1				1		
	Right	73	0	0	0	73	0	0	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0		
	Through	105	0	123	0	105	123	0	105	0	123	0	105	0	123	0	105	0	123
	Through-Right		1						1				1				1		
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0						0				0				0		
	Through	93	0	168	0	93	168	0	93	0	168	0	93	0	168	0	93	0	168
	Through-Right		1						1				1				1		
	Right	75	0	0	0	75	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 766 East-West: 280 SUM: 1046	North-South: 777 East-West: 280 SUM: 1057		North-South: 766 East-West: 280 SUM: 1046				North-South: 777 East-West: 280 SUM: 1057				North-South: 777 East-West: 280 SUM: 1057						
VOLUME/CAPACITY (V/C) RATIO:		0.734	0.742		0.734				0.742				0.734						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.634	0.642		0.634				0.642				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.734**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>5</b>	East-West Street:	<b>7th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	0	24	24	0	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	1158	1	599	22	1180	610	0	1158	1	599	22	1180	1	610	0	1180	1	610
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1176	1	636	5	1181	638	0	1176	1	636	5	1181	1	638	0	1181	1	638
	Through-Right		1							1				1				1	
	Right	95	0	0	0	95	0	0	95	0	0	0	95	0	0	0	95	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	159	1	159	0	159	159	0	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0							0				0				0	
	Through	143	0	170	0	143	170	0	143	0	170	0	143	0	170	0	143	0	170
	Through-Right		1							1				1				1	
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	137	0	209	1	138	210	0	137	0	209	1	138	0	210	0	138	0	210
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 671		671		North-South: 682		682		North-South: 671		671		North-South: 682		682		North-South: 682	
		East-West: 368		368		East-West: 369		369		East-West: 368		368		East-West: 369		369		East-West: 369	
		SUM: 1039		1039		SUM: 1051		1051		SUM: 1039		1039		SUM: 1051		1051		SUM: 1051	
VOLUME/CAPACITY (V/C) RATIO:		0.693		0.701		0.693		0.693		0.701		0.701		0.693		0.693		0.693	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.593		0.601		0.593		0.593		0.601		0.601		0.593		0.593		-0.100	
LEVEL OF SERVICE (LOS):		A		B		A		A		B		B		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.693**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>6</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>9th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>		<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	58	1	58	3	61	61	0	58	1	58	3	61	1	61	0	61	1	61
	Left-Through		0						0				0				0		
	Through	989	1	516	22	1011	527	0	989	1	516	22	1011	1	527	0	1011	1	527
	Through-Right		1						1				1				1		
	Right	43	0	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0						0				0				0		
	Through	1035	1	568	5	1040	571	0	1035	1	568	5	1040	1	571	0	1040	1	571
	Through-Right		1						1				1				1		
	Right	101	0	0	0	101	0	0	101	0	0	0	101	0	0	0	101	0	0
EASTBOUND	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0						0				0				0		
	Through	223	1	223	1	224	224	0	223	1	223	1	224	1	224	0	224	1	224
	Through-Right		0						0				0				0		
	Right	51	1	22	1	52	22	0	51	1	22	1	52	1	22	0	52	1	22
WESTBOUND	Left	63	1	63	0	63	63	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0						0				0				0		
	Through	200	0	273	3	203	276	0	200	0	273	3	203	0	276	0	203	0	276
	Through-Right		1						1				1				1		
	Right	73	0	0	0	73	0	0	73	0	0	0	73	0	0	0	73	0	0
CRITICAL VOLUMES		North-South: 626 East-West: 441 SUM: 1067		North-South: 632 East-West: 444 SUM: 1076		North-South: 626 East-West: 441 SUM: 1067		North-South: 632 East-West: 444 SUM: 1076		North-South: 632 East-West: 444 SUM: 1076		North-South: 632 East-West: 444 SUM: 1076							
VOLUME/CAPACITY (V/C) RATIO:		0.711		0.717		0.711		0.717		0.711		0.717							
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.611</b>		<b>0.617</b>		<b>0.611</b>		<b>0.617</b>		<b>0.611</b>		<b>0.617</b>							
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>							

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.711**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:		Date:													
	East-West Street: <b>22nd St</b>	Projection Year: <b>2011</b>	Peak Hour: <b>PM</b>	Reviewed by:		Project:													
No. of Phases		2	2	2	2	0													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0	0	0	0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0													
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0													
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2													
Override Capacity		0	0	0	0	0													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Through	445	0	255	0	445	257	0	445	0	255	0	445	0	257	0	445	0	257
	Through-Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Right	57	0	255	4	61	257	0	57	0	255	4	61	0	257	0	61	0	257
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	101	0	101	5	106	106	0	101	0	101	5	106	0	106	0	106	0	106
	Left-Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Through	546	0	379	0	546	384	0	546	0	379	0	546	0	384	0	546	0	384
	Through-Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Right	9	0	379	0	9	384	0	9	0	379	0	9	0	384	0	9	0	384
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	29	0	40	0	29	40	0	29	0	40	0	29	0	40	0	29	0	40
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	155	0	155	19	174	174	0	155	0	155	19	174	0	174	0	174	0	174
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	33	0	257	0	33	299	0	33	0	257	0	33	0	299	0	33	0	299
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	69	0	0	23	92	0	0	69	0	0	23	92	0	0	0	92	0	0
	Left-Through-Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 383	<i>East-West:</i> 267	<i>SUM:</i> 650	<i>North-South:</i> 388	<i>East-West:</i> 309	<i>SUM:</i> 697	<i>North-South:</i> 383	<i>East-West:</i> 267	<i>SUM:</i> 650	<i>North-South:</i> 388	<i>East-West:</i> 309	<i>SUM:</i> 697	<i>North-South:</i> 388	<i>East-West:</i> 309	<i>SUM:</i> 697			
VOLUME/CAPACITY (V/C) RATIO:		0.433			0.465			0.433				0.465							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.333			0.365			0.333				0.365				-0.100			
LEVEL OF SERVICE (LOS):		<b>A</b>			<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>			

**PROJECT IMPACT**

Change in v/c due to project: **0.032**      Δv/c after mitigation: **-0.433**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	202	1	202	1	203	203	0	202	1	202	1	203	1	203	0	203	1	203
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	235	1	235	3	238	238	0	235	1	235	3	238	1	238	0	238	1	238
	Through-Right		0						0				0				0		
	Right	335	1	183	16	351	198	0	335	1	183	16	351	1	198	0	351	1	198
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	304	1	304	3	307	307	0	304	1	304	3	307	1	307	0	307	1	307
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	98	1	31	0	98	31	0	98	1	31	0	98	1	31	0	98	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 302 East-West: 304 SUM: 606	North-South: 305 East-West: 307 SUM: 612	North-South: 302 East-West: 304 SUM: 606	North-South: 305 East-West: 307 SUM: 612	North-South: 302 East-West: 304 SUM: 606	North-South: 305 East-West: 307 SUM: 612	North-South: 302 East-West: 304 SUM: 606	North-South: 305 East-West: 307 SUM: 612										
VOLUME/CAPACITY (V/C) RATIO:		0.425	0.429	0.425	0.429	0.425	0.429	0.425	0.429										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.325	0.329	0.325	0.329	0.325	0.329	0.325	0.329										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A										

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.425**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	102	2	56	0	102	56	0	102	2	56	0	102	2	56	0	102	2	56
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	105	1	41	0	105	41	0	105	1	41	0	105	1	41	0	105	1	41
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	203	1	137	13	216	143	0	203	1	137	13	216	1	143	0	216	1	143
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	290	2	145	59	349	175	0	290	2	145	59	349	2	175	0	349	2	175
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 56 East-West: 201 SUM: 257	North-South: 56 East-West: 207 SUM: 263	North-South: 56 East-West: 201 SUM: 257	North-South: 56 East-West: 207 SUM: 263	North-South: 56 East-West: 201 SUM: 257	North-South: 56 East-West: 207 SUM: 263	North-South: 56 East-West: 201 SUM: 257	North-South: 56 East-West: 207 SUM: 263	North-South: 56 East-West: 207 SUM: 263									
VOLUME/CAPACITY (V/C) RATIO:		0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185	0.180	0.185
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085	0.080	0.085
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.180**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>North-South Street: Harbor Bl</b>			<b>Year of Count:</b>	<b>2011</b>	<b>Ambient Growth: (%):</b>	<b>0</b>	<b>Conducted by:</b>		<b>Date:</b>	
<b>11</b>	<b>East-West Street: Swinford St / SR-47 EB Ramps</b>			<b>Projection Year:</b>	<b>2011</b>	<b>Peak Hour:</b>	<b>PM</b>	<b>Reviewed by:</b>		<b>Project:</b>	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?											
Right Turns: FREE-1, NRTOR-2 or OLA-3?											
ATSAC-1 or ATSAC+ATCS-2?											
Override Capacity											
No. of Phases		4		4		4		4		4	
NB--		0		0		0		0		0	
EB--		3		3		3		3		3	
SB--		0		0		0		0		0	
WB--		0		0		0		0		0	
		2		2		2		2		2	
		0		0		0		0		0	
		2		2		2		2		2	
		0		0		0		0		0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>																		
Left	435	2	239	42	477	262	0	435	2	239	42	477	2	262	0	477	2	262
Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through	605	1	314	151	756	389	0	605	1	314	151	756	1	389	0	756	1	389
Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>																		
Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through	123	2	62	2	125	63	0	123	2	62	2	125	2	63	0	125	2	63
Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right	75	1	0	0	75	0	0	75	1	0	0	75	1	0	0	75	1	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>																		
Left	224	1	224	0	224	224	0	224	1	224	0	224	1	224	0	224	1	224
Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through	13	0	557	0	13	576	0	13	0	557	0	13	0	576	0	13	0	576
Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right	1100	1	0	39	1139	0	0	1100	1	0	39	1139	1	0	0	1139	1	0
Left-Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>																		
Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
Left-Through	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Through	31	0	44	0	31	44	0	31	0	44	0	31	0	44	0	31	0	44
Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>	North-South: 326 East-West: 601 SUM: 927			North-South: 401 East-West: 620 SUM: 1021			North-South: 326 East-West: 601 SUM: 927				North-South: 401 East-West: 620 SUM: 1021				North-South: 401 East-West: 620 SUM: 1021			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>	0.674			0.743			0.674				0.743				0.743			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>	0.574			0.643			0.574				0.643				0.643			
<b>LEVEL OF SERVICE (LOS):</b>	A			B			A				B				B			

EX																			
N-S	326		326																
EB	297		224																
WB	44		44																
Sum	667		594																
V/C	0.485		0.432																
Less ATs	0.485		0.432																
LOS	A		A																
FP Mitigation																			
N-S	401		401																
EB	308		224																
WB	44		44																
Sum	753		669																
V/C	0.548		0.487																
Less ATs	0.548		0.487																
LOS	A		A																
Scenario Scenario Change Impact?																			
EX	0.485		0.548		0.063		NO												
FB	0.485		0.548		0.063		NO												

**PROJECT IMPACT**

Change in v/c due to project: **0.069** Δv/c after mitigation: **0.069**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
12	East-West Street:	O'Farrell St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0		0			
Override Capacity		0		0		0		0		0		0		0		0			
NB--		0		0		0		0		0		0		0		0			
SB--		0		0		0		0		0		0		0		0			
EB--		0		0		0		0		0		0		0		0			
WB--		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	980	2	490	194	1174	587	0	980	2	490	194	1174	2	587	0	1174	2	587
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1221	2	611	41	1262	631	0	1221	2	611	41	1262	2	631	0	1262	2	631
	Through-Right		0							0				0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
EASTBOUND	Left	101	0	101	0	101	101	0	101	0	101	0	101	0	101	0	101	0	101
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	18	0	119	0	18	119	0	18	0	119	0	18	0	119	0	18	0	119
	Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	621	North-South:	641	North-South:	621	North-South:	641	North-South:	641	North-South:	641	North-South:	641	North-South:	641	North-South:	641
		East-West:	119	East-West:	119	East-West:	119	East-West:	119	East-West:	119	East-West:	119	East-West:	119	East-West:	119	East-West:	119
		SUM:	740	SUM:	760	SUM:	740	SUM:	760	SUM:	760	SUM:	760	SUM:	760	SUM:	760	SUM:	760
VOLUME/CAPACITY (V/C) RATIO:		0.493		0.507		0.493		0.507		0.507		0.507		0.507		0.507		0.507	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493		0.507		0.493		0.493		0.493		0.507		0.507		0.507		0.000	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.493**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>1st St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:										
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶ Left	9	1	9	1	10	10	0	9	1	9	1	10	1	10	0	10	1	10
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through	927	1	464	194	1121	561	0	927	1	464	194	1121	1	561	0	1121	1	561
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
<b>SOUTHBOUND</b>	↶ Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	1191	2	596	41	1232	616	0	1191	2	596	41	1232	2	616	0	1232	2	616
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	46	1	11	0	46	11	0	46	1	11	0	46	1	11	0	46	1	11
<b>EASTBOUND</b>	↶ Left	71	1	71	0	71	71	0	71	1	71	0	71	1	71	0	71	1	71
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0	0	
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
<b>WESTBOUND</b>	↶ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		North-South: 605	East-West: 71	SUM: 676	North-South: 626	East-West: 71	SUM: 697	North-South: 605	East-West: 71	SUM: 676	North-South: 626	East-West: 71	SUM: 697	North-South: 626	East-West: 71	SUM: 697			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.451		0.465		0.451		0.465		0.465		0.465		0.465		0.465			
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.351		0.365		0.351		0.365		0.365		0.365		0.365		-0.100			
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A		A		A		A		A			

### PROJECT IMPACT

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.451**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	5th St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	26	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	628	1	316	194	822	413	0	628	1	316	194	822	1	413	0	822	1	413
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1018	1	568	41	1059	588	0	1018	1	568	41	1059	1	588	0	1059	1	588
	Through-Right		1							1				1				1	
	Right	117	0	0	0	117	0	0	117	0	0	0	117	0	0	0	117	0	0
EASTBOUND	Left	285	1	285	0	285	285	0	285	1	285	0	285	1	285	0	285	1	285
	Left-Through		0							0				0				0	
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
	Right	17	1	4	0	17	4	0	17	1	4	0	17	1	4	0	17	1	4
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	6	0	18	0	6	18	0	6	0	18	0	6	0	18	0	6	0	18
	Through-Right		1							1				1				1	
	Right	30	1	0	0	30	0	0	30	1	0	0	30	1	0	0	30	1	0
CRITICAL VOLUMES		North-South: 594		594		614		North-South: 594		594		North-South: 614		614		North-South: 614		614	
		East-West: 303		303		303		East-West: 303		303		East-West: 303		303		East-West: 303		303	
		SUM: 897		897		917		SUM: 897		897		SUM: 917		917		SUM: 917		917	
VOLUME/CAPACITY (V/C) RATIO:		0.598		0.611		0.598		0.598		0.611		0.611		0.598		0.598		0.598	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.498		0.511		0.498		0.498		0.511		0.511		0.498		0.498		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **-0.598**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>6th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	533	1	292	125	658	354	0	533	1	292	125	658	1	354	0	533	1	354
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50	0	0
SOUTHBOUND	Left	97	1	97	15	112	112	0	97	1	97	15	112	1	112	0	97	1	112
	Left-Through		0							0				0				0	
	Through	890	1	472	26	916	485	0	890	1	472	26	916	1	485	0	890	1	485
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
EASTBOUND	Left	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	22	0	28	4	26	32	0	22	0	28	4	26	0	32	0	22	0	32
	Through-Right		1							1				1				1	
	Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
WESTBOUND	Left	20	1	20	0	20	20	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	37	1	37	18	55	55	0	37	1	37	18	55	1	55	0	37	1	55
	Through-Right		0							0				0				0	
	Right	115	2	15	70	185	46	0	115	2	15	70	185	2	46	0	115	2	46
CRITICAL VOLUMES		North-South: 479		479		492		North-South: 479		479		492		North-South: 492		492		492	
		East-West: 66		66		84		East-West: 66		66		84		East-West: 84		84		84	
		SUM: 545		545		576		SUM: 545		545		576		SUM: 576		576		576	
VOLUME/CAPACITY (V/C) RATIO:		0.382		0.382		0.404		0.382		0.382		0.404		0.382		0.404		0.404	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.282		0.282		0.304		0.282		0.282		0.304		0.282		0.304		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.022**      Δv/c after mitigation: **-0.382**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
17	East-West Street:	7th St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0	
	Through	361	2	181	125	486	243	0	361	2	181	125	486	2	243
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0							0				0	
	Left-Right		0							0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	642	2	321	26	668	334	0	642	2	321	26	668	2	334
EASTBOUND	Through-Right		0							0				0	
	Right	275	1	215	0	275	215	0	275	1	215	0	275	1	215
	Left-Through-Right		0							0				0	
	Left-Right		0							0				0	
	Left	230	1	121	0	230	121	0	230	1	121	0	230	1	121
WESTBOUND	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	12	0	121	0	12	121	0	12	0	121	0	12	0	121
	Left-Through-Right		0							0				0	
CRITICAL VOLUMES	Left-Right		1							1				1	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0	
	Left-Right		0							0				0	
V/C LESS ATSAC/ATCS ADJUSTMENT:	North-South:	333		346		333		346		346		346		346	
	East-West:	121		121		121		121		121		121		121	
	SUM:	454		467		454		467		467		467		467	
LEVEL OF SERVICE (LOS):	North-South:	0.303		0.311		0.303		0.311		0.311		0.311		0.311	
	East-West:	0.203		0.211		0.203		0.211		0.211		0.211		-0.100	
	SUM:	A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.303**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through		0							0				0				0	
	Through	24	1	13	0	24	13	0	24	1	13	0	24	1	13	0	24	1	13
	Through-Right		1							1				1				1	
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	23	1	23	29	52	52	0	23	1	23	29	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Through-Right		1							1				1				1	
	Right	279	0	177	0	279	177	0	279	0	177	0	279	0	177	0	279	0	177
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	204	1	204	0	204	204	0	204	1	204	0	204	1	204	0	204	1	204
	Left-Through		0							0				0				0	
	Through	36	1	22	13	49	29	0	36	1	22	13	49	1	29	0	49	1	29
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	48	1	40	60	108	108	0	48	1	40	60	108	1	108	0	108	1	108
	Through-Right		1							1				1				1	
	Right	31	0	0	136	167	141	0	31	0	0	136	167	0	141	0	167	0	141
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185	
		East-West: 244		East-West: 345		East-West: 345		East-West: 244		East-West: 244		East-West: 345		East-West: 345		East-West: 345		East-West: 345	
		SUM: 429		SUM: 530		SUM: 530		SUM: 429		SUM: 530		SUM: 530		SUM: 429		SUM: 530		SUM: 530	
VOLUME/CAPACITY (V/C) RATIO:		0.301		0.372		0.301		0.301		0.372		0.372		0.301		0.372		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.301		0.372		0.301		0.301		0.372		0.372		0.301		0.372		0.000	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.071**      Δv/c after mitigation: **-0.301**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	Summerland Av		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	127	1	127	0	127	127	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	498	1	260	1	499	261	0	498	1	260	1	499	1	261	0	499	1	261
	Through-Right		1							1				1				1	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	515	1	336	2	517	337	0	515	1	336	2	517	1	337	0	517	1	337
	Through-Right		1							1				1				1	
	Right	157	0	0	0	157	0	0	157	0	0	0	157	0	0	0	157	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	176	1	176	0	176	176	0	176	1	176	0	176	1	176	0	176	1	176
	Left-Through		0							0				0				0	
	Through	3	0	72	0	3	72	0	3	0	72	0	3	0	72	0	3	0	72
	Through-Right		1							1				1				1	
	Right	69	0	0	0	69	0	0	69	0	0	0	69	0	0	0	69	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	414	2	228	0	414	228	0	414	2	228	0	414	2	228	0	414	2	228
	Left-Through		0							0				0				0	
	Through	148	0	336	0	148	336	0	148	0	336	0	148	0	336	0	148	0	336
	Through-Right		1							1				1				1	
	Right	188	0	0	0	188	0	0	188	0	0	0	188	0	0	0	188	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 463		North-South: 464		North-South: 463		North-South: 464		North-South: 463		North-South: 464		North-South: 464		North-South: 464		North-South: 464	
		East-West: 512		East-West: 512		East-West: 512		East-West: 512		East-West: 512		East-West: 512		East-West: 512		East-West: 512		East-West: 512	
		SUM: 975		SUM: 976		SUM: 975		SUM: 976		SUM: 975		SUM: 976		SUM: 976		SUM: 976		SUM: 976	
VOLUME/CAPACITY (V/C) RATIO:		0.684		0.685		0.684		0.684		0.685		0.685		0.685		0.685		0.685	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.584		0.585		0.584		0.584		0.585		0.585		0.585		0.585		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.684**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>2</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>I-110 Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>						<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>						<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>						<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>						<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	570	2	285	1	571	286	0	570	2	285	1	571	2	286	0	571	2	286
	Through-Right		0						0				0				0		
	Right	1942	2	0	2	1944	0	0	1942	2	0	2	1944	2	0	0	1944	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	934	3	311	2	936	312	0	934	3	311	2	936	3	312	0	936	3	312
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1371	2	483	4	1375	484	0	1371	2	483	4	1375	2	484	0	1375	2	484
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	78	0	483	0	78	484	0	78	0	483	0	78	0	484	0	78	0	484
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 311 East-West: 483 SUM: 794		North-South: 312 East-West: 484 SUM: 796		North-South: 311 East-West: 483 SUM: 794		North-South: 312 East-West: 484 SUM: 796		North-South: 312 East-West: 484 SUM: 796		North-South: 312 East-West: 484 SUM: 796							
VOLUME/CAPACITY (V/C) RATIO:		0.529		0.531		0.529		0.531		0.529		0.531							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.429		0.431		0.429		0.431		0.429		0.431							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.529**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>3</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>1st St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1390	2	469	3	1393	470	0	1390	2	469	3	1393	2	470	0	1393	2	470
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	106	1	106	0	106	106	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through		0							0				0				0	
	Through	1771	2	718	6	1777	720	0	1771	2	718	6	1777	2	720	0	1777	2	720
	Through-Right		1							1				1				1	
	Right	384	0	0	0	384	0	0	384	0	0	0	384	0	0	0	384	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	593	1	342	0	593	342	0	593	1	342	0	593	1	342	0	593	1	342
	Left-Through		1							1				1				1	
	Through	91	0	342	0	91	342	0	91	0	342	0	91	0	342	0	91	0	342
	Through-Right		0							0				0				0	
	Right	86	1	61	0	86	61	0	86	1	61	0	86	1	61	0	86	1	61
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	45	1	45	0	45	45	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0							0				0				0	
	Through	141	1	141	0	141	141	0	141	1	141	0	141	1	141	0	141	1	141
	Through-Right		0							0				0				0	
	Right	163	1	110	0	163	110	0	163	1	110	0	163	1	110	0	163	1	110
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 768 East-West: 483 SUM: 1251		North-South: 770 East-West: 483 SUM: 1253		North-South: 768 East-West: 483 SUM: 1251		North-South: 770 East-West: 483 SUM: 1253		North-South: 770 East-West: 483 SUM: 1253		North-South: 770 East-West: 483 SUM: 1253		North-South: 770 East-West: 483 SUM: 1253					
VOLUME/CAPACITY (V/C) RATIO:		0.878		0.879		0.878		0.879		0.878		0.879		0.879					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.778		0.779		0.778		0.779		0.778		0.779		0.779					
LEVEL OF SERVICE (LOS):		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>					

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **0.001**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0						0				0				0		
	Through	1455	1	745	3	1458	746	0	1455	1	745	3	1458	1	746	0	1458	1	746
	Through-Right		1						1				1				1		
	Right	34	0	0	0	34	0	0	34	0	0	0	34	0	0	0	34	0	0
SOUTHBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0						0				0				0		
	Through	1473	1	776	6	1479	779	0	1473	1	776	6	1479	1	779	0	1479	1	779
	Through-Right		1						1				1				1		
	Right	79	0	0	0	79	0	0	79	0	0	0	79	0	0	0	79	0	0
EASTBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0						0				0				0		
	Through	100	0	120	0	100	120	0	100	0	120	0	100	0	120	0	100	0	120
	Through-Right		1						1				1				1		
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
WESTBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0						0				0				0		
	Through	81	0	150	0	81	150	0	81	0	150	0	81	0	150	0	81	0	150
	Through-Right		1						1				1				1		
	Right	69	0	0	0	69	0	0	69	0	0	0	69	0	0	0	69	0	0
CRITICAL VOLUMES		North-South: 849		849		North-South: 850		850		North-South: 849		849		North-South: 850		850		North-South: 850	
		East-West: 254		254		East-West: 254		254		East-West: 254		254		East-West: 254		254		East-West: 254	
		SUM: 1103		1103		SUM: 1104		1104		SUM: 1103		1103		SUM: 1104		1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:				0.774		0.775		0.774		0.774		0.775		0.775		0.775		0.775	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674		0.675		0.674		0.674		0.675		0.675		0.675		-0.100	
LEVEL OF SERVICE (LOS):				<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.774**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>7th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>WK</b>		Reviewed by:		Project:										
	No. of Phases																		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?																		
	ATSAC-1 or ATSAC+ATCS-2?																		
	Override Capacity																		
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	1343	1	690	3	1346	691	0	1343	1	690	3	1346	1	691	0	1346	1	691
	Through-Right		1							1				1				1	
	Right	36	0	0	0	36	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	1290	1	679	6	1296	682	0	1290	1	679	6	1296	1	682	0	1296	1	682
	Through-Right		1							1				1				1	
	Right	68	0	0	0	68	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	133	1	133	0	133	133	0	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	113	0	165	0	113	165	0	113	0	165	0	113	0	165	0	113	0	165
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	60	1	60	0	60	60	0	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	84	0	147	0	84	147	0	84	0	147	0	84	0	147	0	84	0	147
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 803	803		North-South: 804	804		North-South: 803	803		North-South: 804	804		North-South: 804	804		North-South: 804	804	
		East-West: 280	280		East-West: 280	280		East-West: 280	280		East-West: 280	280		East-West: 280	280		East-West: 280	280	
		SUM: 1083	1083		SUM: 1084	1084		SUM: 1083	1083		SUM: 1084	1084		SUM: 1084	1084		SUM: 1084	1084	
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.722		0.722		0.722		0.723		0.723		0.723		0.723		0.723	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.622		0.622		0.622		0.623		0.623		0.623		0.623		-0.100	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

### PROJECT IMPACT

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.722**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
6	East-West Street:	9th St	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1142	1	588	3	1145	589	0	1142	1	588	3	1145	1	589	0	1145	1	589
	Through-Right		1							1				1				1	
	Right	33	0	0	0	33	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1126	1	607	6	1132	610	0	1126	1	607	6	1132	1	610	0	1132	1	610
	Through-Right		1							1				1				1	
	Right	88	0	0	0	88	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	178	1	178	1	179	179	0	178	1	178	1	179	1	179	0	179	1	179
	Through-Right		0							0				0				0	
	Right	53	1	27	1	54	28	0	53	1	27	1	54	1	28	0	54	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	51	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	177	0	269	0	177	269	0	177	0	269	0	177	0	269	0	177	0	269
	Through-Right		1							1				1				1	
	Right	92	0	0	0	92	0	0	92	0	0	0	92	0	0	0	92	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 659 East-West: 441 SUM: 1100	North-South: 662 East-West: 441 SUM: 1103		North-South: 659 East-West: 441 SUM: 1100				North-South: 662 East-West: 441 SUM: 1103				North-South: 662 East-West: 441 SUM: 1103						
VOLUME/CAPACITY (V/C) RATIO:		0.733	0.735		0.733				0.735				0.735						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633	0.635		0.633				0.635				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.733**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
7	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		1							1				1			1		
	Through	509	0	320	0	509	322	0	509	0	320	0	509	0	322	0	509	0	322
	Through-Right		1							1				1			1		
	Right	106	0	320	5	111	322	0	106	0	320	5	111	0	322	0	111	0	322
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
SOUTHBOUND	Left	128	0	128	6	134	134	0	128	0	128	6	134	0	134	0	134	0	134
	Left-Through		1							1				1			1		
	Through	615	0	570	0	615	582	0	615	0	570	0	615	0	582	0	615	0	582
	Through-Right		1							1				1			1		
	Right	13	0	570	0	13	582	0	13	0	570	0	13	0	582	0	13	0	582
Left-Through-Right		0							0				0			0			
Left-Right		0							0				0			0			
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0							0				0			0		
	Through	23	0	40	0	23	40	0	23	0	40	0	23	0	40	0	23	0	40
	Through-Right		0							0				0			0		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
Left-Through-Right		1							1				1			1			
Left-Right		0							0				0			0			
WESTBOUND	Left	102	0	102	2	104	104	0	102	0	102	2	104	0	104	0	104	0	104
	Left-Through		0							0				0			0		
	Through	27	0	200	0	27	205	0	27	0	200	0	27	0	205	0	27	0	205
	Through-Right		0							0				0			0		
	Right	71	0	0	3	74	0	0	71	0	0	3	74	0	0	0	74	0	0
Left-Through-Right		1							1				1			1			
Left-Right		0							0				0			0			
CRITICAL VOLUMES		North-South: 576		North-South: 588		North-South: 576		North-South: 588		North-South: 576		North-South: 588		North-South: 576		North-South: 588		North-South: 576	
		East-West: 214		East-West: 219		East-West: 214		East-West: 219		East-West: 214		East-West: 219		East-West: 214		East-West: 219		East-West: 219	
		SUM: 790		SUM: 807		SUM: 790		SUM: 807		SUM: 790		SUM: 807		SUM: 790		SUM: 807		SUM: 807	
VOLUME/CAPACITY (V/C) RATIO:		0.527		0.538		0.527		0.538		0.527		0.538		0.527		0.538		0.527	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.427		0.438		0.427		0.438		0.427		0.438		0.427		0.438		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.011**      Δv/c after mitigation: **-0.527**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>8</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>25th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	238	1	238	1	239	239	0	238	1	238	1	239	1	239	0	239	1	239
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	374	1	374	0	374	374	0	374	1	374	0	374	1	374	0	374	1	374
	Through-Right		0						0				0				0		
	Right	372	1	189	2	374	189	0	372	1	189	2	374	1	189	0	374	1	189
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	366	1	366	4	370	370	0	366	1	366	4	370	1	370	0	370	1	370
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	99	1	32	0	99	32	0	99	1	32	0	99	1	32	0	99	1	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 441		North-South: 441		North-South: 441		North-South: 441		North-South: 441		North-South: 441		North-South: 441		North-South: 441		North-South: 441	
		East-West: 366		East-West: 370		East-West: 366		East-West: 366		East-West: 370		East-West: 366		East-West: 370		East-West: 366		East-West: 370	
		SUM: 807		SUM: 811		SUM: 807		SUM: 807		SUM: 811		SUM: 807		SUM: 811		SUM: 807		SUM: 811	
VOLUME/CAPACITY (V/C) RATIO:		0.566		0.569		0.566		0.566		0.569		0.566		0.569		0.566		0.569	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.466		0.469		0.466		0.466		0.469		0.466		0.469		0.466		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.566**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	123	2	68	0	123	68	0	123	2	68	0	123	2	68	0	123	2	68
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	82	1	0	0	82	0	0	82	1	0	0	82	1	0	0	82	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	216	1	163	16	232	171	0	216	1	163	16	232	1	171	0	232	1	171
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	109	0	0	0	109	0	0	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	Left	85	1	85	0	85	85	0	85	1	85	0	85	1	85	0	85	1	85
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	181	2	91	7	188	94	0	181	2	91	7	188	2	94	0	188	2	94
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68	North-South:	68
		East-West:	248	East-West:	256	East-West:	248	East-West:	248	East-West:	256	East-West:	248	East-West:	256	East-West:	248	East-West:	256
		SUM:	316	SUM:	324	SUM:	316	SUM:	316	SUM:	324	SUM:	316	SUM:	324	SUM:	316	SUM:	324
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.222		0.227		0.222		0.227		0.222		0.227		0.222		0.227		0.222
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.122		0.127		0.122		0.127		0.122		0.127		0.122		0.127		-0.100
<b>LEVEL OF SERVICE (LOS):</b>			A		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project: 0.005      Δv/c after mitigation: -0.222  
 Significant impacted? NO      Fully mitigated? N/A

### Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		East-West Street:		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:							
11		Harbor Bl		Swinford St / SR-47 EB Ramps		2011		0											
		No. of Phases		4		Projection Year:		2011		Peak Hour:		WK							
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		NB--		0		SB--		2							
		Right Turns: FREE-1, NR TOR-2 or OLA-3?		0		NB--		0		SB--		0							
		ATSAC-1 or ATSAC+ATCS-2?		2		EB--		3		WB--		0							
		Override Capacity		0		EB--		3		WB--		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	256	2	141	5	261	144	0	256	2	141	5	261	2	144	0	261	2	144
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	538	1	310	19	557	319	0	538	1	310	19	557	1	319	0	557	1	319
	Through-Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	81	0	0	0	81	0	0	81	0	0	0	81	0	0	0	81	0	0
SOUTHBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	138	2	69	2	140	70	0	138	2	69	2	140	2	70	0	140	2	70
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	97	1	0	0	97	0	0	97	1	0	0	97	1	0	0	97	1	0
EASTBOUND	Left	210	1	210	0	210	210	0	210	1	210	0	210	1	210	0	210	1	210
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	215	0	480	0	215	505	0	215	0	480	0	215	0	505	0	215	0	505
	Through-Right	1	0	0	50	795	0	0	745	1	0	50	795	1	0	0	795	1	0
	Right	745	1	0	0	745	0	0	745	1	0	0	745	1	0	0	745	1	0
WESTBOUND	Left	59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	114	0	205	0	114	205	0	114	0	205	0	114	0	205	0	114	0	205
	Through-Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0
CRITICAL VOLUMES		North-South:	345	North-South:	354	North-South:	345	North-South:	345	North-South:	354	North-South:	345	North-South:	354	North-South:	345	North-South:	354
		East-West:	685	East-West:	710	East-West:	685	East-West:	685	East-West:	710	East-West:	685	East-West:	710	East-West:	685	East-West:	710
		SUM:	1030	SUM:	1064	SUM:	1030	SUM:	1030	SUM:	1064	SUM:	1030	SUM:	1064	SUM:	1030	SUM:	1064
VOLUME/CAPACITY (V/C) RATIO:			0.749		0.774		0.749		0.749		0.774		0.749		0.774		0.749		0.774
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.649		0.674		0.649		0.649		0.674		0.649		0.674		0.649		0.674
LEVEL OF SERVICE (LOS):			B		B		B		B		B		B		B		B		B

			Scenario	Scenario Change	Impact?
EX					
N-S	345	345			
EB	252	210			
WB	205	205			
Sum	802	760	EX	0.583 0.592 0.009	NO
V/C	0.583	0.553	FB	0.583 0.592 0.009	NO
Less ATCS	0.583	0.553			
LOS	A	A			
EP					
N-S	354	354			
EB	255	210			
WB	205	205			
Sum	814	769			
V/C	0.592	0.559			
Less ATCS	0.592	0.559			
LOS	A	A			
FB					
N-S	345	345			
EB	252	210			
WB	205	205			
Sum	802	760			
V/C	0.583	0.553			
Less ATCS	0.583	0.553			
LOS	A	A			
FP Mitigation					
N-S	354	354			
EB	255	210			
WB	205	205			
Sum	814	769			
V/C	0.592	0.559			
Less ATCS	0.592	0.559			
LOS	A	A			

**PROJECT IMPACT**  
 Change in v/c due to project: **0.025**      Δv/c after mitigation: **0.025**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:																
<b>12</b>	East-West Street: <b>O'Farrell St</b>	Projection Year: <b>2011</b>	Peak Hour: <b>WK</b>	Reviewed by:	Project:																
No. of Phases: <b>2</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCSAC-1 or ATCSAC+ATCS-2? <b>0</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>																
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6		
	Left-Through		0							0				0				0			
	Through	840	2	420	24	864	432	0	840	2	420	24	864	2	432	0	864	2	432		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	983	2	492	53	1036	518	0	983	2	492	53	1036	2	518	0	1036	2	518		
	Through-Right		0							0				0				0			
	Right	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	11	0	88	0	11	88	0	11	0	88	0	11	0	88	0	11	0	88		
	Left-Through-Right		0							0				0				0			
	Left-Right		1							1				1				1			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 498	East-West: 88		SUM: 586		North-South: 524	East-West: 88		SUM: 612		North-South: 498	East-West: 88		SUM: 586		North-South: 524	East-West: 88		SUM: 612	
VOLUME/CAPACITY (V/C) RATIO:				0.391				0.408				0.391				0.408				0.000	
V/C LESS ATCSAC/ATCS ADJUSTMENT:				0.391				0.408				0.391				0.408				0.000	
LEVEL OF SERVICE (LOS):				<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.017**      Δv/c after mitigation: **-0.391**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>1st St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>WK</b>		Reviewed by:		Project:										
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	787	1	397	24	811	409	0	787	1	397	24	811	1	409	0	811	1	409
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	→ Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
<b>SOUTHBOUND</b>	↵ Left	22	1	22	0	22	22	0	22	1	22	0	22	1	22	0	22	1	22
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	887	2	444	53	940	470	0	887	2	444	53	940	2	470	0	940	2	470
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Right	59	1	32	0	59	32	0	59	1	32	0	59	1	32	0	59	1	32
<b>EASTBOUND</b>	↵ Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54	0	54	1	54
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	2	0	56	0	2	56	0	2	0	56	0	2	0	56	0	2	0	56
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	→ Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
<b>WESTBOUND</b>	↵ Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	1	0	5	0	1	5	0	1	0	5	0	1	0	5	0	1	0	5
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
<b>CRITICAL VOLUMES</b>		North-South:	459	North-South:	485	North-South:	459	North-South:	485	North-South:	485	North-South:	485	North-South:	485	East-West:	59	East-West:	59
		East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59	East-West:	59	SUM:	544	SUM:	544
		SUM:	518	SUM:	544	SUM:	518	SUM:	544	SUM:	544	SUM:	544	SUM:	544				
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.345		0.363		0.345		0.363		0.363		0.363		0.363					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.245		0.263		0.245		0.263		0.263		0.263		0.263		-0.100			
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A		A		A		A		A			

**PROJECT IMPACT**

Change in v/c due to project: **0.018**      Δv/c after mitigation: **-0.345**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:				Date:									
	East-West Street: <b>5th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>WK</b>		Reviewed by:				Project:									
No. of Phases			2		2		2		2		2		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2		2							
Override Capacity			0		0		0		0		0		0							
<b>MOVEMENT</b>			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↶	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	688	1	346	24	712	358	0	688	1	346	24	712	1	358	0	712	1	358
	↷	Through-Right	3	1	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	↷	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↷	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	↶	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	858	1	468	53	911	495	0	858	1	468	53	911	1	495	0	911	1	495
	↷	Through-Right	78	1	0	0	78	0	0	78	0	0	0	78	0	0	0	78	0	0
	↷	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↷	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	↶	Left	70	1	70	0	70	70	0	70	1	70	0	70	1	70	0	70	1	70
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	↷	Through-Right	23	1	17	0	23	17	0	23	1	17	0	23	1	17	0	23	1	17
	↷	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↷	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	↶	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
		Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	7	0	22	0	7	22	0	7	0	22	0	7	0	22	0	7	0	22
	↷	Through-Right	37	1	0	0	37	0	0	37	1	0	0	37	1	0	0	37	1	0
	↷	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↷	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>			North-South:	481	North-South:	508	North-South:	481	North-South:	481	North-South:	508	North-South:	508	North-South:	508	North-South:	508	North-South:	508
			East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92
			SUM:	573	SUM:	600	SUM:	573	SUM:	573	SUM:	600	SUM:	600	SUM:	600	SUM:	600	SUM:	600
VOLUME/CAPACITY (V/C) RATIO:			0.382		0.400		0.382		0.382		0.400		0.400		0.400		0.400		-0.100	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.282		0.300		0.282		0.282		0.300		0.300		0.300		0.300		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

### PROJECT IMPACT

Change in v/c due to project: **0.018**      Δv/c after mitigation: **-0.382**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:			
16	East-West Street:	6th St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:			
No. of Phases		3		3		3		3		3		0		0		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
NB--		0		0		0		0		0		0		0		
SB--		0		0		0		0		0		0		0		
EB--		0		0		0		0		0		0		0		
WB--		0		0		0		0		0		0		0		
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	
	Left-Through		0							0				0		
	Through	438	1	269	15	453	276	0	438	1	269	15	453	1	276	
	Through-Right		1							1				1		
	Right	99	0	0	0	99	0	0	99	0	0	0	99	0	0	
Left-Through-Right		0							0				0			
Left-Right		0							0				0			
SOUTHBOUND	Left	343	1	343	19	362	362	0	343	1	343	19	362	1	362	
	Left-Through		0							0				0		
	Through	545	1	299	34	579	316	0	545	1	299	34	579	1	316	
	Through-Right		1							1				1		
	Right	53	0	0	0	53	0	0	53	0	0	0	53	0	0	
Left-Through-Right		0							0				0			
Left-Right		0							0				0			
EASTBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	
	Left-Through		0							0				0		
	Through	90	0	98	5	95	103	0	90	0	98	5	95	0	103	
	Through-Right		1							1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	
Left-Through-Right		0							0				0			
Left-Right		0							0				0			
WESTBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	
	Left-Through		0							0				0		
	Through	26	1	26	2	28	28	0	26	1	26	2	28	1	28	
	Through-Right		0							0				0		
	Right	155	2	0	9	164	0	0	155	2	0	9	164	2	0	
Left-Through-Right		0							0				0			
Left-Right		0							0				0			
CRITICAL VOLUMES		North-South:	612		North-South:	638		North-South:	612		North-South:	638		North-South:	638	
		East-West:	109		East-West:	114		East-West:	109		East-West:	114		East-West:	114	
		SUM:	721		SUM:	752		SUM:	721		SUM:	752		SUM:	752	
VOLUME/CAPACITY (V/C) RATIO:		0.506		0.528		0.506		0.528		0.528		0.528		0.528		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.406		0.428		0.406		0.428		0.428		0.428		-0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		

**PROJECT IMPACT**

Change in v/c due to project: **0.022**      Δv/c after mitigation: **-0.506**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:					Date:				
17	East-West Street:	7th St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:					Project:				
No. of Phases		2		2		2		2		2		2		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	339	2	170	15	354	177	0	339	2	170	15	354	2	177	0	354	2	177
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	393	2	197	34	427	214	0	393	2	197	34	427	2	214	0	427	2	214
	Through-Right		0							0				0				0	
	Right	145	1	80	0	145	80	0	145	1	80	0	145	1	80	0	145	1	80
EASTBOUND	Left	235	1	130	0	235	130	0	235	1	130	0	235	1	130	0	235	1	130
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	25	0	130	0	25	130	0	25	0	130	0	25	0	130	0	25	0	130
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 222		North-South: 239		North-South: 222		North-South: 239		North-South: 239		North-South: 239		North-South: 239		North-South: 239			
		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130		East-West: 130			
		SUM: 352		SUM: 369		SUM: 352		SUM: 369		SUM: 369		SUM: 369		SUM: 369		SUM: 369			
VOLUME/CAPACITY (V/C) RATIO:		0.235		0.246		0.235		0.235		0.246		0.246		0.246		0.246			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.135		0.146		0.135		0.135		0.146		0.146		0.146		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

**PROJECT IMPACT**

Change in v/c due to project: **0.011**      Δv/c after mitigation: **-0.235**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2011</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		0										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through		0							0				0				0	
	Through	24	1	17	0	24	17	0	24	1	17	0	24	1	17	0	24	1	17
	Through-Right		1							1				1				1	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	24	1	24	37	61	61	0	24	1	24	37	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Through-Right		1							1				1				1	
	Right	214	0	127	0	214	127	0	214	0	127	0	214	0	127	0	214	0	127
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	175	1	175	0	175	175	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	49	1	32	16	65	40	0	49	1	32	16	65	1	40	0	65	1	40
	Through-Right		1							1				1				1	
	Right	14	0	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0				0	
	Through	48	1	34	7	55	46	0	48	1	34	7	55	1	46	0	55	1	46
	Through-Right		1							1				1				1	
	Right	19	0	0	17	36	0	0	19	0	0	17	36	0	0	0	36	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 209 SUM: 355	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367	North-South: 146 East-West: 221 SUM: 367
VOLUME/CAPACITY (V/C) RATIO:			0.249		0.258		0.249		0.258		0.249		0.258		0.249		0.258		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.249</b>		<b>0.258</b>		<b>0.249</b>		<b>0.258</b>		<b>0.249</b>		<b>0.258</b>		<b>0.249</b>		<b>0.258</b>		<b>0.000</b>
LEVEL OF SERVICE (LOS):			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.009**      Δv/c after mitigation: **-0.249**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

**YEAR 2016**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	372	1	194	0	372	194	0	372	1	194	0	372	1	194	0	372	1	194
	Through-Right		1							1				1				1	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	303	1	226	2	305	227	-1	302	1	226	2	304	1	227	0	304	1	227
	Through-Right		1							1				1				1	
	Right	149	0	0	0	149	0	0	149	0	0	0	149	0	0	0	149	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	425	1	425	0	425	425	0	425	1	425	0	425	1	425	0	425	1	425
	Left-Through		0							0				0				0	
	Through	5	0	59	0	5	59	0	5	0	59	0	5	0	59	0	5	0	59
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	398	2	219	0	398	219	0	398	2	219	0	398	2	219	0	398	2	219
	Left-Through		0							0				0				0	
	Through	146	0	431	0	146	431	0	146	0	431	0	146	0	431	0	146	0	431
	Through-Right		1							1				1				1	
	Right	285	0	0	0	285	0	0	285	0	0	0	285	0	0	0	285	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 338 East-West: 856 SUM: 1194	North-South: 339 East-West: 856 SUM: 1195		North-South: 338 East-West: 856 SUM: 1194				North-South: 339 East-West: 856 SUM: 1195				North-South: 339 East-West: 856 SUM: 1195						
VOLUME/CAPACITY (V/C) RATIO:		0.838		0.839		0.838		0.839		0.838		0.839		0.838		0.839		0.838	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.738		0.739		0.738		0.739		0.738		0.739		0.738		0.739		-0.100	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.838**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
2	East-West Street:	I-110 Ramps		Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 1 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0								
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	501	2	251	0	501	251	0	501	2	251	0	501	2	251	0	501	2	251
	Through-Right		0						0				0				0		
	Right	2827	2	0	1	2828	0	0	2827	2	0	1	2828	2	0	0	2828	2	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	758	3	253	2	760	253	-1	757	3	252	2	759	3	253	0	759	3	253
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	1468	2	511	5	1473	512	0	1468	2	511	5	1473	2	512	0	1473	2	512
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	64	0	511	0	64	512	0	64	0	511	0	64	0	512	0	64	0	512
Left-Through-Right		0						0				0				0			
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 253	East-West: 511	SUM: 764	North-South: 253	East-West: 512	SUM: 765	North-South: 252	East-West: 511	SUM: 763	North-South: 253	East-West: 512	SUM: 765	North-South: 253	East-West: 512	SUM: 765			
VOLUME/CAPACITY (V/C) RATIO:		0.509		0.510		0.509		0.510		0.510		0.510		0.510		0.510			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.409		0.410		0.409		0.410		0.410		0.410		0.410		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.509**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
3	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0						0				0				0		
	Through	1707	2	572	1	1708	572	0	1707	2	572	1	1708	2	572	0	1708	2	572
	Through-Right		1						1				1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0						0				0				0		
	Through	1369	2	578	6	1375	580	-1	1368	2	578	6	1374	2	580	0	1374	2	580
	Through-Right		1						1				1				1		
	Right	365	0	0	0	365	0	0	365	0	0	0	365	0	0	0	365	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	1075	1	565	0	1075	565	0	1075	1	565	0	1075	1	565	0	1075	1	565
	Left-Through		1						1				1				1		
	Through	54	0	565	0	54	565	0	54	0	565	0	54	0	565	0	54	0	565
	Through-Right		0						0				0				0		
	Right	24	1	18	0	24	18	0	24	1	18	0	24	1	18	0	24	1	18
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0						0				0				0		
	Through	138	1	138	0	138	138	0	138	1	138	0	138	1	138	0	138	1	138
	Through-Right		0						0				0				0		
	Right	221	1	180	0	221	180	0	221	1	180	0	221	1	180	0	221	1	180
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 655 East-West: 745 SUM: 1400	North-South: 655 East-West: 745 SUM: 1400		North-South: 655 East-West: 745 SUM: 1400				North-South: 655 East-West: 745 SUM: 1400				North-South: 655 East-West: 745 SUM: 1400						
VOLUME/CAPACITY (V/C) RATIO:		0.982	0.982		0.982				0.982				0.982						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.882	0.882		0.882				0.882				0.882						
LEVEL OF SERVICE (LOS):		D	D		D				D				D						

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1470	1	763	1	1471	764	0	1470	1	763	1	1471	1	764	0	1471	1	764
	Through-Right		1							1				1				1	
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
SOUTHBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1250	1	654	6	1256	657	-1	1249	1	653	6	1255	1	656	0	1255	1	656
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	134	0	155	0	134	155	0	134	0	155	0	134	0	155	0	134	0	155
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0
WESTBOUND	Left	66	1	66	0	66	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	105	0	165	0	105	165	0	105	0	165	0	105	0	165	0	105	0	165
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	60	0	0	0	60	0	0	0	60	0	0
CRITICAL VOLUMES		North-South: 827		827		North-South: 828		828		North-South: 827		827		North-South: 828		828		North-South: 828	
		East-West: 337		337		East-West: 337		337		East-West: 337		337		East-West: 337		337		East-West: 337	
		SUM: 1164		1164		SUM: 1165		1165		SUM: 1164		1164		SUM: 1165		1165		SUM: 1165	
VOLUME/CAPACITY (V/C) RATIO:				0.817		0.818		0.817		0.818		0.818		0.818		0.818		0.818	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717		0.718		0.717		0.718		0.718		0.718		0.718		-0.100	
LEVEL OF SERVICE (LOS):				C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.817**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	7th St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	1554	1	809	1	1555	810	0	1554	1	809	1	1555	1	810	0	1555	1	810
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	0	64	0	0	0	64	0	0	0	64	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	63	1	63	0	63	63	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	1089	1	608	6	1095	611	-1	1088	1	607	6	1094	1	610	0	1094	1	610
	Through-Right		1							1				1				1	
	Right	126	0	0	0	126	0	0	126	0	0	0	126	0	0	0	126	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0							0				0				0	
	Through	158	0	184	0	158	184	0	158	0	184	0	158	0	184	0	158	0	184
	Through-Right		1							1				1				1	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	96	1	96	0	96	96	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	129	0	181	0	129	181	0	129	0	181	0	129	0	181	0	129	0	181
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 872		872		North-South: 873		873		North-South: 872		872		North-South: 873		873		North-South: 873	
		East-West: 378		378		East-West: 378		378		East-West: 378		378		East-West: 378		378		East-West: 378	
		SUM: 1250		1251		SUM: 1251		1250		SUM: 1250		1251		SUM: 1251		1251		SUM: 1251	
VOLUME/CAPACITY (V/C) RATIO:		0.833		0.833		0.833		0.833		0.833		0.833		0.833		0.833		0.833	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.733		0.734		0.733		0.733		0.733		0.734		0.734		0.734		-0.100	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.833**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>6</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>9th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	145	1	145	0	145	145	0	145	1	145	0	145	1	145	0	145	1	145
	Left-Through		0							0				0				0	
	Through	1634	1	853	1	1635	853	0	1634	1	853	1	1635	1	853	0	1635	1	853
	Through-Right		1							1				1				1	
	Right	71	0	0	0	71	0	0	71	0	0	0	71	0	0	0	71	0	0
SOUTHBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1010	1	561	6	1016	564	-1	1009	1	561	6	1015	1	564	0	1015	1	564
	Through-Right		1							1				1				1	
	Right	112	0	0	0	112	0	0	112	0	0	0	112	0	0	0	112	0	0
EASTBOUND	Left	230	1	230	0	230	230	0	230	1	230	0	230	1	230	0	230	1	230
	Left-Through		0							0				0				0	
	Through	303	1	303	1	304	304	-1	302	1	302	1	303	1	303	0	303	1	303
	Through-Right		0							0				0				0	
	Right	45	1	0	1	46	0	0	45	1	0	1	46	1	0	0	46	1	0
WESTBOUND	Left	75	1	75	0	75	75	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	243	0	276	0	243	276	0	243	0	276	0	243	0	276	0	243	0	276
	Through-Right		1							1				1				1	
	Right	33	0	0	0	33	0	0	33	0	0	0	33	0	0	0	33	0	0
CRITICAL VOLUMES		North-South: 905		North-South: 905		North-South: 905		North-South: 905		North-South: 905		North-South: 905		North-South: 905					
		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506					
		SUM: 1411		SUM: 1411		SUM: 1411		SUM: 1411		SUM: 1411		SUM: 1411		SUM: 1411					
VOLUME/CAPACITY (V/C) RATIO:		0.941		0.941		0.941		0.941		0.941		0.941		0.941					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.841		0.841		0.841		0.841		0.841		0.841		-0.100					
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		A					

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.941**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>7</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>						<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>						<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>						<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>						<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	6	
	Left-Through		1						1				1				1		
	Through	654	0	393	0	654	396	0	654	0	393	0	654	0	395	0	654	395	
	Through-Right		1						1				1				1		
	Right	120	0	393	5	125	396	-1	119	0	393	5	124	0	395	0	124	0	395
Left-Through-Right		0						0				0				0		0	
Left-Right		0						0				0				0		0	
SOUTHBOUND	Left	90	0	90	7	97	97	-1	89	0	89	7	96	0	96	0	96	0	96
	Left-Through		1						1				1				1		
	Through	480	0	432	0	480	446	0	480	0	430	0	480	0	444	0	480	0	444
	Through-Right		1						1				1				1		
	Right	24	0	432	0	24	446	0	24	0	430	0	24	0	444	0	24	0	444
Left-Through-Right		0						0				0				0		0	
Left-Right		0						0				0				0		0	
EASTBOUND	Left	18	0	18	0	18	18	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		0						0				0				0		0
	Through	52	0	71	0	52	71	0	52	0	71	0	52	0	71	0	52	0	71
	Through-Right		0						0				0				0		0
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Through-Right		1						1				1				1		1	
Left-Right		0						0				0				0		0	
WESTBOUND	Left	81	0	81	1	82	82	-1	80	0	80	1	81	0	81	0	81	0	81
	Left-Through		0						0				0				0		0
	Through	48	0	199	0	48	202	0	48	0	198	0	48	0	201	0	48	0	201
	Through-Right		0						0				0				0		0
	Right	70	0	0	2	72	0	0	70	0	0	2	72	0	0	0	72	0	0
Left-Through-Right		1						1				1				1		1	
Left-Right		0						0				0				0		0	
CRITICAL VOLUMES		North-South: 483		North-South: 493		North-South: 482		North-South: 491		North-South: 491		North-South: 491		North-South: 491		North-South: 491		North-South: 491	
		East-West: 217		East-West: 220		East-West: 216		East-West: 219		East-West: 219		East-West: 219		East-West: 219		East-West: 219		East-West: 219	
		SUM: 700		SUM: 713		SUM: 698		SUM: 710		SUM: 710		SUM: 710		SUM: 710		SUM: 710		SUM: 710	
VOLUME/CAPACITY (V/C) RATIO:		0.467		0.475		0.465		0.473		0.473		0.473		0.473		0.473		0.473	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.367		0.375		0.365		0.373		0.373		0.373		0.373		0.373		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.465**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 8	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>25th St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>AM</b>		Reviewed by:		Project:										
No. of Phases		3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	116	1	116	0	116	116	0	116	1	116	0	116	1	116	0	116	1	116
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	314	1	314	1	315	315	0	314	1	314	1	315	1	315	0	315	1	315
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	258	1	258	0	258	258	0	258	1	258	0	258	1	258	0	258	1	258
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	272	1	85	1	273	84	-1	271	1	85	1	272	1	83	0	272	1	83
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	↵ Left	374	1	374	5	379	379	-1	373	1	373	5	378	1	378	0	378	1	378
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	81	1	0	0	81	0	0	81	1	0	0	81	1	0	0	81	1	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South:	374	North-South:	374	North-South:	374	North-South:	374	North-South:	374	North-South:	374	North-South:	374	North-South:	374	North-South:	374
		East-West:	374	East-West:	379	East-West:	373	East-West:	373	East-West:	378	East-West:	378	East-West:	378	East-West:	378	East-West:	378
		SUM:	748	SUM:	753	SUM:	747	SUM:	747	SUM:	752	SUM:	752	SUM:	752	SUM:	752	SUM:	752
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.525		0.528		0.524		0.528		0.528		0.528		0.528		0.528		0.528	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.425		0.428		0.424		0.424		0.428		0.428		0.428		0.428		-0.100	
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.524**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	39	2	21	0	39	21	0	39	2	21	0	39	2	21	0	39	2	21
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	27	1	0	0	27	0	0	27	1	0	0	27	1	0	0	27	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	375	1	243	17	392	252	-4	371	1	241	17	388	1	250	0	388	1	250
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	111	0	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	107	2	54	4	111	56	-2	105	2	53	4	109	2	55	0	109	2	55
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21	North-South:	21
		East-West:	316	East-West:	325	East-West:	314	East-West:	314	East-West:	323	East-West:	323	East-West:	323	East-West:	323	East-West:	323
		SUM:	337	SUM:	346	SUM:	335	SUM:	335	SUM:	344	SUM:	344	SUM:	344	SUM:	344	SUM:	344
VOLUME/CAPACITY (V/C) RATIO:		0.236		0.243		0.235		0.235		0.241		0.241		0.241		0.241		0.241	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.136		0.143		0.135		0.135		0.141		0.141		0.141		0.141		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.235**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Harbor Bl		Year of Count: 2011		Ambient Growth: (%): 0		Conducted by:		Date:										
	East-West Street: Swinford St / SR-47 EB Ramps		Projection Year: 2011		Peak Hour: AM		Reviewed by:		Project:										
	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2										
	Right Turns: FREE-1, NR TOR-2 or OLA-3?		0		0		0		0										
	ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2										
	Override Capacity		0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	488	2	268	3	491	270	-1	487	2	268	3	490	2	270	0	490	2	270
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	828	1	428	10	838	433	-6	822	1	425	10	832	1	430	0	832	2	286
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
SOUTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	79	2	40	2	81	41	-1	78	2	39	2	80	2	40	0	80	2	40
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	0	0	41	0	0	41	1	0	0	41	1	0	0	41	1	0
EASTBOUND	Left	218	1	218	0	218	218	0	218	1	218	0	218	1	218	0	218	0	218
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	122	0	513	0	122	540	0	122	0	505	0	122	0	532	0	122	0	340
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	904	1	0	54	958	0	-17	887	1	0	54	941	1	0	0	941	2	248
WESTBOUND	Left	39	0	39	0	39	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Through	9	0	26	0	9	26	0	9	0	26	0	9	0	26	0	9	0	26
	Through-Right	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
CRITICAL VOLUMES		North-South: 456	North-South: 461		North-South: 453		North-South: 458		North-South: 314										
		East-West: 552	East-West: 579		East-West: 544		East-West: 571		East-West: 379										
		SUM: 1008	SUM: 1040		SUM: 997		SUM: 1029		SUM: 693										
VOLUME/CAPACITY (V/C) RATIO:		0.733		0.756		0.725		0.748		0.504									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633		0.656		0.625		0.648		0.404									
LEVEL OF SERVICE (LOS):		B		B		B		B		A									

Scenario	Scenario Change	Impact?
FB	0.418 0.431 0.013	NO

FB			
N-S	453	453	
EB	220	218	
WB	39	39	
Sum	712	710	
V/C	0.518	0.516	
Less ATCS	0.418	0.416	
LOS	A	A	
FP Mitigation			
N-S	458	458	314 314
EB	233	218	233 218
WB	39	39	39 39
Sum	730	715	586 571
V/C	0.531	0.520	0.426 0.415
Less ATCS	0.431	0.420	0.326 0.415
LOS	A	A	A A

**PROJECT IMPACT**

Change in v/c due to project:	0.023	Δv/c after mitigation:	-0.221
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
12	East-West Street:	O'Farrell St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	1232	2	616	13	1245	623	-7	1225	2	613	13	1238	2	619	0	1238	2	619
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1005	2	503	57	1062	531	-17	988	2	494	57	1045	2	523	0	1045	2	523
	Through-Right		0							0				0				0	
	Right	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	18	0	95	0	18	95	0	18	0	95	0	18	0	95	0	18	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 616 East-West: 95 SUM: 711	North-South: 623 East-West: 95 SUM: 718	North-South: 613 East-West: 95 SUM: 708	North-South: 619 East-West: 95 SUM: 714	North-South: 619 East-West: 95 SUM: 714													
VOLUME/CAPACITY (V/C) RATIO:		0.474	0.479	0.472	0.476														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.374	0.379	0.372	0.376														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.472**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	1058	1	533	13	1071	540	-7	1051	1	530	13	1064	1	536	0	1064	1	536
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	899	2	450	57	956	478	-18	881	2	441	57	938	2	469	0	938	2	469
	Through-Right		0							0				0				0	
	Right	42	1	0	0	42	0	0	42	1	0	0	42	1	0	0	42	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	146	1	146	0	146	146	0	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	11	0	27	0	11	27	0	11	0	27	0	11	0	27	0	11	0	27
	Through-Right		1							1				1				1	
	Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 600 East-West: 146 SUM: 746	North-South: 607 East-West: 146 SUM: 753		North-South: 597 East-West: 146 SUM: 743				North-South: 603 East-West: 146 SUM: 749				North-South: 603 East-West: 146 SUM: 749						
VOLUME/CAPACITY (V/C) RATIO:		0.524		0.528		0.521				0.526				0.521					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.424		0.428		0.421				0.426				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.521**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	5th St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	836	1	420	13	849	426	-7	829	1	416	13	842	1	423	0	842	1	423
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	593	1	385	57	650	414	-18	575	1	376	57	632	1	405	0	632	1	405
EASTBOUND	Through-Right		1							1				1				1	
	Right	177	0	0	0	177	0	0	177	0	0	0	177	0	0	0	177	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	151	1	151	0	151	151	0	151	1	151	0	151	1	151	0	151	1	151
WESTBOUND	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	14	1	6	0	14	6	0	14	1	6	0	14	1	6	0	14	1	6
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	420		430		416		423		423		423		423		423		423	
	East-West:	162		162		162		162		162		162		162		162		162	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	582		592		578		585		585		585		585		585		585	
		0.408		0.415		0.406		0.411		0.411		0.411		0.411		0.411		0.411	
		0.308		0.315		0.306		0.311		0.311		0.311		0.311		0.311		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.406**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:							
16	East-West Street:	6th St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:							
No. of Phases		4		4		4		4		4		0		0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0					
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2						
Override Capacity		0		0		0		0		0		0		0						
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8	
	Left-Through		0							0				0				0		
	Through	874	1	437	13	887	444	-7	867	1	434	13	880	1	440	0	880	1	440	
	Through-Right		1							1				1				1		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0		
	Through	570	2	285	57	627	314	-18	552	2	276	57	609	2	305	0	609	2	305	
EASTBOUND	Through-Right		0							0				0				0		
	Right	60	1	49	0	60	49	0	60	1	49	0	60	1	49	0	60	1	49	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23	
WESTBOUND	Left-Through		0							0				0				0		
	Through	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	
	Through-Right		1							1				1				1		
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	
	Left-Through-Right		0							0				0				0		
CRITICAL VOLUMES	Left-Right		0							0				0				0		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		1							1				1				1		
VOLUME/CAPACITY (V/C) RATIO:	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
V/C LESS ATSAC/ATCS ADJUSTMENT:	North-South:	437		444		434		440		440		440		440		440		440		
	East-West:	23		23		23		23		23		23		23		23		23		
	SUM:	460		467		457		463		463		463		463		463		463		
LEVEL OF SERVICE (LOS):	0.335		0.340		0.332		0.337		0.337		0.337		0.337		0.337		0.337		0.337	
	0.235		0.240		0.232		0.237		0.237		0.237		0.237		0.237		0.237		-0.100	
	A		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.332**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>Harbor Blvd</b>	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:												
	East-West Street:	<b>7th St</b>	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	2016 CD1 CB											
No. of Phases		3	3		3		3		0												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	0 3 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2												
Override Capacity		0	0		0		0		0												
<b>MOVEMENT</b>		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵ Left	13	1	13		0		0		0		0		0		0		0		0	
	↵ Left-Through		0			0		0		0		0		0		0		0		0	
	→ Through	755	3	252		0		0		0		0		0		0		0		0	
	→ Through-Right		0			0		0		0		0		0		0		0		0	
	→ Right	0	0	0		0		0		0		0		0		0		0		0	
	↵↗ Left-Through-Right		0				0		0		0		0		0		0		0		0
↵↗ Left-Right		0				0		0		0		0		0		0		0		0	
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0		0		0		0		0		0		0		0	
	↵ Left-Through		0			0		0		0		0		0		0		0		0	
	→ Through	348	2	174		0		0		0		0		0		0		0		0	
	→ Through-Right		1			0		0		0		0		0		0		0		0	
	→ Right	223	0	153		0		0		0		0		0		0		0		0	
	↵↗ Left-Through-Right		0				0		0		0		0		0		0		0		0
↵↗ Left-Right		0				0		0		0		0		0		0		0		0	
<b>EASTBOUND</b>	↵ Left	257	2	141		0		0		0		0		0		0		0		0	
	↵ Left-Through		0			0		0		0		0		0		0		0		0	
	→ Through	0	0	0		0		0		0		0		0		0		0		0	
	→ Through-Right		0			0		0		0		0		0		0		0		0	
	→ Right	8	1	0		0		0		0		0		0		0		0		0	
	↵↗ Left-Through-Right		0				0		0		0		0		0		0		0		0
↵↗ Left-Right		0				0		0		0		0		0		0		0		0	
<b>WESTBOUND</b>	↵ Left	0	0	0		0		0		0		0		0		0		0		0	
	↵ Left-Through		0			0		0		0		0		0		0		0		0	
	→ Through	0	0	0		0		0		0		0		0		0		0		0	
	→ Through-Right		0			0		0		0		0		0		0		0		0	
	→ Right	0	0	0		0		0		0		0		0		0		0		0	
	↵↗ Left-Through-Right		0				0		0		0		0		0		0		0		0
↵↗ Left-Right		0				0		0		0		0		0		0		0		0	
<b>CRITICAL VOLUMES</b>		North-South:	252	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	141	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	393	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.276		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.176		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
<b>LEVEL OF SERVICE (LOS):</b>			A		A		A		A		A		A		A		A		A		A

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17A	East-West Street:	7th St	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	2016 WITH PROJECT								
No. of Phases		3	3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2									
Override Capacity		0	0		0		0		0									
MOVEMENT	YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	761	3	254		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	387	2	194		0		0		0		0		0		0		0
	Through-Right		1			0		0		0		0		0		0		0
	Right	223	0	153		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
EASTBOUND	Left	257	2	141		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	12	1	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
CRITICAL VOLUMES		North-South: 254 East-West: 141 SUM: 395	North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.277	0.000		0.000				0.000				0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.177	-0.100		-0.100				-0.100				-0.100					
LEVEL OF SERVICE (LOS):		A	A		A				A				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	<b>Harbor Blvd</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>Sampson Way</b>	Projection Year:	<b>2016</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:	<b>2016 CD1 CB</b>									
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3										
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
<b>MOVEMENT</b>		<b>YEAR 2016 CONDITIONS</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	0	1	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	2	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>SOUTHBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	2	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	337	1	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>EASTBOUND</b>	Left	761	2	419		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	1	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>WESTBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>CRITICAL VOLUMES</b>		North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	419	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	419	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.279		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.179		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
<b>LEVEL OF SERVICE (LOS):</b>			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:											
	East-West Street:	Sampson Way	Projection Year:	2016	Peak Hour:	AM	Reviewed by:		Project:	2016 WITH PROJECT										
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
<b>MOVEMENT</b>		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0		0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0		0
	Through	6	2	3		0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0		0
Left-Right		0				0		0		0		0		0		0		0		0
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0		0
	Through	25	2	13		0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0		0
	Right	374	1	0		0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0		0
Left-Right		0				0		0		0		0		0		0		0		0
EASTBOUND	Left	769	2	423		0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0		0
	Right	0	1	0		0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0		0
Left-Right		0				0		0		0		0		0		0		0		0
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0		0
Left-Right		0				0		0		0		0		0		0		0		0
<b>CRITICAL VOLUMES</b>		North-South: 13 East-West: 423 SUM: 436	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0	North-South: 0 East-West: 0 SUM: 0										
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.291	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000										
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.191	-0.100	-0.100	-0.100	-0.100	-0.100	-0.100	-0.100	-0.100										
<b>LEVEL OF SERVICE (LOS):</b>		A	A	A	A	A	A	A	A	A										

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Miner St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	54	1	30	0	54	30	0	54	1	30	0	54	1	30	0	54	1	30
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	35	1	35	40	75	75	0	35	1	35	40	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	53	1	53	0	53	53	0	53	1	53	0	53	1	53	0	53	1	53
	Through-Right		1							1				1				1	
	Right	135	0	0	0	135	0	0	135	0	0	0	135	0	0	0	135	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	308	1	308	0	308	308	0	308	1	308	0	308	1	308	0	308	1	308
	Left-Through		0							0				0				0	
	Through	58	1	33	17	75	41	0	58	1	33	17	75	1	41	0	75	1	41
	Through-Right		1							1				1				1	
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	29	1	26	4	33	32	0	29	1	26	4	33	1	32	0	33	1	32
	Through-Right		1							1				1				1	
	Right	22	0	0	9	31	0	0	22	0	0	9	31	0	0	0	31	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 66		North-South: 105		North-South: 66		North-South: 105		North-South: 105		North-South: 105		North-South: 105		North-South: 105		North-South: 105	
		East-West: 334		East-West: 340		East-West: 334		East-West: 340		East-West: 340		East-West: 340		East-West: 340		East-West: 340		East-West: 340	
		SUM: 400		SUM: 445		SUM: 400		SUM: 445		SUM: 445		SUM: 445		SUM: 445		SUM: 445		SUM: 445	
VOLUME/CAPACITY (V/C) RATIO:		0.291		0.324		0.291		0.291		0.324		0.324		0.324		0.324		0.324	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.191		0.224		0.191		0.191		0.224		0.224		0.224		0.224		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.033**      Δv/c after mitigation: **-0.291**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	142	1	142	0	142	142	0	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0						0				0				0		
	Through	379	1	204	2	381	205	4	383	1	206	2	385	1	207	0	385	1	207
	Through-Right		1						1				1				1		
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0						0				0				0		
	Through	537	1	414	1	538	415	2	539	1	415	1	540	1	416	0	540	1	416
	Through-Right		1						1				1				1		
	Right	291	0	0	0	291	0	0	291	0	0	0	291	0	0	0	291	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	255	1	255	0	255	255	0	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0				0				0		
	Through	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0	0	56
	Through-Right		1						1				1				1		
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	643	2	354	0	643	354	0	643	2	354	0	643	2	354	0	643	2	354
	Left-Through		0						0				0				0		
	Through	333	0	652	0	333	652	0	333	0	652	0	333	0	652	0	333	0	652
	Through-Right		1						1				1				1		
	Right	319	0	0	0	319	0	0	319	0	0	0	319	0	0	0	319	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 556 East-West: 907 SUM: 1463	North-South: 557 East-West: 907 SUM: 1464		North-South: 557 East-West: 907 SUM: 1464				North-South: 558 East-West: 907 SUM: 1465				North-South: 558 East-West: 907 SUM: 1465						
VOLUME/CAPACITY (V/C) RATIO:			1.027		1.027				1.028				1.028						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.927		0.927				0.927				0.928						
LEVEL OF SERVICE (LOS):			E		E				E				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-1.027**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>2</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>I-110 Ramps</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	765	2	383	2	767	384	4	769	2	385	2	771	2	386	0	771	2	386
	Through-Right		0						0				0				0		
	Right	1785	2	0	4	1789	0	7	1792	2	0	4	1796	2	0	0	1796	2	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	1131	3	377	1	1132	377	2	1133	3	378	1	1134	3	378	0	1134	3	378
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	1642	2	580	1	1643	580	3	1645	2	581	1	1646	2	581	0	1646	2	581
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	97	0	580	0	97	580	0	97	0	581	0	97	0	581	0	97	0	581
Left-Through-Right		0						0				0				0			
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South:	383	North-South:	384	North-South:	385	North-South:	386	North-South:	386	North-South:	386	North-South:	386	East-West:	581	East-West:	581
		East-West:	580	East-West:	580	East-West:	581	East-West:	581	East-West:	581	East-West:	581	East-West:	581	East-West:	581	East-West:	581
		SUM:	963	SUM:	964	SUM:	966	SUM:	966	SUM:	967	SUM:	967	SUM:	967	SUM:	967	SUM:	967
VOLUME/CAPACITY (V/C) RATIO:		0.642		0.643		0.644		0.644		0.645		0.645		0.645		0.645		0.645	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.542		0.543		0.544		0.544		0.545		0.545		0.545		0.545		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.644**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>1st St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:										
No. of Phases		3		3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	31	1	31	0	31	31	2	33	1	33	0	33	1	33	0	33	1	33
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	1438	2	486	6	1444	488	5	1443	2	488	6	1449	2	490	0	1449	2	490
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	↵ Left	149	1	149	0	149	149	2	151	1	151	0	151	1	151	0	151	1	151
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	1745	2	766	2	1747	767	3	1748	2	767	2	1750	2	768	0	1750	2	768
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	553	0	0	0	553	0	0	553	0	0	0	553	0	0	0	553	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	↵ Left	833	1	484	0	833	484	0	833	1	485	0	833	1	485	0	833	1	485
	↵ Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	→ Through	135	0	484	0	135	484	1	136	0	485	0	136	0	485	0	136	0	485
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Right	58	1	43	0	58	43	1	59	1	43	0	59	1	43	0	59	1	43
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	↵ Left	35	1	35	0	35	35	2	37	1	37	0	37	1	37	0	37	1	37
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	134	1	134	0	134	134	3	137	1	137	0	137	1	137	0	137	1	137
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Right	182	1	108	0	182	108	6	188	1	113	0	188	1	113	0	188	1	113
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		North-South: 797		797		798		North-South: 800		800		North-South: 801		801		North-South: 801		801	
		East-West: 618		618		618		East-West: 622		622		East-West: 622		622		East-West: 622		622	
		SUM: 1415		1415		1416		SUM: 1422		1422		SUM: 1423		1423		SUM: 1423		1423	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.993		0.993		0.994		0.998		0.998		0.999		0.999		0.999		0.999	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.893		0.893		0.894		0.898		0.898		0.899		0.899		0.899		0.899	
<b>LEVEL OF SERVICE (LOS):</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>	

### PROJECT IMPACT

Change in v/c due to project: <b>0.001</b>	Δv/c after mitigation: <b>0.001</b>
Significant impacted? <b>NO</b>	Fully mitigated? <b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	1369	1	705	6	1375	708	7	1376	1	708	6	1382	1	711	0	1382	1	711
	Through-Right		1							1				1				1	
	Right	40	0	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0
SOUTHBOUND	Left	120	1	120	0	120	120	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1351	1	715	2	1353	716	5	1356	1	718	2	1358	1	719	0	1358	1	719
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	0	79	0	0	0	79	0	0	0	79	0	0
EASTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	125	0	143	0	125	143	0	125	0	143	0	125	0	143	0	125	0	143
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
WESTBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	93	0	177	0	93	177	0	93	0	177	0	93	0	177	0	93	0	177
	Through-Right		1							1				1				1	
	Right	84	0	0	0	84	0	0	84	0	0	0	84	0	0	0	84	0	0
CRITICAL VOLUMES		North-South: 825		825		North-South: 828		828		North-South: 831		831		North-South: 831		831		831	
		East-West: 289		289		East-West: 289		289		East-West: 289		289		East-West: 289		289		289	
		SUM: 1114		1117		SUM: 1117		1117		SUM: 1120		1120		SUM: 1120		1120		1120	
VOLUME/CAPACITY (V/C) RATIO:				0.782		0.784		0.784		0.784		0.786		0.786		0.786		0.786	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.682		0.684		0.684		0.684		0.686		0.686		0.686		-0.100	
LEVEL OF SERVICE (LOS):				<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.784**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Gaffey St</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:														
<b>5</b>	East-West Street: <b>7th St</b>	Projection Year: <b>2011</b>	Peak Hour: <b>PM</b>	Reviewed by:	Project:														
No. of Phases: <b>2</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCSAC-1 or ATCSAC+ATCS-2? <b>2</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	Left	38	1	38	0	38	38	2	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	1246	1	649	6	1252	652	7	1253	1	652	6	1259	1	655	0	1259	1	655
	Through-Right		1							1				1				1	
	Right	51	0	0	0	51	0	0	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
<b>SOUTHBOUND</b>	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1272	1	689	2	1274	690	5	1277	1	692	2	1279	1	693	0	1279	1	693
	Through-Right		1							1				1				1	
	Right	106	0	0	0	106	0	0	106	0	0	0	106	0	0	0	106	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
<b>EASTBOUND</b>	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0				0				0	
	Through	178	0	219	0	178	219	0	178	0	220	0	178	0	220	0	178	0	220
	Through-Right		1							1				1				1	
	Right	41	0	0	0	41	0	1	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
<b>WESTBOUND</b>	Left	66	1	66	0	66	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	159	0	231	0	159	231	0	159	0	231	0	159	0	231	0	159	0	231
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
<b>CRITICAL VOLUMES</b>		North-South: 727		727	North-South: 728		728	North-South: 732		732	North-South: 733		733	North-South: 733		733	East-West: 399		399
		East-West: 399		399	East-West: 399		399	East-West: 399		399	East-West: 399		399	East-West: 399		399	East-West: 399		399
		SUM: 1126		1127	SUM: 1127		1131	SUM: 1131		1132	SUM: 1132		1132	SUM: 1132		1132	SUM: 1132		1132
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.751			0.754			0.755						
V/C LESS ATCSAC/ATCS ADJUSTMENT:				<b>0.651</b>			<b>0.651</b>			<b>0.654</b>			<b>0.655</b>						<b>-0.100</b>
LEVEL OF SERVICE (LOS):				<b>B</b>			<b>B</b>			<b>B</b>			<b>B</b>						<b>A</b>

### PROJECT IMPACT

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.754**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>6</b>	East-West Street:	<b>9th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>		<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	77	1	77	1	78	78	0	77	1	77	1	78	1	78	0	78	1	78
	Left-Through		0							0			0				0		
	Through	1041	1	556	6	1047	559	9	1050	1	560	6	1056	1	563	0	1056	1	563
	Through-Right		1							1			1				1		
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
SOUTHBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0			0				0		
	Through	1209	1	655	2	1211	656	4	1213	1	658	2	1215	1	659	0	1215	1	659
	Through-Right		1							1			1				1		
	Right	101	0	0	0	101	0	1	102	0	0	0	102	0	0	0	102	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
EASTBOUND	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0							0			0				0		
	Through	256	1	256	0	256	256	1	257	1	257	0	257	1	257	0	257	1	257
	Through-Right		0							0			0				0		
	Right	59	1	21	0	59	20	0	59	1	21	0	59	1	20	0	59	1	20
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
WESTBOUND	Left	123	1	123	0	123	123	0	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0			0				0		
	Through	315	0	406	1	316	407	3	318	0	409	1	319	0	410	0	319	0	410
	Through-Right		1							1			1				1		
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0
	Left-Through-Right		0							0			0				0		
	Left-Right		0							0			0				0		
CRITICAL VOLUMES		North-South: 732		732		North-South: 734		734		North-South: 735		735		North-South: 737		737		North-South: 737	
		East-West: 574		574		East-West: 575		575		East-West: 577		577		East-West: 578		578		East-West: 578	
		SUM: 1306		1306		SUM: 1309		1309		SUM: 1312		1312		SUM: 1315		1315		SUM: 1315	
VOLUME/CAPACITY (V/C) RATIO:				0.871				0.873				0.875				0.877			
V/C LESS ATSAC/ATCS ADJUSTMENT:				<b>0.771</b>				<b>0.773</b>				<b>0.775</b>				<b>0.777</b>			
LEVEL OF SERVICE (LOS):				<b>C</b>				<b>C</b>				<b>C</b>				<b>C</b>			

**PROJECT IMPACT**

Change in v/c due to project:	<b>0.002</b>	Δv/c after mitigation:	<b>-0.875</b>
Significant impacted?	<b>NO</b>	Fully mitigated?	<b>N/A</b>



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>7</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1			1		1		1		1	
	Through	496	0	292	0	496	293	0	496	0	295	0	496	0	295	0	496	0	295
	Through-Right		1		1	69	293		73	0	295	1	74	0	295	0	74	0	295
	Right	68	0	292	1	69	293	5	73	0	295	1	74	0	295	0	74	0	295
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
SOUTHBOUND	Left	112	0	112	2	114	114	4	116	0	116	2	118	0	118	0	118	0	118
	Left-Through		1						1			1		1		1		1	
	Through	645	0	440	0	645	442	1	646	0	444	0	646	0	446	0	646	0	446
	Through-Right		1						1			1		1		1		1	
	Right	10	0	440	0	10	442	0	10	0	444	0	10	0	446	0	10	0	446
	Left-Through-Right		0						0			0		0		0		0	
	Left-Right		0						0			0		0		0		0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		0						0			0		0		0		0	
	Through	30	0	41	0	30	41	3	33	0	44	0	33	0	44	0	33	0	44
	Through-Right		0						0			0		0		0		0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1						1			1		1		1		1	
	Left-Right		0						0			0		0		0		0	
WESTBOUND	Left	162	0	162	5	167	167	11	173	0	173	5	178	0	178	0	178	0	178
	Left-Through		0						0			0		0		0		0	
	Through	33	0	265	0	33	276	6	39	0	291	0	39	0	302	0	39	0	302
	Through-Right		0						0			0		0		0		0	
	Right	70	0	0	6	76	0	9	79	0	0	6	85	0	0	0	85	0	0
	Left-Through-Right		1						1			1		1		1		1	
	Left-Right		0						0			0		0		0		0	
CRITICAL VOLUMES		North-South: 445		North-South: 447		North-South: 449		North-South: 451		North-South: 451		North-South: 451		North-South: 451		North-South: 451		North-South: 451	
		East-West: 275		East-West: 286		East-West: 301		East-West: 312		East-West: 312		East-West: 312		East-West: 312		East-West: 312		East-West: 312	
		SUM: 720		SUM: 733		SUM: 750		SUM: 763		SUM: 763		SUM: 763		SUM: 763		SUM: 763		SUM: 763	
VOLUME/CAPACITY (V/C) RATIO:		0.480		0.489		0.500		0.509		0.509		0.509		0.509		0.509		0.509	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.380		0.389		0.400		0.409		0.409		0.409		0.409		0.409		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.009**      Δv/c after mitigation: **-0.500**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>8</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>25th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	255	1	255	0	255	255	2	257	1	257	0	257	1	257	0	257	1	257
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	320	1	320	1	321	321	3	323	1	323	1	324	1	324	0	324	1	324
	Through-Right		0							0				0				0	
	Right	342	1	173	4	346	177	7	349	1	179	4	353	1	182	0	353	1	182
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	338	1	338	1	339	339	3	341	1	341	1	342	1	342	0	342	1	342
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	107	1	40	0	107	40	0	107	1	40	0	107	1	40	0	107	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 387		387		North-South: 388		388		North-South: 390		390		North-South: 391		391		North-South: 391	
		East-West: 338		338		East-West: 339		339		East-West: 341		341		East-West: 342		342		East-West: 342	
		SUM: 725		725		SUM: 727		727		SUM: 731		731		SUM: 733		733		SUM: 733	
VOLUME/CAPACITY (V/C) RATIO:				0.509				0.510				0.513				0.514			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.409				0.410				0.413				0.414			
LEVEL OF SERVICE (LOS):				A				A				A				A			

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.513**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
9	East-West Street:	22nd St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	102	2	56	0	102	56	0	102	2	56	0	102	2	56	0	102	2	56
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	105	1	41	0	105	41	0	105	1	41	0	105	1	41	0	105	1	41
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	203	1	137	5	208	139	11	214	1	142	5	219	1	145	0	219	1	145
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	70	0	0	0	70	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	64	1	64	0	64	64	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	289	2	145	15	304	152	26	315	2	158	15	330	2	165	0	330	2	165
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: East-West: SUM:	56 201 257	North-South: East-West: SUM:	56 203 259	North-South: East-West: SUM:	56 206 262	North-South: East-West: SUM:	56 209 265	North-South: East-West: SUM:	56 209 265	North-South: East-West: SUM:	56 209 265						
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.180 0.080 A	0.180 0.082 A	0.184 0.084 A	0.186 0.086 A	0.184 0.084 A	0.186 0.086 A	0.186 0.086 A	0.186 0.086 A	0.186 0.086 A	0.186 0.086 A	0.186 0.086 A							

### PROJECT IMPACT

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.184**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:										
	East-West Street:		Projection Year:		Peak Hour:		Reviewed by:		Project:										
11	Harbor Bl Swinford St / SR-47 EB Ramps		2011		0														
	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2										
	Right Turns: FREE-1, NR TOR-2 or OLA-3?		0		0		0		0										
	ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2										
	Override Capacity		0		0		0		0										
	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
	EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 0 WB-- 0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	488	2	268	11	499	274	41	529	2	291	11	540	2	297	0	540	2	297
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	616	1	319	40	656	339	34	650	1	336	40	690	1	356	0	690	1	356
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	141	2	71	1	142	71	1	142	2	71	1	143	2	72	0	143	2	72
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	81	1	0	0	81	0	0	81	1	0	0	81	1	0	0	81	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	239	1	239	0	239	239	0	239	1	239	0	239	1	239	0	239	1	239
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	13	0	611	0	13	618	0	13	0	620	0	13	0	627	0	13	0	627
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1209	1	0	14	1223	0	17	1226	1	0	14	1240	1	0	0	1240	1	0
	Left-Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	31	0	44	0	31	44	0	31	0	44	0	31	0	44	0	31	0	44
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 339	East-West: 655	SUM: 994	North-South: 351	East-West: 662	SUM: 1013	North-South: 362	East-West: 664	SUM: 1026	North-South: 369	East-West: 671	SUM: 1040	North-South: 369	East-West: 671	SUM: 1040			
VOLUME/CAPACITY (V/C) RATIO:		0.723		0.737	0.746		0.756	0.756		0.756	0.756		0.756						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.623		0.637	0.646		0.656	0.656		0.656	0.656		0.656						
LEVEL OF SERVICE (LOS):		B		B	B		B	B		B	B		B						

Scenario	Scenario Change	Impact?
FB	0.105 0.423 0.017	NO

FB		
N-S	348	348
EB	303	239
WB	44	44
Sum	695	631
V/C	0.505	0.459
Less ATCS	0.405	0.359
LOS	A	A

FP Mitigation	
N-S	368 368
EB	307 239
WB	44 44
Sum	719 651
V/C	0.523 0.473
Less ATCS	0.423 0.373
LOS	A A

**PROJECT IMPACT**

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
12	East-West Street:	O'Farrell St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0	
	Through	968	2	484	51	1019	510	75	1043	2	522	51	1094	2	547
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	1349	2	675	15	1364	682	19	1368	2	684	15	1383	2	692
	Through-Right		0							0				0	
	Right	8	1	8	0	8	8	0	8	1	8	0	8	1	8
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	101	0	101	0	101	101	0	101	0	101	0	101	0	101
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	18	0	119	0	18	119	0	18	0	119	0	18	0	119
Left-Through-Right		0								0				0	
Left-Right		1								1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South: 684		North-South: 691		North-South: 693		North-South: 701		North-South: 701		North-South: 701		North-South: 701	
		East-West: 119		East-West: 119		East-West: 119		East-West: 119		East-West: 119		East-West: 119		East-West: 119	
		SUM: 803		SUM: 810		SUM: 812		SUM: 820		SUM: 820		SUM: 820		SUM: 820	
VOLUME/CAPACITY (V/C) RATIO:		0.535		0.540		0.541		0.547		0.547		0.547		0.547	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.435		0.440		0.441		0.447		0.447		0.447		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.541**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2011	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	911	1	456	51	962	482	5	916	1	459	51	967	1	485	0	967	1	485
	Through-Right		1							1				1				1	
	Right	1	0	0	0	1	0	1	2	0	0	0	2	0	0	0	2	0	0
SOUTHBOUND	Left	7	1	7	0	7	7	20	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	1259	2	630	15	1274	637	-2	1257	2	629	15	1272	2	636	0	1272	2	636
	Through-Right		0							0				0				0	
	Right	86	1	38	0	86	38	0	86	1	38	0	86	1	38	0	86	1	38
EASTBOUND	Left	96	1	96	0	96	96	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	0	0	18	0	0	18	4	4	0	22	0	4	0	22	0	4	0	22
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
WESTBOUND	Left	0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	13	13	0	85	0	13	0	85	0	13	0	85
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	69	69	0	0	0	69	0	0	0	69	0	0
CRITICAL VOLUMES		North-South: 642 East-West: 96 SUM: 738	North-South: 649 East-West: 96 SUM: 745	North-South: 641 East-West: 181 SUM: 822	North-South: 648 East-West: 181 SUM: 829	North-South: 648 East-West: 181 SUM: 829													
VOLUME/CAPACITY (V/C) RATIO:		0.537	0.542	0.598	0.603														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.437	0.442	0.498	0.503														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.598**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	5th St		Projection Year:	2011		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26	0	26	26	0	26	1	26	0	26	1	26	0	26	1	26
	Left-Through		0							0				0				0	
	Through	610	1	307	51	661	332	6	616	1	310	51	667	1	335	0	667	1	335
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1090	1	606	15	1105	614	1	1091	1	607	15	1106	1	614	0	1106	1	614
EASTBOUND	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	287	1	287	0	287	287	0	287	1	287	0	287	1	287	0	287	1	287
WESTBOUND	Left-Through		0							0				0				0	
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
	Right	17	1	4	0	17	4	0	17	1	4	0	17	1	4	0	17	1	4
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	30	1	29	0	30	29	0	30	1	29	0	30	1	29	0	30	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	632		640		633		640		633		640		640		633		640	
	East-West:	316		316		316		316		316		316		316		316		316	
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:		948		956		949		956		956		956		956		956		
	0.665		0.671		0.666		0.671		0.671		0.671		0.671		0.671		0.671		
	0.565		0.571		0.566		0.571		0.571		0.571		0.571		0.571		-0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.666**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>6th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0						
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 0						
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	713	1	357	51	764	382	6	719	1	360	51	770	1	385	0	770	1	385
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1194	2	597	15	1209	605	1	1195	2	598	15	1210	2	605	0	1210	2	605
EASTBOUND	Through-Right		0							0				0				0	
	Right	98	1	55	0	98	55	0	98	1	55	0	98	1	55	0	98	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	86	1	86	0	86	86	0	86	1	86	0	86	1	86	0	86	1	86
WESTBOUND	Left-Through		0							0				0				0	
	Through	3	0	16	0	3	16	0	3	0	16	0	3	0	16	0	3	0	16
	Through-Right		1							1				1				1	
	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	606	North-South:	614	North-South:	607	North-South:	614	North-South:	614	North-South:	614	North-South:	614	North-South:	614	North-South:	614
		East-West:	86	East-West:	86	East-West:	86	East-West:	86	East-West:	86	East-West:	86	East-West:	86	East-West:	86	East-West:	86
		SUM:	692	SUM:	700	SUM:	693	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700
VOLUME/CAPACITY (V/C) RATIO:		0.503		0.509		0.504		0.509		0.509		0.509		0.509		0.509		0.509	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.403		0.409		0.404		0.404		0.404		0.409		0.409		0.409		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.504**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Harbor Blvd</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:	<b></b>	Date:	<b></b>									
17A	East-West Street:	<b>7th St</b>	Projection Year:	<b>2016</b>	Peak Hour:	<b>PM</b>	Reviewed by:	<b></b>	Project:	<b>2016 CD1 CB</b>									
No. of Phases		<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0	NB-- 0   SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0	EB-- 3   WB-- 0									
Override Capacity		<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>									
MOVEMENT		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	12	1	12		0			0		0		0		0		0		0
	Left-Through		0			0			0		0		0		0		0		0
	Through	440	3	147		0			0		0		0		0		0		0
	Through-Right		0			0			0		0		0		0		0		0
	Right	0	0	0		0			0		0		0		0		0		0
<b>SOUTHBOUND</b>	Left	0	0	0		0			0		0		0		0		0		0
	Left-Through		0			0			0		0		0		0		0		0
	Through	660	2	330		0			0		0		0		0		0		0
	Through-Right		1			0			0		0		0		0		0		0
	Right	360	0	287		0			0		0		0		0		0		0
<b>EASTBOUND</b>	Left	268	2	147		0			0		0		0		0		0		0
	Left-Through		0			0			0		0		0		0		0		0
	Through	0	0	0		0			0		0		0		0		0		0
	Through-Right		0			0			0		0		0		0		0		0
	Right	12	1	0		0			0		0		0		0		0		0
<b>WESTBOUND</b>	Left	0	0	0		0			0		0		0		0		0		0
	Left-Through		0			0			0		0		0		0		0		0
	Through	0	0	0		0			0		0		0		0		0		0
	Through-Right		0			0			0		0		0		0		0		0
	Right	0	0	0		0			0		0		0		0		0		0
<b>CRITICAL VOLUMES</b>		North-South:		342	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0
		East-West:		147	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0
		SUM:		489	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.343		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			<b>0.243</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>		<b>-0.100</b>
<b>LEVEL OF SERVICE (LOS):</b>			<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>

### PROJECT IMPACT

Change in v/c due to project: 0.000      Δv/c after mitigation: 0.000  
 Significant impacted? NO      Fully mitigated? N/A



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Blvd</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:				Date:									
	East-West Street: <b>7th St</b>		Projection Year: <b>2016</b>		Peak Hour: <b>PM</b>		Reviewed by:				Project: <b>2016 WITH PROJECT</b>									
No. of Phases		3		3		3		3		3		0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		3								
		0		0		0		0		0		0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2								
Override Capacity		0		0		0		0		0		0								
<b>MOVEMENT</b>		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	↵ Left	15	1	15		0													0	
	↵ Left-Through		0			0													0	
	→ Through	477	3	159		0													0	
	→ Through-Right		0			0													0	
	→ Right	0	0	0		0														0
	↵↗ Left-Through-Right		0				0													0
↗ Left-Right		0				0													0	
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0													0	
	↵ Left-Through		0			0													0	
	→ Through	666	2	333		0													0	
	→ Through-Right		1			0													0	
	→ Right	360	0	287		0														0
	↵↗ Left-Through-Right		0				0													0
↗ Left-Right		0				0													0	
<b>EASTBOUND</b>	↵ Left	268	2	147		0													0	
	↵ Left-Through		0			0													0	
	→ Through	0	0	0		0													0	
	→ Through-Right		0			0													0	
	→ Right	12	1	0		0														0
	↵↗ Left-Through-Right		0				0													0
↗ Left-Right		0				0													0	
<b>WESTBOUND</b>	↵ Left	0	0	0		0													0	
	↵ Left-Through		0			0													0	
	→ Through	0	0	0		0													0	
	→ Through-Right		0			0													0	
	→ Right	0	0	0		0														0
	↵↗ Left-Through-Right		0				0													0
↗ Left-Right		0				0													0	
<b>CRITICAL VOLUMES</b>		North-South: 348		East-West: 147		SUM: 495		North-South: 0		East-West: 0		SUM: 0		North-South: 0		East-West: 0		SUM: 0		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.347		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.247		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A		A		A		A		A		A		

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2016	Peak Hour:	PM	Reviewed by:		Project:	2016 CD1 CB								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 0								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	1	0		0				0				0				0	
	Left-Through		0	0		0				0				0				0	
	Through	0	2	0		0				0				0				0	
	Through-Right		0	0		0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0	0		0				0				0				0	
	Left-Right		0	0		0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0	0		0				0				0				0	
	Through	0	2	0		0				0				0				0	
	Through-Right		0	0		0				0				0				0	
	Right	672	1	421		0				0				0				0	
	Left-Through-Right		0	0		0				0				0				0	
	Left-Right		0	0		0				0				0				0	
EASTBOUND	Left	456	2	251		0				0				0				0	
	Left-Through		0	0		0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0	0		0				0				0				0	
	Right	0	1	0		0				0				0				0	
	Left-Through-Right		0	0		0				0				0				0	
	Left-Right		0	0		0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0	0		0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0	0		0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0	0		0				0				0				0	
	Left-Right		0	0		0				0				0				0	
CRITICAL VOLUMES		North-South:	421	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	251	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	672	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.448		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.348		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:								
	East-West Street:	Sampson Way		Projection Year:	2016		Peak Hour:	PM		Reviewed by:			Project:	2016 WITH PROJECT							
No. of Phases				2		2		2		2		2		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?				0		3		0		3		0		0							
				0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2							
Override Capacity				0		0		0		0		0		0							
<b>MOVEMENT</b>		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	0	1	0		0		0		0		0		0		0		0			
	Left-Through		0			0		0		0		0		0		0		0			
	Through	23	3	8		0		0		0		0		0		0		0			
	Through-Right		0			0		0		0		0		0		0		0			
	Right	0	0	0		0		0		0		0		0		0		0			
	Left-Through-Right		0			0		0		0		0		0		0		0			
Left-Right		0			0		0		0		0		0		0		0				
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0			
	Left-Through		0			0		0		0		0		0		0		0			
	Through	6	2	3		0		0		0		0		0		0		0			
	Through-Right		0			0		0		0		0		0		0		0			
	Right	682	1	413		0		0		0		0		0		0		0			
	Left-Through-Right		0			0		0		0		0		0		0		0			
Left-Right		0			0		0		0		0		0		0		0				
EASTBOUND	Left	489	2	269		0		0		0		0		0		0		0			
	Left-Through		0			0		0		0		0		0		0		0			
	Through	0	0	0		0		0		0		0		0		0		0			
	Through-Right		0			0		0		0		0		0		0		0			
	Right	0	1	0		0		0		0		0		0		0		0			
	Left-Through-Right		0			0		0		0		0		0		0		0			
Left-Right		0			0		0		0		0		0		0		0				
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0			
	Left-Through		0			0		0		0		0		0		0		0			
	Through	0	0	0		0		0		0		0		0		0		0			
	Through-Right		0			0		0		0		0		0		0		0			
	Right	0	0	0		0		0		0		0		0		0		0			
	Left-Through-Right		0			0		0		0		0		0		0		0			
Left-Right		0			0		0		0		0		0		0		0				
<b>CRITICAL VOLUMES</b>		North-South:		413		North-South:		0		North-South:		0		North-South:		0		North-South:		0	
		East-West:		269		East-West:		0		East-West:		0		East-West:		0		East-West:		0	
		SUM:		682		SUM:		0		SUM:		0		SUM:		0		SUM:		0	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.455				0.000				0.000				0.000				0.000	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.355				-0.100				-0.100				-0.100				-0.100	
<b>LEVEL OF SERVICE (LOS):</b>				A				A				A				A				A	

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>18</b>	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2011</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0						0				0				0		
	Through	37	1	20	0	37	20	0	37	1	20	0	37	1	20	0	37	1	20
	Through-Right		1						1				1				1		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	23	1	23	11	34	34	0	23	1	23	11	34	1	34	0	34	1	34
	Left-Through		0						0				0				0		
	Through	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Through-Right		1						1				1				1		
	Right	279	0	177	0	279	177	3	282	0	180	0	282	0	180	0	282	0	180
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	204	1	204	0	204	204	1	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0						0				0				0		
	Through	34	1	22	5	39	24	0	34	1	22	5	39	1	24	0	39	1	24
	Through-Right		1						1				1				1		
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0						0				0				0		
	Through	45	1	38	15	60	60	0	45	1	38	15	60	1	60	0	60	1	60
	Through-Right		1						1				1				1		
	Right	31	0	0	36	67	50	0	31	0	0	36	67	0	50	0	67	0	50
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 186 East-West: 242 SUM: 428	North-South: 186 East-West: 264 SUM: 450	North-South: 189 East-West: 243 SUM: 432	North-South: 189 East-West: 265 SUM: 454	North-South: 189 East-West: 265 SUM: 454	North-South: 189 East-West: 265 SUM: 454	North-South: 189 East-West: 265 SUM: 454	North-South: 189 East-West: 265 SUM: 454	North-South: 189 East-West: 265 SUM: 454									
VOLUME/CAPACITY (V/C) RATIO:		0.311	0.327	0.314	0.330	0.330	0.330	0.330	0.330	0.330									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.211	0.227	0.214	0.230	0.230	0.230	0.230	0.230	-0.100									
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A									

**PROJECT IMPACT**

Change in v/c due to project: **0.016**      Δv/c after mitigation: **-0.314**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:														
<b>1</b>	East-West Street: <b>Summerland Av</b>	Projection Year: <b>2011</b>	Peak Hour: <b>WK</b>	Reviewed by:	Project:														
No. of Phases: <b>3</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>2</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCSAC-1 or ATCSAC+ATCS-2? <b>2</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>														
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>	<b>EXISTING PLUS PROJECT</b>	<b>FUTURE CONDITION W/O PROJECT</b>	<b>FUTURE CONDITION W/ PROJECT</b>	<b>FUTURE W/ PROJECT W/ MITIGATION</b>													
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	144	1	144	0	144	144	0	144	1	144	0	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	502	1	262	0	502	262	7	509	1	266	0	509	1	266	0	509	1	266
	Through-Right		1							1				1				1	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>SOUTHBOUND</b>	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	536	1	357	1	537	358	12	548	1	363	1	549	1	364	0	549	1	364
	Through-Right		1							1				1				1	
	Right	178	0	0	0	178	0	0	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>EASTBOUND</b>	Left	203	1	203	0	203	203	0	203	1	203	0	203	1	203	0	203	1	203
	Left-Through		0							0				0				0	
	Through	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0	0	82
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>WESTBOUND</b>	Left	462	2	254	0	462	254	0	462	2	254	0	462	2	254	0	462	2	254
	Left-Through		0							0				0				0	
	Through	181	0	384	0	181	384	0	181	0	384	0	181	0	384	0	181	0	384
	Through-Right		1							1				1				1	
	Right	203	0	0	0	203	0	0	203	0	0	0	203	0	0	0	203	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 501 <i>East-West:</i> 587 <i>SUM:</i> 1088		<i>North-South:</i> 502 <i>East-West:</i> 587 <i>SUM:</i> 1089		<i>North-South:</i> 507 <i>East-West:</i> 587 <i>SUM:</i> 1094		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095		<i>North-South:</i> 508 <i>East-West:</i> 587 <i>SUM:</i> 1095	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.764		0.764		0.768		0.768		0.768		0.768		0.768		0.768		0.768
<b>V/C LESS ATCSAC/ATCS ADJUSTMENT:</b>			<b>0.664</b>		<b>0.664</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>0.668</b>		<b>-0.100</b>
<b>LEVEL OF SERVICE (LOS):</b>			<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.768**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
2	East-West Street:	I-110 Ramps		Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
NB--		1	0	NB--	1	0	NB--	1	0	NB--	0								
SB--		0	0	SB--	0	0	SB--	0	0	SB--	0								
EB--		0	0	EB--	0	0	EB--	0	0	EB--	0								
WB--		0	0	WB--	0	0	WB--	0	0	WB--	0								
		2		2		2		2		2									
		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	570	2	285	0	570	285	7	577	2	289	0	577	2	289	0	577	2	
	Through-Right		0						0				0				0		
	Right	2019	2	0	1	2020	0	12	2031	2	0	1	2032	2	0	0	2032	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	961	3	320	1	962	321	12	973	3	324	1	974	3	325	0	974	3	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1480	2	524	2	1482	525	17	1497	2	530	2	1499	2	531	0	1499	2	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	93	0	524	0	93	525	0	93	0	530	0	93	0	531	0	93	0	
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 320		North-South: 321		North-South: 324		North-South: 325		North-South: 325		North-South: 325		North-South: 325		North-South: 325		North-South: 325	
		East-West: 524		East-West: 525		East-West: 530		East-West: 531		East-West: 531		East-West: 531		East-West: 531		East-West: 531		East-West: 531	
		SUM: 844		SUM: 846		SUM: 854		SUM: 856		SUM: 856		SUM: 856		SUM: 856		SUM: 856		SUM: 856	
VOLUME/CAPACITY (V/C) RATIO:		0.563		0.564		0.569		0.571		0.571		0.571		0.571		0.571		0.571	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.463		0.464		0.469		0.471		0.471		0.471		0.471		0.471		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.569**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>3</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>1st St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0 0		0 0		0 0		0 0		0 0		0 0					
		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0		0 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	50	50	2	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1408	2	476	2	1410	477	10	1418	2	481	2	1420	2	481	0	1420	2	481
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	3	24	0	0	0	24	0	0	0	24	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	188	1	188	0	188	188	10	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	1793	2	757	2	1795	758	20	1813	2	764	2	1815	2	764	0	1815	2	764
	Through-Right		1							1				1				1	
	Right	478	0	0	0	478	0	0	478	0	0	0	478	0	0	0	478	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	641	1	379	0	641	379	0	641	1	381	0	641	1	381	0	641	1	381
	Left-Through		1							1				1				1	
	Through	116	0	379	0	116	379	5	121	0	381	0	121	0	381	0	121	0	381
	Through-Right		0							0				0				0	
	Right	86	1	61	0	86	61	4	90	1	64	0	90	1	64	0	90	1	64
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	45	1	45	0	45	45	2	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	151	1	151	0	151	151	4	155	1	155	0	155	1	155	0	155	1	155
	Through-Right		0							0				0				0	
	Right	207	1	113	0	207	113	9	216	1	117	0	216	1	117	0	216	1	117
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 807		807		North-South: 808		808		North-South: 816		816		North-South: 816		816		North-South: 816	
		East-West: 530		530		East-West: 530		530		East-West: 536		536		East-West: 536		536		East-West: 536	
		SUM: 1337		1337		SUM: 1338		1338		SUM: 1352		1352		SUM: 1352		1352		SUM: 1352	
VOLUME/CAPACITY (V/C) RATIO:				0.938		0.939		0.949		0.949		0.949		0.949		0.949		0.949	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.838		0.839		0.849		0.849		0.849		0.849		0.849		0.849	
LEVEL OF SERVICE (LOS):				D		D		D		D		D		D		D		D	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	1462	1	755	2	1464	756	15	1477	1	762	2	1479	1	763	0	1479	1	763
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	178	1	178	0	178	178	0	178	1	178	0	178	1	178	0	178	1	178
	Left-Through		0							0				0				0	
	Through	1488	1	787	2	1490	788	26	1514	1	800	2	1516	1	801	0	1516	1	801
	Through-Right		1							1				1				1	
	Right	85	0	0	0	85	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	119	0	139	0	119	139	0	119	0	139	0	119	0	139	0	119	0	139
	Through-Right		1							1				1				1	
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	81	0	158	0	81	158	0	81	0	158	0	81	0	158	0	81	0	158
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 933		933		North-South: 934		934		North-South: 940		940		North-South: 941		941		North-South: 941	
		East-West: 262		262		East-West: 262		262		East-West: 262		262		East-West: 262		262		East-West: 262	
		SUM: 1195		1195		SUM: 1196		1196		SUM: 1202		1202		SUM: 1203		1203		SUM: 1203	
VOLUME/CAPACITY (V/C) RATIO:		0.839		0.839		0.839		0.839		0.844		0.844		0.844		0.844		0.844	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.739		0.739		0.739		0.739		0.744		0.744		0.744		0.744		-0.100	
LEVEL OF SERVICE (LOS):		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.844**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	7th St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	0	38	38	3	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0						0				0				0		
	Through	1247	1	649	2	1249	650	15	1262	1	657	2	1264	1	658	0	1264	1	658
	Through-Right		1						1				1				1		
	Right	51	0	0	0	51	0	0	51	0	0	0	51	0	0	0	51	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0						0				0				0		
	Through	1275	1	691	2	1277	692	26	1301	1	704	2	1303	1	705	0	1303	1	705
	Through-Right		1						1				1				1		
	Right	106	0	0	0	106	0	0	106	0	0	0	106	0	0	0	106	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	168	1	168	0	168	168	0	168	1	168	0	168	1	168	0	168	1	168
	Left-Through		0						0				0				0		
	Through	177	0	218	0	177	218	0	177	0	224	0	177	0	224	0	177	0	224
	Through-Right		1						1				1				1		
	Right	41	0	0	0	41	0	6	47	0	0	0	47	0	0	0	47	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	66	1	66	0	66	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0						0				0				0		
	Through	158	0	230	0	158	230	0	158	0	230	0	158	0	230	0	158	0	230
	Through-Right		1						1				1				1		
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 729		North-South: 730		North-South: 745		North-South: 746		North-South: 746		North-South: 746		North-South: 746		North-South: 746		North-South: 746	
		East-West: 398		East-West: 398		East-West: 398		East-West: 398		East-West: 398		East-West: 398		East-West: 398		East-West: 398		East-West: 398	
		SUM: 1127		SUM: 1128		SUM: 1143		SUM: 1144		SUM: 1144		SUM: 1144		SUM: 1144		SUM: 1144		SUM: 1144	
VOLUME/CAPACITY (V/C) RATIO:		0.751		0.752		0.762		0.763		0.763		0.763		0.763		0.763		0.763	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.651		0.652		0.662		0.663		0.663		0.663		0.663		0.663		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.762**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	9th St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	69	69	0	69	1	69	0	69	1	69	0	69	1	69
	Left-Through		0							0				0				0	
	Through	1203	1	629	2	1205	630	15	1218	1	636	2	1220	1	637	0	1220	1	637
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
SOUTHBOUND	Left	74	1	74	0	74	74	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1318	1	703	2	1320	704	30	1348	1	719	2	1350	1	720	0	1350	1	720
	Through-Right		1							1				1				1	
	Right	88	0	0	0	88	0	2	90	0	0	0	90	0	0	0	90	0	0
EASTBOUND	Left	172	1	172	0	172	172	2	174	1	174	0	174	1	174	0	174	1	174
	Left-Through		0							0				0				0	
	Through	206	1	206	0	206	206	11	217	1	217	0	217	1	217	0	217	1	217
	Through-Right		0							0				0				0	
	Right	61	1	27	0	61	27	0	61	1	27	0	61	1	27	0	61	1	27
WESTBOUND	Left	100	1	100	0	100	100	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	280	0	395	0	280	395	6	286	0	401	0	286	0	401	0	286	0	401
	Through-Right		1							1				1				1	
	Right	115	0	0	0	115	0	0	115	0	0	0	115	0	0	0	115	0	0
CRITICAL VOLUMES		North-South: 772		North-South: 773		North-South: 788		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789	
		East-West: 567		East-West: 567		East-West: 575		East-West: 575		East-West: 575		East-West: 575		East-West: 575		East-West: 575		East-West: 575	
		SUM: 1339		SUM: 1340		SUM: 1363		SUM: 1364		SUM: 1364		SUM: 1364		SUM: 1364		SUM: 1364		SUM: 1364	
VOLUME/CAPACITY (V/C) RATIO:		0.893		0.893		0.909		0.909		0.909		0.909		0.909		0.909		0.909	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.793		0.793		0.809		0.809		0.809		0.809		0.809		0.809		-0.100	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.909**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>7</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>		<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		1						1				1				1		
	Through	567	0	364	0	567	365	1	568	0	381	0	568	0	382	0	568	0	382
	Through-Right		1						1				1				1		
	Right	128	0	364	2	130	365	34	162	0	381	2	164	0	382	0	164	0	382
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	145	0	145	3	148	148	30	175	0	175	3	178	0	178	0	178	0	178
	Left-Through		1						1				1				1		
	Through	727	0	661	0	727	667	1	728	0	721	0	728	0	727	0	728	0	727
	Through-Right		1						1				1				1		
	Right	14	0	661	0	14	667	0	14	0	721	0	14	0	727	0	14	0	727
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through		0						0				0				0		
	Through	24	0	41	0	24	41	21	45	0	62	0	45	0	62	0	45	0	62
	Through-Right		0						0				0				0		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
Left-Through-Right		1						1				1				1			
Left-Right		0						0				0				0			
WESTBOUND	Left	106	0	106	1	107	107	18	124	0	124	1	125	0	125	0	125	0	125
	Left-Through		0						0				0				0		
	Through	27	0	206	0	27	209	11	38	0	250	0	38	0	253	0	38	0	253
	Through-Right		0						0				0				0		
	Right	73	0	0	2	75	0	15	88	0	0	2	90	0	0	0	90	0	0
Left-Through-Right		1						1				1				1			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 669		North-South: 675		North-South: 729		North-South: 735		North-South: 735		North-South: 735		North-South: 735		North-South: 735		North-South: 735	
		East-West: 220		East-West: 223		East-West: 264		East-West: 267		East-West: 267		East-West: 267		East-West: 267		East-West: 267		East-West: 267	
		SUM: 889		SUM: 898		SUM: 993		SUM: 1002		SUM: 1002		SUM: 1002		SUM: 1002		SUM: 1002		SUM: 1002	
VOLUME/CAPACITY (V/C) RATIO:		0.593		0.599		0.662		0.668		0.668		0.668		0.668		0.668		0.668	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493		0.499		0.562		0.568		0.568		0.568		0.568		0.568		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.662**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>8</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>25th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	300	1	300	0	300	300	10	310	1	310	0	310	1	310	0	310	1	310
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	509	1	509	0	509	509	5	514	1	514	0	514	1	514	0	514	1	514
	Through-Right		0							0				0				0	
	Right	381	1	177	1	382	177	14	395	1	179	1	396	1	179	0	396	1	179
EASTBOUND	Left	408	1	408	2	410	410	24	432	1	432	2	434	1	434	0	434	1	434
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	1	41	0	108	41	0	108	1	41	0	108	1	41	0	108	1	41
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 576		North-South: 576		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581		North-South: 581	
		East-West: 408		East-West: 410		East-West: 432		East-West: 432		East-West: 434		East-West: 434		East-West: 434		East-West: 434		East-West: 434	
		SUM: 984		SUM: 986		SUM: 1013		SUM: 1013		SUM: 1015		SUM: 1015		SUM: 1015		SUM: 1015		SUM: 1015	
VOLUME/CAPACITY (V/C) RATIO:		0.691		0.692		0.711		0.711		0.712		0.712		0.712		0.712		0.712	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.591		0.592		0.611		0.611		0.612		0.612		0.612		0.612		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.711**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Via Cabrillo Marina</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>22nd St</b>		Projection Year: <b>2011</b>		Peak Hour: <b>WK</b>		Reviewed by:		Project:										
No. of Phases		3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	123	2	68	0	123	68	0	123	2	68	0	123	2	68	0	123	2	68
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	82	1	0	0	82	0	0	82	1	0	0	82	1	0	0	82	1	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SOUTHBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>EASTBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	220	1	165	7	227	168	95	315	1	212	7	322	1	216	0	322	1	216
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	↘ Right	109	0	0	0	109	0	0	109	0	0	0	109	0	0	0	109	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>WESTBOUND</b>	↵ Left	85	1	85	0	85	85	0	85	1	85	0	85	1	85	0	85	1	85
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	181	2	91	4	185	93	47	228	2	114	4	232	2	116	0	232	2	116
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 68		68		North-South: 68		68		North-South: 68		68		North-South: 68		68		North-South: 68	
		East-West: 250		253		East-West: 253		297		East-West: 301		301		East-West: 301		301		East-West: 301	
		SUM: 318		321		SUM: 365		365		SUM: 369		369		SUM: 369		369		SUM: 369	
VOLUME/CAPACITY (V/C) RATIO:		0.223		0.225		0.256		0.256		0.259		0.259		0.259		0.259		0.259	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.123		0.125		0.156		0.156		0.159		0.159		0.159		0.159		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.256**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2011	Peak Hour:	WK	Reviewed by:		Project:										
	No. of Phases	4		4		4		4		4									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2		2		2		2		2									
	Right Turns: FREE-1, NR TOR-2 or OLA-3?	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 0 WB-- 0									
	Override Capacity	2		2		2		2		2									
		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	273	2	150	3	276	152	64	337	2	185	3	340	2	187	0	340	2	187
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	557	1	319	11	568	325	65	622	1	352	11	633	1	357	0	633	1	357
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	81	0	0	0	81	0	0	81	0	0	0	81	0	0	0	81	0	0
SOUTHBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	162	2	81	1	163	82	16	178	2	89	1	179	2	90	0	179	2	90
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	105	1	0	0	105	0	0	105	1	0	0	105	1	0	0	105	1	0
EASTBOUND	Left	224	1	224	0	224	224	0	224	1	224	0	224	1	224	0	224	1	224
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	215	0	545	0	215	555	0	215	0	631	0	215	0	641	0	215	0	641
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	874	1	0	21	895	0	172	1067	1	0	21	1067	1	0	0	1067	1	0
WESTBOUND	Left	59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Through	114	0	205	0	114	205	0	114	0	205	0	114	0	205	0	114	0	205
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0
CRITICAL VOLUMES		North-South: 354		North-South: 360		North-South: 387		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392	
		East-West: 750		East-West: 760		East-West: 836		East-West: 846		East-West: 846		East-West: 846		East-West: 846		East-West: 846		East-West: 846	
		SUM: 1104		SUM: 1120		SUM: 1223		SUM: 1238		SUM: 1238		SUM: 1238		SUM: 1238		SUM: 1238		SUM: 1238	
VOLUME/CAPACITY (V/C) RATIO:		0.803		0.815		0.889		0.900		0.900		0.900		0.900		0.900		0.900	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.703		0.715		0.789		0.800		0.800		0.800		0.800		0.800		0.800	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		C	

Scenario	Scenario Change	Impact?
FB	0.554	0.558 0.004 NO

FB			
N-S	387	387	
EB	307	224	
WB	205	205	
Sum	899	816	
V/C	0.654	0.593	
Less ATCS	0.554	0.493	
LOS	A	A	
FP Mitigation			
N-S	392	392	
EB	308	224	
WB	205	205	
Sum	905	821	
V/C	0.658	0.597	
Less ATCS	0.558	0.497	
LOS	A	A	

**PROJECT IMPACT**

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:		
12	East-West Street:	O'Farrell St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:		
No. of Phases		2		2		2		2		2		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	1	5	0	5	5	0	5	1	5	0	5	1	5
	Left-Through		0							0				0	
	Through	843	2	422	14	857	429	129	972	2	486	14	986	2	493
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	1160	2	580	22	1182	591	189	1349	2	675	22	1371	2	686
	Through-Right		0							0				0	
	Right	19	1	19	0	19	19	0	19	1	19	0	19	1	19
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	10	0	87	0	10	87	0	10	0	87	0	10	0	87
Left-Through-Right		0								0				0	
Left-Right		1								1				1	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	585	North-South:	596	North-South:	680	North-South:	691	North-South:	691	North-South:	691	North-South:	691
		East-West:	87	East-West:	87	East-West:	87	East-West:	87	East-West:	87	East-West:	87	East-West:	87
		SUM:	672	SUM:	683	SUM:	767	SUM:	778	SUM:	778	SUM:	778	SUM:	778
VOLUME/CAPACITY (V/C) RATIO:		0.448		0.455		0.511		0.519		0.519		0.519		0.519	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.348		0.355		0.411		0.419		0.419		0.419		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.511**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	1st St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	776	1	391	14	790	398	28	804	1	408	14	818	1	415	0	818	1	415
	Through-Right		1							1				1				1	
	Right	6	0	0	0	6	0	5	11	0	0	0	11	0	0	0	11	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	22	1	22	0	22	22	108	130	1	130	0	130	1	130	0	130	1	130
	Left-Through		0							0				0				0	
	Through	958	2	479	22	980	490	80	1038	2	519	22	1060	2	530	0	1060	2	530
	Through-Right		0							0				0				0	
	Right	114	1	73	0	114	73	0	114	1	73	0	114	1	73	0	114	1	73
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	2	0	58	0	2	58	20	22	0	78	0	22	0	78	0	22	0	78
	Through-Right		1							1				1				1	
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	19	19	0	123	0	19	0	123	0	19	0	123
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	100	100	0	0	0	100	0	0	0	100	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	500	North-South:	511	North-South:	540	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551
		East-West:	83	East-West:	83	East-West:	206	East-West:	206	East-West:	206	East-West:	206	East-West:	206	East-West:	206	East-West:	206
		SUM:	583	SUM:	594	SUM:	746	SUM:	757	SUM:	757	SUM:	757	SUM:	757	SUM:	757	SUM:	757
VOLUME/CAPACITY (V/C) RATIO:		0.409		0.417		0.524				0.531									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.309		0.317		0.424				0.431				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.524**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>15</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	679	1	341	14	693	348	33	712	1	358	14	726	1	365	0	726	1	365
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	937	1	511	22	959	522	84	1021	1	553	22	1043	1	564	0	1043	1	564
EASTBOUND	Through-Right		1							1				1				1	
	Right	85	0	0	0	85	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
WESTBOUND	Left-Through		0							0				0				0	
	Through	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Through-Right		0							0				0				0	
	Right	23	1	17	0	23	17	0	23	1	17	0	23	1	17	0	23	1	17
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Right	37	1	37	0	37	37	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
North-South:		524		North-South:		535		North-South:		566		North-South:		577		North-South:		577	
East-West:		110		East-West:		110		East-West:		110		East-West:		110		East-West:		110	
SUM:		634		SUM:		645		SUM:		676		SUM:		687		SUM:		687	
		0.445				0.453				0.474				0.482				0.482	
		0.345				0.353				0.374				0.382				-0.100	
		A				A				A				A				A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.474**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>6th St</b>		Projection Year:	<b>2011</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0		3 0		3 0		3 0		3 0		0 0		0 0					
		EB-- 0 WB-- 3		0 3		0 3		0 3		0 3		0 0		0 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0							0				0				0	
	Through	604	1	302	14	618	309	33	637	1	319	14	651	1	326	0	651	1	326
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	772	2	386	22	794	397	84	856	2	428	22	878	2	439	0	878	2	439
EASTBOUND	Through-Right		0							0				0				0	
	Right	97	1	20	0	97	20	0	97	1	20	0	97	1	20	0	97	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	155	1	155	0	155	155	0	155	1	155	0	155	1	155	0	155	1	155
WESTBOUND	Left-Through		0							0				0				0	
	Through	3	0	20	0	3	20	0	3	0	20	0	3	0	20	0	3	0	20
	Through-Right		1							1				1				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 398		North-South: 409		North-South: 440		North-South: 451		North-South: 451		North-South: 451		North-South: 451		North-South: 451		North-South: 451	
		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155	
		SUM: 553		SUM: 564		SUM: 595		SUM: 606		SUM: 606		SUM: 606		SUM: 606		SUM: 606		SUM: 606	
VOLUME/CAPACITY (V/C) RATIO:		0.402		0.410		0.433		0.441		0.441		0.441		0.441		0.441		0.441	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.302		0.310		0.333		0.341		0.341		0.341		0.341		0.341		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.433**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:											
	East-West Street:	7th St	Projection Year:	2016	Peak Hour:	SAT	Reviewed by:		Project:	2016 CD1 CB										
No. of Phases		3	3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	0 3 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
<b>MOVEMENT</b>		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	↵ Left	60	1	60		0				0									0	
	↵ Left-Through		0			0				0									0	
	→ Through	605	3	202		0				0									0	
	→ Through-Right		0			0				0									0	
	→ Right	0	0	0		0				0										0
	↘ Left-Through-Right		0				0			0										0
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0				0									0	
	↵ Left-Through		0			0				0									0	
	→ Through	444	2	212		0				0									0	
	→ Through-Right		1			0				0									0	
	→ Right	191	0	0		0				0									0	
	↘ Left-Through-Right		0				0			0									0	
<b>EASTBOUND</b>	↵ Left	275	2	151		0				0									0	
	↵ Left-Through		0			0				0									0	
	→ Through	0	0	0		0				0									0	
	→ Through-Right		0			0				0									0	
	→ Right	132	1	72		0				0									0	
	↘ Left-Through-Right		0				0			0									0	
<b>WESTBOUND</b>	↵ Left	0	0	0		0				0									0	
	↵ Left-Through		0			0				0									0	
	→ Through	0	0	0		0				0									0	
	→ Through-Right		0			0				0									0	
	→ Right	0	0	0		0				0									0	
	↘ Left-Through-Right		0				0			0									0	
<b>CRITICAL VOLUMES</b>		North-South: 272 East-West: 151 SUM: 423	272 151 423	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	North-South: 0 East-West: 0 SUM: 0	0 0 0	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.297		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.197		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
<b>LEVEL OF SERVICE (LOS):</b>			A		A		A		A		A		A		A		A		A	

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17A	East-West Street:	7th St		Projection Year:	2016	Peak Hour:	SAT	Reviewed by:		Project:	2016 WITH PROJECT								
No. of Phases		3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
NB--		0		0		0		0		0									
SB--		0		0		0		0		0									
EB--		3		3		3		3		3									
WB--		0		0		0		0		0									
ATCS-1 or ATCS+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	619	3	206			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0					0			0				
SOUTHBOUND	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	484	2	225			0				0				0				0
	Through-Right		1				0				0				0				0
	Right	191	0	0			0				0				0				0
	Left-Through-Right		0				0				0				0				0
EASTBOUND	Left	275	2	151			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	132	1	73			0				0				0				0
	Left-Through-Right		0				0				0				0				0
WESTBOUND	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0				0				0				0
CRITICAL VOLUMES		North-South:	284	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	151	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	435	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.305		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.205		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:														
17B	East-West Street:	Sampson Way	Projection Year:	2016	Peak Hour:	SAT	Reviewed by:		Project:	2016 CD1 CB													
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0									
NB--		0	SB--		3	NB--		0	SB--		3	NB--		0	SB--		3						
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0	WB--		0						
ATCS-1 or ATCS+ATCS-2?		2	ATCS-1 or ATCS+ATCS-2?		2	ATCS-1 or ATCS+ATCS-2?		2	ATCS-1 or ATCS+ATCS-2?		2	ATCS-1 or ATCS+ATCS-2?		2	ATCS-1 or ATCS+ATCS-2?		2						
Override Capacity		0	Override Capacity		0	Override Capacity		0	Override Capacity		0	Override Capacity		0	Override Capacity		0						
MOVEMENT		YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	↵	Left	15	1	15		0		0		0		0		0		0		0				
	↵	Left-Through		0		0		0		0		0		0		0		0		0			
	→	Through	212	2	106		0		0		0		0		0		0		0		0		
	→	Through-Right		0		0		0		0		0		0		0		0		0		0	
	→	Right	0	0	0		0		0		0		0		0		0		0		0		0
	↵	Left-Through-Right		0		0		0		0		0		0		0		0		0		0	
↵	Left-Right		0		0		0		0		0		0		0		0		0		0		
SOUTHBOUND	↵	Left	0	0	0		0		0		0		0		0		0		0		0		
	↵	Left-Through		0		0		0		0		0		0		0		0		0		0	
	→	Through	107	2	54		0		0		0		0		0		0		0		0		
	→	Through-Right		0		0		0		0		0		0		0		0		0		0	
	→	Right	551	1	285		0		0		0		0		0		0		0		0		0
	↵	Left-Through-Right		0		0		0		0		0		0		0		0		0		0	
↵	Left-Right		0		0		0		0		0		0		0		0		0		0		
EASTBOUND	↵	Left	484	2	266		0		0		0		0		0		0		0		0		
	↵	Left-Through		0		0		0		0		0		0		0		0		0		0	
	→	Through	0	0	0		0		0		0		0		0		0		0		0		
	→	Through-Right		0		0		0		0		0		0		0		0		0		0	
	→	Right	122	1	115		0		0		0		0		0		0		0		0		0
	↵	Left-Through-Right		0		0		0		0		0		0		0		0		0		0	
↵	Left-Right		0		0		0		0		0		0		0		0		0		0		
WESTBOUND	↵	Left	0	0	0		0		0		0		0		0		0		0		0		
	↵	Left-Through		0		0		0		0		0		0		0		0		0		0	
	→	Through	0	0	0		0		0		0		0		0		0		0		0		
	→	Through-Right		0		0		0		0		0		0		0		0		0		0	
	→	Right	0	0	0		0		0		0		0		0		0		0		0		0
	↵	Left-Through-Right		0		0		0		0		0		0		0		0		0		0	
↵	Left-Right		0		0		0		0		0		0		0		0		0		0		
CRITICAL VOLUMES		North-South:	300	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0		
		East-West:	266	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0		
		SUM:	566	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0		
VOLUME/CAPACITY (V/C) RATIO:			0.377			0.000			0.000			0.000			0.000			0.000			0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.277			-0.100			-0.100			-0.100			-0.100			-0.100			-0.100		
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A			A		

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2016	Peak Hour:	SAT	Reviewed by:		Project:	2016 WITH PROJECT								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	YEAR 2016 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	15	1	15		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	218	2	109		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	6	2	3		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	682	1	413		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	489	2	269		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	1	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South:	428	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	269	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	697	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.465		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.365		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Minor St		Year of Count:	2011		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2011		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	21	0	21	21	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	51	1	30	0	51	30	0	51	1	30	0	51	1	30	0	51	1	30
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	24	1	24	15	39	39	0	24	1	24	15	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	82	1	82	0	82	82	0	82	1	82	0	82	1	82	0	82	1	82
	Through-Right		1							1				1				1	
	Right	215	0	127	0	215	127	4	219	0	129	0	219	0	129	0	219	0	129
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	176	1	176	0	176	176	4	180	1	180	0	180	1	180	0	180	1	180
	Left-Through		0							0				0				0	
	Through	46	1	33	7	53	36	0	46	1	33	7	53	1	36	0	53	1	36
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	0	19	0	0	0	19	0	0	0	19	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	45	1	32	4	49	39	0	45	1	32	4	49	1	39	0	49	1	39
	Through-Right		1							1				1				1	
	Right	19	0	0	10	29	0	0	19	0	0	10	29	0	0	0	29	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	148	North-South:	148	North-South:	150	North-South:	150	North-South:	150	North-South:	150	North-South:	150	North-South:	150	North-South:	150
		East-West:	208	East-West:	215	East-West:	212	East-West:	212	East-West:	219	East-West:	219	East-West:	219	East-West:	219	East-West:	219
		SUM:	356	SUM:	363	SUM:	362	SUM:	362	SUM:	369	SUM:	369	SUM:	369	SUM:	369	SUM:	369
VOLUME/CAPACITY (V/C) RATIO:		0.259		0.264		0.263		0.268		0.268		0.268		0.268		0.268		0.268	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.159		0.164		0.163		0.163		0.168		0.168		0.168		0.168		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.263**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

**YEAR 2024**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	465	1	240	1	466	241	0	465	1	240	1	466	1	241	0	466	1	241
	Through-Right		1							1				1				1	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	379	1	273	7	386	277	-1	378	1	273	7	385	1	276	0	385	1	276
	Through-Right		1							1				1				1	
	Right	167	0	0	0	167	0	0	167	0	0	0	167	0	0	0	167	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	421	1	421	0	421	421	0	421	1	421	0	421	1	421	0	421	1	421
	Left-Through		0							0				0				0	
	Through	5	0	59	0	5	59	0	5	0	59	0	5	0	59	0	5	0	59
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	392	2	216	0	392	216	0	392	2	216	0	392	2	216	0	392	2	216
	Left-Through		0							0				0				0	
	Through	146	0	440	0	146	440	0	146	0	440	0	146	0	440	0	146	0	440
	Through-Right		1							1				1				1	
	Right	294	0	0	0	294	0	0	294	0	0	0	294	0	0	0	294	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 385 East-West: 861 SUM: 1246	North-South: 389 East-West: 861 SUM: 1250	North-South: 385 East-West: 861 SUM: 1246	North-South: 388 East-West: 861 SUM: 1249	North-South: 388 East-West: 861 SUM: 1249	North-South: 388 East-West: 861 SUM: 1249	North-South: 388 East-West: 861 SUM: 1249											
VOLUME/CAPACITY (V/C) RATIO:		0.874	0.877	0.874	0.876	0.876	0.876												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774	0.777	0.774	0.776	0.776	-0.100												
LEVEL OF SERVICE (LOS):		C	C	C	C	C	A												

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.874**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
2	East-West Street:	I-110 Ramps		Projection Year:	2024		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	578	2	289	1	579	290	0	578	2	289	1	579	2	290	0	579	2	290
	Through-Right		0						0				0				0		
	Right	2791	2	0	4	2795	0	0	2791	2	0	4	2795	2	0	0	2795	2	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	812	3	271	7	819	273	-1	811	3	270	7	818	3	273	0	818	3	273
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	1503	2	525	17	1520	530	0	1503	2	525	17	1520	2	530	0	1520	2	530
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	71	0	525	0	71	530	0	71	0	525	0	71	0	530	0	71	0	530
	Left-Through-Right		0					0				0				0			
	Left-Right		1					1				1				1			
CRITICAL VOLUMES		North-South:	289	North-South:	290	North-South:	289	North-South:	290	North-South:	290	North-South:	290	North-South:	290	North-South:	290	North-South:	290
		East-West:	525	East-West:	530	East-West:	525	East-West:	530	East-West:	530	East-West:	530	East-West:	530	East-West:	530	East-West:	530
		SUM:	814	SUM:	820	SUM:	814	SUM:	820	SUM:	820	SUM:	820	SUM:	820	SUM:	820	SUM:	820
VOLUME/CAPACITY (V/C) RATIO:		0.543		0.547		0.543		0.547		0.543		0.547		0.543		0.547		0.543	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.443		0.447		0.443		0.447		0.443		0.447		0.443		0.447		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.543**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
3	East-West Street:	1st St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0						0				0				0		
	Through	1733	2	580	5	1738	582	0	1733	2	580	5	1738	2	582	0	1738	2	582
	Through-Right		1						1				1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	109	1	109	0	109	109	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0						0				0				0		
	Through	1405	2	602	24	1429	610	-1	1404	2	602	24	1428	2	610	0	1428	2	610
	Through-Right		1						1				1				1		
	Right	402	0	0	0	402	0	0	402	0	0	0	402	0	0	0	402	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	1081	1	569	0	1081	570	0	1081	1	569	0	1081	1	570	0	1081	1	570
	Left-Through		1						1				1				1		
	Through	57	0	569	1	58	570	0	57	0	569	1	58	0	570	0	58	0	570
	Through-Right		0						0				0				0		
	Right	24	1	18	0	24	18	0	24	1	18	0	24	1	18	0	24	1	18
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0						0				0				0		
	Through	135	1	135	0	135	135	0	135	1	135	0	135	1	135	0	135	1	135
	Through-Right		0						0				0				0		
	Right	251	1	197	0	251	197	0	251	1	197	0	251	1	197	0	251	1	197
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 689 East-West: 766 SUM: 1455	North-South: 691 East-West: 767 SUM: 1458		North-South: 689 East-West: 766 SUM: 1455				North-South: 691 East-West: 767 SUM: 1458				North-South: 691 East-West: 767 SUM: 1458						
VOLUME/CAPACITY (V/C) RATIO:		1.021	1.023		1.021				1.023				1.023						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.921	0.923		0.921				0.923				0.923						
LEVEL OF SERVICE (LOS):		E	E		E				E				E						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
4	East-West Street:	5th St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1497	1	777	5	1502	779	0	1497	1	777	5	1502	1	779	0	1502	1	779
	Through-Right		1							1				1				1	
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	66	1	66	0	66	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	1270	1	664	24	1294	676	-1	1269	1	663	24	1293	1	675	0	1293	1	675
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	134	0	155	0	134	155	0	134	0	155	0	134	0	155	0	134	0	155
	Through-Right		1							1				1				1	
	Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	104	0	165	0	104	165	0	104	0	165	0	104	0	165	0	104	0	165
	Through-Right		1							1				1				1	
	Right	61	0	0	0	61	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 843 East-West: 337 SUM: 1180	North-South: 845 East-West: 337 SUM: 1182		North-South: 843 East-West: 337 SUM: 1180				North-South: 845 East-West: 337 SUM: 1182				North-South: 845 East-West: 337 SUM: 1182						
VOLUME/CAPACITY (V/C) RATIO:			0.828		0.829				0.828				0.829						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.728		0.729				0.728				0.729						
LEVEL OF SERVICE (LOS):			C		C				C				C						
			A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.828**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	7th St		Projection Year:	2024		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	1	48	0	48	48	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1583	1	828	5	1588	830	0	1583	1	828	5	1588	1	830	0	1588	1	830
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	62	1	62	0	62	62	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	1154	1	644	24	1178	656	-1	1153	1	643	24	1177	1	655	0	1177	1	655
	Through-Right		1							1				1				1	
	Right	133	0	0	0	133	0	0	133	0	0	0	133	0	0	0	133	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0							0				0				0	
	Through	160	0	186	1	161	187	0	160	0	186	1	161	0	187	0	161	0	187
	Through-Right		1							1				1				1	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	99	1	99	0	99	99	0	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	134	0	186	0	134	186	0	134	0	186	0	134	0	186	0	134	0	186
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 890		North-South: 892		North-South: 890		North-South: 892		North-South: 892		North-South: 892		North-South: 892		North-South: 892		North-South: 892	
		East-West: 383		East-West: 383		East-West: 383		East-West: 383		East-West: 383		East-West: 383		East-West: 383		East-West: 383		East-West: 383	
		SUM: 1273		SUM: 1275		SUM: 1273		SUM: 1275		SUM: 1273		SUM: 1275		SUM: 1273		SUM: 1275		SUM: 1275	
VOLUME/CAPACITY (V/C) RATIO:		0.849		0.850		0.849		0.849		0.850		0.850		0.850		0.850		0.850	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.749		0.750		0.749		0.749		0.750		0.750		0.750		0.750		-0.100	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.849**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
6	East-West Street:	9th St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	139	1	139	1	140	140	0	139	1	139	1	140	1	140	0	140	1	140
	Left-Through		0							0			0			0		0	
	Through	1676	1	870	5	1681	872	0	1676	1	870	5	1681	1	872	0	1681	1	872
	Through-Right		1							1			1			1		1	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
SOUTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0			0			0		0	
	Through	1080	1	597	24	1104	609	-1	1079	1	596	24	1103	1	608	0	1103	1	608
	Through-Right		1							1			1			1		1	
	Right	113	0	0	0	113	0	0	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
EASTBOUND	Left	232	1	232	0	232	232	0	232	1	232	0	232	1	232	0	232	1	232
	Left-Through		0							0			0			0		0	
	Through	296	1	296	3	299	299	-1	295	1	295	3	298	1	298	0	298	1	298
	Through-Right		0							0			0			0		0	
	Right	49	1	0	3	52	0	0	49	1	0	3	52	1	0	0	52	1	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
WESTBOUND	Left	80	1	80	0	80	80	0	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0			0			0		0	
	Through	245	0	278	1	246	279	0	245	0	278	1	246	0	279	0	246	0	279
	Through-Right		1							1			1			1		1	
	Right	33	0	0	0	33	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
CRITICAL VOLUMES		North-South: 920 East-West: 510 SUM: 1430	North-South: 922 East-West: 511 SUM: 1433		North-South: 920 East-West: 510 SUM: 1430		North-South: 922 East-West: 511 SUM: 1433				North-South: 922 East-West: 511 SUM: 1433								
VOLUME/CAPACITY (V/C) RATIO:		0.953	0.955		0.953		0.955				0.955								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.853	0.855		0.853		0.855				-0.100								
LEVEL OF SERVICE (LOS):		D	D		D		D				A								

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.953**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:											
7	East-West Street:	22nd St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	5	0	5	0	5	0	5		
	Left-Through		1						1				1				1			
	Through	698	0	419	0	698	429	0	698	0	418	0	698	0	429	0	698	0	429	
	Through-Right		1		21	150	429			1		418	21	149	0	429	0	149	0	429
	Right	129	0	419						0		418			0	429			0	429
	Left-Through-Right		0						0					0				0		
	Left-Right		0						0					0				0		
SOUTHBOUND	Left	140	0	140	25	165	165	-1	139	0	139	25	164	0	164	0	164	0	164	
	Left-Through		1						1				1				1			
	Through	523	0	550	0	523	550	0	523	0	550	0	523	0	550	0	523	0	550	
	Through-Right		1						1				1				1			
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0	
	Left-Through-Right		0						0				0				0			
	Left-Right		0						0				0				0			
EASTBOUND	Left	19	0	19	0	19	19	0	19	0	19	0	19	0	19	0	19	0	19	
	Left-Through		0						0				0				0			
	Through	52	0	72	0	52	72	0	52	0	72	0	52	0	72	0	52	0	72	
	Through-Right		0						0				0				0			
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Through-Right		1						1				1				1			
	Left-Right		0						0				0				0			
WESTBOUND	Left	84	0	84	4	88	88	-1	83	0	83	4	87	0	87	0	87	0	87	
	Left-Through		0						0				0				0			
	Through	48	0	242	0	48	251	0	48	0	241	0	48	0	250	0	48	0	250	
	Through-Right		0						0				0				0			
	Right	110	0	0	5	115	0	0	110	0	0	5	115	0	0	0	115	0	0	
	Left-Through-Right		1						1				1				1			
	Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 559 East-West: 261 SUM: 820	North-South: 594 East-West: 270 SUM: 864	North-South: 557 East-West: 260 SUM: 817	North-South: 593 East-West: 269 SUM: 862	North-South: 593 East-West: 269 SUM: 862														
VOLUME/CAPACITY (V/C) RATIO:		0.547	0.576	0.545	0.575	0.575														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.447	0.476	0.445	0.475	-0.100														
LEVEL OF SERVICE (LOS):		A	A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.030**      Δv/c after mitigation: **-0.545**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	116	1	116	0	116	116	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	354	1	354	3	357	357	0	354	1	354	3	357	1	357	0	357	1	357
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	296	1	296	1	297	297	0	296	1	296	1	297	1	297	0	297	1	297
	Through-Right		0							0				0				0	
	Right	283	1	97	4	287	92	-1	282	1	96	4	286	1	91	0	286	1	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	373	1	373	18	391	391	-1	372	1	372	18	390	1	390	0	390	1	390
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	80	1	0	0	80	0	0	80	1	0	0	80	1	0	0	80	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 412 East-West: 373 SUM: 785	North-South: 413 East-West: 391 SUM: 804		North-South: 412 East-West: 372 SUM: 784				North-South: 413 East-West: 390 SUM: 803				North-South: 413 East-West: 390 SUM: 803						
VOLUME/CAPACITY (V/C) RATIO:		0.551	0.564		0.550				0.564				0.550						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.451	0.464		0.450				0.464				0.450						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.550**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2024		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	2	65	0	119	65	0	119	2	65	0	119	2	65	0	119	2	65
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	54	1	0	0	54	0	0	54	1	0	0	54	1	0	0	54	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	482	1	346	66	548	379	-4	478	1	344	66	544	1	377	0	544	1	377
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	209	0	0	0	209	0	0	209	0	0	0	209	0	0	0	209	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	79	1	79	0	79	79	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	150	2	75	14	164	82	-2	148	2	74	14	162	2	81	0	162	2	81
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	65	North-South:	65	North-South:	65	North-South:	65	North-South:	65	North-South:	65	North-South:	65	North-South:	65	North-South:	65
		East-West:	425	East-West:	458	East-West:	423	East-West:	423	East-West:	456	East-West:	456	East-West:	456	East-West:	456	East-West:	456
		SUM:	490	SUM:	523	SUM:	488	SUM:	488	SUM:	521	SUM:	521	SUM:	521	SUM:	521	SUM:	521
VOLUME/CAPACITY (V/C) RATIO:		0.344		0.367		0.342		0.342		0.366		0.366		0.366		0.366		0.366	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.244		0.267		0.242		0.242		0.266		0.266		0.266		0.266		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.024**      Δv/c after mitigation: **-0.342**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	No. of Phases	4		4		4		4										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0	NB-- 0 SB-- 2 EB-- 3 WB-- 0										
	ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2	2	2	2										
	Override Capacity	0	0	0	0	0	0	0	0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	477	2	262	10	487	268	-1	476	2	262	10	486	2	267	0	486	2	267
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1112	2	380	35	1147	391	-6	1106	2	378	35	1141	2	389	0	1141	2	389
	Through-Right	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	97	2	46	10	107	49	-1	96	2	46	10	106	2	49	0	106	2	53
	Through-Right	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1
	Right	41	0	0	0	41	0	0	41	0	0	0	41	0	0	0	41	1	41
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	222	1	222	0	222	222	0	222	1	222	0	222	1	222	0	222	1	222
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	122	0	680	0	122	784	0	122	0	672	0	122	0	776	0	122	0	776
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1238	1	0	208	1446	0	-17	1221	1	0	208	1429	1	0	0	1429	1	0
Left-Through-Right	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	39	0	39	0	39	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
	Through	9	0	26	0	9	26	0	9	0	26	0	9	0	26	0	9	0	26
	Through-Right	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 408 East-West: 719 SUM: 1127	North-South: 419 East-West: 823 SUM: 1242	North-South: 406 East-West: 711 SUM: 1117	North-South: 417 East-West: 815 SUM: 1232	North-South: 417 East-West: 815 SUM: 1232													
VOLUME/CAPACITY (V/C) RATIO:		0.820	0.903	0.812	0.896	0.896													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.720	0.803	0.712	0.796	0.796													
LEVEL OF SERVICE (LOS):		C	D	C	C	C													

Scenario	Scenario Change	Impact?
FB	0.424 0.466 0.042	NO

FB		
N-S	406	406
EB	275	222
WB	39	39
Sum	720	667
V/C	0.524	0.485
Less AT	0.424	0.385
LOS	A	A
FP		
N-S	417	417
EB	322	222
WB	39	39
Sum	778	678
V/C	0.566	0.493
Less AT	0.466	0.393
LOS	A	A
FP Mitigation		
N-S	417	417
EB	322	222
WB	39	39
Sum	778	678
V/C	0.566	0.493
Less AT	0.466	0.493
LOS	A	A

**PROJECT IMPACT**

Change in v/c due to project: 0.084 Δv/c after mitigation: 0.084



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
12	East-West Street:	O'Farrell St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	1617	3	539	45	1662	554	-7	1610	3	537	45	1655	3	552	0	1655	3	552
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1365	2	458	218	1583	531	-17	1348	2	452	218	1566	2	525	0	1566	2	525
	Through-Right		1							1				1				1	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	77	0	77	0	77	77	0	77	0	77	0	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	20	0	97	0	20	97	0	20	0	97	0	20	0	97	0	20	0	97
	Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 539 East-West: 97 SUM: 636	North-South: 554 East-West: 97 SUM: 651	North-South: 537 East-West: 97 SUM: 634	North-South: 552 East-West: 97 SUM: 649														
VOLUME/CAPACITY (V/C) RATIO:		0.424	0.434	0.423	0.433														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.324	0.334	0.323	0.333														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: 0.010      Δv/c after mitigation: -0.423  
 Significant impacted? NO      Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
	13	East-West Street:	1st St		Projection Year:	2024		Peak Hour:	AM		Reviewed by:			Project:					
No. of Phases				3		3		3		3		0							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0							
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0							
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2							
Override Capacity				0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0							0				0				0	
	Through	1483	2	497	45	1528	512	-7	1476	2	495	45	1521	2	510	0	1521	2	510
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	1315	2	444	218	1533	517	-18	1297	2	438	218	1515	2	511	0	1515	2	511
	Through-Right		1							1				1				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	110	1	110	0	110	110	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	11	0	36	0	11	37	0	11	0	36	0	11	0	37	0	11	0	37
	Through-Right		1							1				1				1	
	Right	25	0	0	1	26	0	0	25	0	0	1	26	0	0	0	26	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 564		North-South: 579		North-South: 562		North-South: 577		North-South: 577		North-South: 577		North-South: 577		North-South: 577		North-South: 577	
		East-West: 110		East-West: 110		East-West: 110		East-West: 110		East-West: 110		East-West: 110		East-West: 110		East-West: 110		East-West: 110	
		SUM: 674		SUM: 689		SUM: 672		SUM: 687		SUM: 687		SUM: 687		SUM: 687		SUM: 687		SUM: 687	
VOLUME/CAPACITY (V/C) RATIO:		0.473		0.484		0.472		0.482		0.482		0.482		0.482		0.482		0.482	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.373		0.384		0.372		0.382		0.382		0.382		0.382		0.382		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.472**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
15	East-West Street:	5th St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	1331	2	445	45	1376	460	-7	1324	2	442	45	1369	2	457	0	1369	2	457
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1030	2	401	218	1248	473	-18	1012	2	395	218	1230	2	467	0	1230	2	467
	Through-Right		1							1				1				1	
	Right	172	0	0	0	172	0	0	172	0	0	0	172	0	0	0	172	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	140	1	140	0	140	140	0	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	13	1	5	0	13	5	0	13	1	5	0	13	1	5	0	13	1	5
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 445 East-West: 150 SUM: 595	North-South: 489 East-West: 150 SUM: 639	North-South: 442 East-West: 150 SUM: 592	North-South: 483 East-West: 150 SUM: 633	North-South: 483 East-West: 150 SUM: 633													
VOLUME/CAPACITY (V/C) RATIO:		0.418	0.448	0.415	0.444														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.318	0.348	0.315	0.344														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.029**      Δv/c after mitigation: **-0.415**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street: <b>Harbor Bl</b>			Year of Count: <b>2024</b>			Ambient Growth: (%): <b>0</b>			Conducted by:			Date:						
	East-West Street: <b>6th St</b>			Projection Year: <b>2024</b>			Peak Hour: <b>AM</b>			Reviewed by:			Project:						
No. of Phases				4			4			4			0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2						
Override Capacity				0			0			0			0						
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	27	1	27	0	27	27	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	1201	2	400	45	1246	415	-7	1194	2	398	45	1239	2	413	0	1239	2	413
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	913	2	324	218	1131	397	-18	895	2	318	218	1113	2	391	0	1113	2	391
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0	0	77
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 400 East-West: 77 SUM: 477			North-South: 424 East-West: 77 SUM: 501			North-South: 398 East-West: 77 SUM: 475			North-South: 418 East-West: 77 SUM: 495			North-South: 418 East-West: 77 SUM: 495					
VOLUME/CAPACITY (V/C) RATIO:				0.347			0.364			0.345			0.360						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.247			0.264			0.245			0.260						
LEVEL OF SERVICE (LOS):				A			A			A			A						

### PROJECT IMPACT

Change in v/c due to project: **0.015**      Δv/c after mitigation: **-0.345**  
Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Harbor Blvd		Year of Count: 2011	Ambient Growth: (%): 0		Conducted by:		Date:										
	East-West Street: 7th St		Projection Year: 2024	Peak Hour: AM		Reviewed by:		Project: 2024 CD1 CB										
No. of Phases		3	3	3	3	3	3	3	0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 0 WB-- 0	0									
Override Capacity		2	2	2	2	2	2	2	2									
		0	0	0	0	0	0	0	0									
MOVEMENT	YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	1,295	3	432		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	965	2	396		0		0		0		0		0		0		0
	Through-Right		1			0		0		0		0		0		0		0
	Right	222	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
EASTBOUND	Left	244	2	134		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	34	1	6		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
CRITICAL VOLUMES		North-South: 432		432	North-South: 0		0	North-South: 0		0	North-South: 0		0	North-South: 0		0		0
		East-West: 134		134	East-West: 0		0	East-West: 0		0	East-West: 0		0	East-West: 0		0		0
		SUM: 566		566	SUM: 0		0	SUM: 0		0	SUM: 0		0	SUM: 0		0		0
VOLUME/CAPACITY (V/C) RATIO:				0.397				0.000		0.000				0.000				0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.297				-0.100		-0.100				-0.100				-0.100
LEVEL OF SERVICE (LOS):				A				A		A				A				A

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>17A</b>	North-South Street:	<b>Harbor Blvd</b>	Year of Count:	<b>2011</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
	East-West Street:	<b>7th St</b>	Projection Year:	<b>2024</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:	<b>2024 WITH PROJECT</b>									
No. of Phases			3	3	3	3	3	3	0	0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
		EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?			2	2	2	2	2	2	2	2									
Override Capacity			0	0	0	0	0	0	0	0									
MOVEMENT	YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	32	1	32		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	1,340	3	447		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	1,183	2	468		0		0		0		0		0		0		0	
	Through-Right		1			0		0		0		0		0		0		0	
	Right	222	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	244	2	134		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	54	1	22		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South: 500		500	North-South: 0		0	North-South: 0		0	North-South: 0		0	North-South: 0		0	North-South: 0		0
		East-West: 134		134	East-West: 0		0	East-West: 0		0	East-West: 0		0	East-West: 0		0	East-West: 0		0
		SUM: 634		634	SUM: 0		0	SUM: 0		0	SUM: 0		0	SUM: 0		0	SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:				0.445			0.000			0.000			0.000			0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.345			-0.100			-0.100			-0.100			-0.100			-0.100
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
17B	East-West Street:	Sampson Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	2024 WITH PROJECT									
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3									
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	3	1	3		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	167	2	84		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	343	2	172		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	894	1	231		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	1,205	2	663		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	6	1	5		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South: 234	234		North-South: 0	0		North-South: 0	0		North-South: 0	0		North-South: 0	0		North-South: 0	0	
		East-West: 663	663		East-West: 0	0		East-West: 0	0		East-West: 0	0		East-West: 0	0		East-West: 0	0	
		SUM: 897	897		SUM: 0	0		SUM: 0	0		SUM: 0	0		SUM: 0	0		SUM: 0	0	
VOLUME/CAPACITY (V/C) RATIO:			0.598			0.000			0.000			0.000			0.000			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.498			-0.100			-0.100			-0.100			-0.100			-0.100	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	2024 CD1 CB								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	3	1	3		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	147	2	74		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	245	2	123		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	754	1	107		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
EASTBOUND	Left	1,176	2	647		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	6	1	5		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
CRITICAL VOLUMES		North-South:	126	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	647	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	773	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.515		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.415		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Miner St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
18	East-West Street:	22nd St	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	103	1	103	0	103	103	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0						0				0				0		
	Through	535	1	293	0	535	293	0	535	1	293	0	535	1	293	0	535	1	293
	Through-Right		1						1				1				1		
	Right	50	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	39	1	39	153	192	192	0	39	1	39	153	192	1	192	0	192	1	192
	Left-Through		0						0				0				0		
	Through	591	1	363	0	591	363	0	591	1	363	0	591	1	363	0	591	1	363
	Through-Right		1						1				1				1		
	Right	134	0	0	0	134	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	374	1	374	0	374	374	0	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0						0				0				0		
	Through	64	1	64	66	130	102	0	64	1	64	66	130	1	102	0	130	1	102
	Through-Right		1						1				1				1		
	Right	74	0	23	0	74	0	0	74	0	23	0	74	0	0	0	74	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	36	1	36	0	36	36	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0						0				0				0		
	Through	29	1	24	14	43	43	0	29	1	24	14	43	1	43	0	43	1	43
	Through-Right		1						1				1				1		
	Right	19	0	0	32	51	0	0	19	0	0	32	51	0	0	0	51	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902	North-South: 466 East-West: 398 SUM: 864	North-South: 485 East-West: 417 SUM: 902
VOLUME/CAPACITY (V/C) RATIO:		0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656	0.628	0.656
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556	0.528	0.556
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.028**      Δv/c after mitigation: **-0.628**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2024</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:		
<b>1</b>	East-West Street:	<b>Summerland Av</b>		Projection Year:	<b>2024</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:		
No. of Phases		3		3		3		3		3		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION							
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	156	1	156	0	156	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0	
	Through	483	1	257	6	489	260	4	487	1	259	6	493	1	262
	Through-Right		1							1				1	
	Right	30	0	0	0	30	0	0	30	0	0	0	30	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0	
	Through	583	1	442	2	585	443	2	585	1	443	2	587	1	444
	Through-Right		1							1				1	
	Right	301	0	0	0	301	0	0	301	0	0	0	301	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	277	1	277	0	277	277	0	277	1	277	0	277	1	277
	Left-Through		0							0				0	
	Through	0	0	55	0	0	55	0	0	0	55	0	0	0	55
	Through-Right		1							1				1	
	Right	55	0	0	0	55	0	0	55	0	0	0	55	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
WESTBOUND	Left	667	2	367	0	667	367	0	667	2	367	0	667	2	367
	Left-Through		0							0				0	
	Through	334	0	699	0	334	699	0	334	0	699	0	334	0	699
	Through-Right		1							1				1	
	Right	365	0	0	0	365	0	0	365	0	0	0	365	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	598	North-South:	599	North-South:	599	North-South:	600	North-South:	600	North-South:	600	North-South:	600
		East-West:	976	East-West:	976	East-West:	976	East-West:	976	East-West:	976	East-West:	976	East-West:	976
		SUM:	1574	SUM:	1575	SUM:	1575	SUM:	1575	SUM:	1576	SUM:	1576	SUM:	1576
VOLUME/CAPACITY (V/C) RATIO:		1.105		1.105		1.105		1.106		1.106		1.106		1.106	
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.005		1.005		1.005		1.006		1.006		1.006		-0.100	
LEVEL OF SERVICE (LOS):		<b>E</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>F</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-1.105**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2024</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:												
	East-West Street: <b>I-110 Ramps</b>		Projection Year: <b>2024</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:												
No. of Phases		2		2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	872	2	436	6	878	439	4	876	2	438	6	882	2	441	0	882	2	441	441	
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Right	1861	2	0	16	1877	0	7	1868	2	0	16	1884	2	0	0	1884	2	0	0	
	↵↗ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↵↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>SOUTHBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	1166	3	389	2	1168	389	2	1168	3	389	2	1170	3	390	0	1170	3	390	390	
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↵↗ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↵↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>EASTBOUND</b>	↵ Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↵↗ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↵↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>WESTBOUND</b>	↵ Left	1724	2	612	3	1727	613	3	1727	2	613	3	1730	2	614	0	1730	2	614	614	
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Right	113	0	612	0	113	613	0	113	0	613	0	113	0	614	0	113	0	614	614	
	↵↗ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
↵↘ Left-Right	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0		
<b>CRITICAL VOLUMES</b>		North-South: 436			North-South: 439			North-South: 438			North-South: 441			North-South: 441			North-South: 441			North-South: 441	
		East-West: 612			East-West: 613			East-West: 613			East-West: 614			East-West: 614			East-West: 614			East-West: 614	
		SUM: 1048			SUM: 1052			SUM: 1051			SUM: 1055			SUM: 1055			SUM: 1055			SUM: 1055	
VOLUME/CAPACITY (V/C) RATIO:		0.699		0.701		0.701		0.701		0.703		0.703		0.703		0.703		0.703		0.703	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.599		0.601		0.601		0.601		0.603		0.603		0.603		0.603		0.603		-0.100	
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

### PROJECT IMPACT

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.701**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>North-South Street: Gaffey St</b>			Year of Count: <b>2024</b>		Ambient Growth: (%): <b>0</b>		Conducted by:				Date:							
	<b>East-West Street: 1st St</b>			Projection Year: <b>2024</b>		Peak Hour: <b>PM</b>		Reviewed by:				Project:							
No. of Phases				3		3		3		3		3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2		2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0							
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2							
Override Capacity				0		0		0		0		0							
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	31	1	31	0	31	31	2	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	1476	2	499	22	1498	507	5	1481	2	501	22	1503	2	508	0	1503	2	508
	Through-Right		1							1				1				1	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>SOUTHBOUND</b>	Left	178	1	178	0	178	178	2	180	1	180	0	180	1	180	0	180	1	180
	Left-Through		0							0				0				0	
	Through	1758	2	766	5	1763	768	3	1761	2	767	5	1766	2	769	0	1766	2	769
	Through-Right		1							1				1				1	
	Right	540	0	0	0	540	0	0	540	0	0	0	540	0	0	0	540	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>EASTBOUND</b>	Left	847	1	501	0	847	501	0	847	1	501	0	847	1	501	0	847	1	501
	Left-Through		1							1				1				1	
	Through	154	0	501	0	154	501	1	155	0	501	0	155	0	501	0	155	0	501
	Through-Right		0							0				0				0	
	Right	58	1	43	0	58	43	1	59	1	43	0	59	1	43	0	59	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>WESTBOUND</b>	Left	35	1	35	0	35	35	2	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	147	1	147	1	148	148	3	150	1	150	1	151	1	151	0	151	1	151
	Through-Right		0							0				0				0	
	Right	221	1	132	0	221	132	6	227	1	137	0	227	1	137	0	227	1	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		North-South:		797	North-South:		799	North-South:		800	North-South:		802	North-South:		802	North-South:		802
		East-West:		648	East-West:		649	East-West:		651	East-West:		652	East-West:		652	East-West:		652
		SUM:		1445	SUM:		1448	SUM:		1451	SUM:		1454	SUM:		1454	SUM:		1454
VOLUME/CAPACITY (V/C) RATIO:				1.014			1.016			1.018			1.020			1.020			1.020
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.914			0.916			0.918			0.920			0.920			0.920
LEVEL OF SERVICE (LOS):				E			E			E			E			E			E

**PROJECT IMPACT**

Change in v/c due to project:	0.002	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2024</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2024</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0							0				0				0	
	Through	1380	1	710	22	1402	721	7	1387	1	713	22	1409	1	724	0	1409	1	724
	Through-Right		1							1				1				1	
	Right	39	0	0	0	39	0	0	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	120	1	120	0	120	120	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1358	1	719	5	1363	721	5	1363	1	721	5	1368	1	724	0	1368	1	724
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	0	79	0	0	0	79	0	0	0	79	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	124	0	142	0	124	142	0	124	0	142	0	124	0	142	0	124	0	142
	Through-Right		1							1				1				1	
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	93	0	179	0	93	179	0	93	0	179	0	93	0	179	0	93	0	179
	Through-Right		1							1				1				1	
	Right	86	0	0	0	86	0	0	86	0	0	0	86	0	0	0	86	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 830		830		North-South: 841		841		North-South: 833		833		North-South: 844		844		North-South: 844	
		East-West: 291		291		East-West: 291		291		East-West: 291		291		East-West: 291		291		East-West: 291	
		SUM: 1121		1121		SUM: 1132		1132		SUM: 1124		1124		SUM: 1135		1135		SUM: 1135	
VOLUME/CAPACITY (V/C) RATIO:				0.787				0.794				0.789				0.796			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.687				0.694				0.689				0.696			
LEVEL OF SERVICE (LOS):				<b>B</b>				<b>B</b>				<b>B</b>				<b>B</b>			

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.789**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
5	East-West Street:	7th St	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	49	1	49	0	49	49	2	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	1364	1	712	22	1386	723	7	1371	1	716	22	1393	1	727	0	1393	1	727
	Through-Right		1							1				1				1	
	Right	60	0	0	0	60	0	0	60	0	0	0	60	0	0	0	60	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1283	1	699	5	1288	702	5	1288	1	702	5	1293	1	704	0	1293	1	704
	Through-Right		1							1				1				1	
	Right	115	0	0	0	115	0	0	115	0	0	0	115	0	0	0	115	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	171	1	171	0	171	171	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	183	0	228	0	183	228	0	183	0	229	0	183	0	229	0	183	0	229
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	1	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	172	0	244	1	173	245	0	172	0	244	1	173	0	245	0	173	0	245
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 784 East-West: 415 SUM: 1199	North-South: 795 East-West: 416 SUM: 1211		North-South: 788 East-West: 415 SUM: 1203				North-South: 799 East-West: 416 SUM: 1215				North-South: 799 East-West: 416 SUM: 1215						
VOLUME/CAPACITY (V/C) RATIO:		0.799		0.807		0.802		0.810		0.810		0.810		0.810		0.810		0.810	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.699		0.707		0.702		0.702		0.710		0.710		0.710		0.710		-0.100	
LEVEL OF SERVICE (LOS):		B		C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.802**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
6	East-West Street:	9th St	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	83	1	83	3	86	86	0	83	1	83	3	86	1	86	0	86	1	86
	Left-Through		0							0				0			0		
	Through	1169	1	626	22	1191	637	9	1178	1	630	22	1200	1	641	0	1200	1	641
	Through-Right		1							1				1			1		
	Right	82	0	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0
SOUTHBOUND	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
	Left	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0			0		
	Through	1230	1	668	5	1235	670	4	1234	1	670	5	1239	1	673	0	1239	1	673
EASTBOUND	Through-Right		1							1				1			1		
	Right	105	0	0	0	105	0	1	106	0	0	0	106	0	0	0	106	0	0
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
WESTBOUND	Left-Through		0							0				0			0		
	Through	263	1	263	1	264	264	1	264	1	264	1	265	1	265	0	265	1	265
	Through-Right		0							0				0			0		
	Right	61	1	20	1	62	19	0	61	1	20	1	62	1	19	0	62	1	19
	Left-Through-Right		0							0				0			0		
CRITICAL VOLUMES	Left-Right		0							0				0			0		
	Left	141	1	141	0	141	141	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0			0		
	Through	330	0	429	3	333	432	3	333	0	432	3	336	0	435	0	336	0	435
	Through-Right		1							1				1			1		
VOLUME/CAPACITY (V/C) RATIO:	Right	99	0	0	0	99	0	0	99	0	0	0	99	0	0	0	99	0	0
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
CRITICAL VOLUMES		North-South: 751		751	North-South: 756		756	North-South: 753		753	North-South: 759		759	North-South: 759		759	North-South: 759		759
		East-West: 601		601	East-West: 604		604	East-West: 604		604	East-West: 607		607	East-West: 607		607	East-West: 607		607
		SUM: 1352		1352	SUM: 1360		1360	SUM: 1357		1357	SUM: 1366		1366	SUM: 1366		1366	SUM: 1366		1366
VOLUME/CAPACITY (V/C) RATIO:				0.901			0.907			0.905			0.911						
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.801			0.807			0.805			0.811						-0.100
LEVEL OF SERVICE (LOS):				D			D			D			D						A

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.905**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>7</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2024</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2024</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>						<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>						<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>						<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>						<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	4	
	Left-Through		1						1				1				1		
	Through	535	0	312	0	535	314	0	535	0	314	0	535	0	316	0	535	0	316
	Through-Right		1						1				1				1		
	Right	72	0	312	4	76	314	5	77	0	314	4	81	0	316	0	81	0	316
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	122	0	122	5	127	127	4	126	0	126	5	131	0	131	0	131	0	131
	Left-Through		1						1				1				1		
	Through	702	0	600	0	702	610	1	703	0	609	0	703	0	619	0	703	0	619
	Through-Right		1						1				1				1		
	Right	10	0	600	0	10	610	0	10	0	609	0	10	0	619	0	10	0	619
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		0						0				0				0		
	Through	29	0	42	0	29	42	3	32	0	45	0	32	0	45	0	32	0	45
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	193	0	193	19	212	212	11	204	0	204	19	223	0	223	0	223	0	223
	Left-Through		0						0				0				0		
	Through	33	0	321	0	33	363	6	39	0	347	0	39	0	389	0	39	0	389
	Through-Right		0						0				0				0		
	Right	95	0	0	23	118	0	9	104	0	0	23	127	0	0	0	127	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 604		North-South: 614		North-South: 613		North-South: 623		North-South: 623		North-South: 623		North-South: 623		North-South: 623		North-South: 623	
		East-West: 333		East-West: 375		East-West: 359		East-West: 401		East-West: 401		East-West: 401		East-West: 401		East-West: 401		East-West: 401	
		SUM: 937		SUM: 989		SUM: 972		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024		SUM: 1024	
VOLUME/CAPACITY (V/C) RATIO:		0.625		0.659		0.648		0.683		0.683		0.683		0.683		0.683		0.683	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.525		0.559		0.548		0.583		0.583		0.583		0.583		0.583		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.035**      Δv/c after mitigation: **-0.648**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Gaffey St</b>		Year of Count: <b>2024</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:														
	East-West Street: <b>25th St</b>		Projection Year: <b>2024</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:														
No. of Phases			3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	ATSAC-1 or ATSAC+ATCS-2?			2	Override Capacity			0				
NB--			0	SB--			0	NB--			0	SB--			0	NB--			0	SB--			0
EB--			3	WB--			0	EB--			3	WB--			0	EB--			0	WB--			0
ATCS-1 or ATCS+ATCS-2?			2	Override Capacity			0	ATCS-1 or ATCS+ATCS-2?			2	Override Capacity			0	ATCS-1 or ATCS+ATCS-2?			2	Override Capacity			0
<b>MOVEMENT</b>		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION							
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
<b>NORTHBOUND</b>	↵	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67			
	↵	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	→	Through	284	1	284	1	285	285	2	286	1	286	1	287	1	287	0	287	1	287			
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	↘	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>SOUTHBOUND</b>	↘	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	↘	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	→	Through	395	1	395	3	398	398	3	398	1	398	3	401	1	401	0	401	1	401			
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	↘	Right	370	1	204	16	386	219	7	377	1	210	16	393	1	224	0	393	1	224			
<b>EASTBOUND</b>	↘	Left	332	1	332	3	335	335	3	335	1	335	3	338	1	338	0	338	1	338			
	↘	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	→	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	↘	Right	108	1	41	0	108	41	0	108	1	41	0	108	1	41	0	108	1	41			
<b>WESTBOUND</b>	↘	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	↘	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	→	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	→	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	↘	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
<b>CRITICAL VOLUMES</b>			North-South:	462	North-South:	465	North-South:	465	North-South:	465	North-South:	468	North-South:	468	East-West:	332	East-West:	335	East-West:	338	East-West:	338	
			East-West:	332	East-West:	335	East-West:	335	East-West:	335	East-West:	338	East-West:	338	SUM:	794	SUM:	800	SUM:	806	SUM:	806	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>						0.557				0.561				0.566				0.566					
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>						0.457				0.461				0.466				0.466					
<b>LEVEL OF SERVICE (LOS):</b>						A				A				A				A					

### PROJECT IMPACT

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.561**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:											
9	East-West Street:	22nd St	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		3	3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↵	Left	196	2	108	0	196	108	0	196	2	108	0	196	2	108	0	196	2	108
	↵	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	105	1	26	0	105	26	0	105	1	26	0	105	1	26	0	105	1	26
↵	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↵	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↵	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↵	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	267	1	215	13	280	221	11	278	1	220	13	291	1	227	0	291	1	227
	↵	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	162	0	0	0	162	0	0	162	0	0	0	162	0	0	0	162	0	0
↵	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↵	Left	79	1	79	0	79	79	0	79	1	79	0	79	1	79	0	79	1	79
	↵	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Through	409	2	205	59	468	234	26	435	2	218	59	494	2	247	0	494	2	247
	↵	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
↵	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 108 East-West: 294 SUM: 402	North-South: 108 East-West: 300 SUM: 408	North-South: 108 East-West: 299 SUM: 407	North-South: 108 East-West: 306 SUM: 414	North-South: 108 East-West: 306 SUM: 414					North-South: 108 East-West: 306 SUM: 414									
VOLUME/CAPACITY (V/C) RATIO:		0.282	0.282	0.286	0.286	0.286					0.291									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.182	0.182	0.186	0.186	0.186					0.191									
LEVEL OF SERVICE (LOS):		A	A	A	A	A					A									

### PROJECT IMPACT

Change in v/c due to project: 0.005      Δv/c after mitigation: -0.286  
 Significant impacted? NO      Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:												
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:												
	No. of Phases			4						4											
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2						2											
	Right Turns: FREE-1, NR TOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 3 WB-- 0		0 2 0 2	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0	0 2 0 2											
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0						2 0											
	MOVEMENT	EXISTING CONDITION				EXISTING PLUS PROJECT				FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	706	2	388	42	748	411	40	746	2	410	42	788	2	433	0	788	2	433		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1028	2	350	151	1179	400	34	1062	2	361	151	1213	2	412	0	1213	2	412		
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0		
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	166	2	80	2	168	81	1	167	2	81	2	169	2	81	0	169	2	85		
EASTBOUND	Through-Right	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Right	75	0	0	0	75	0	0	75	0	0	0	75	0	0	0	75	1	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	254	1	254	0	254	254	0	254	1	254	0	254	1	254	0	254	1	254		
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	13	0	824	0	13	844	0	13	0	832	0	13	0	851	0	13	0	851		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	1635	1	0	39	1674	0	15	1650	1	0	39	1689	1	0	0	1689	1	0		
	Left-Through-Right	1	1	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1	0		
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38		
	Left-Through	1	1	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1	0		
	Through	31	0	44	0	31	44	0	31	0	44	0	31	0	44	0	31	0	44		
	Through-Right	1	1	0	0	1	0	0	1	1	0	0	1	1	0	0	1	1	0		
VOLUME/CAPACITY (V/C) RATIO:	Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	North-South:	468		492	North-South:	868		876	North-South:	491		514	North-South:	895		518	North-South:	895		518	
	East-West:	868		888	East-West:	1336		1367	East-West:	876		895	East-West:	1409		895	East-West:	1413		895	
LEVEL OF SERVICE (LOS):	SUM:	1336		1380	SUM:	1367		1409	SUM:	1367		1409	SUM:	1409		1413	SUM:	1413		1413	
	0.972		1.004	0.994	0.972		1.025	0.925	0.972		1.028	0.928	0.972		1.028	0.928	0.972		1.028		
	0.872		0.904	0.894	0.872		0.925	0.872	0.872		0.928	0.872	0.872		0.928	0.872	0.872		0.928		
	D		E	D	D		E	D	D		E	D	D		E	D	D		E		

	Scenario	Scenario Change	Impact?
FB	0.473	0.517	0.041 NO

FB		
N-S	373	373
EB	371	254
WB	44	44
Sum	788	671
V/C	0.573	0.488
Less ATCS	0.473	0.388
LOS	A	A
FP Mitigation		
N-S	424	424
EB	380	254
WB	44	44
Sum	848	722
V/C	0.617	0.525
Less ATCS	0.517	0.425
LOS	A	A

**PROJECT IMPACT**  
 Change in v/c due to project: **0.031**      Δv/c after mitigation: **0.034**  
 Significant impacted? **YES**      Fully mitigated? **NO**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Harbor Bl</b>	Year of Count: <b>2024</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:																																
<b>12</b>	East-West Street: <b>O'Farrell St</b>	Projection Year: <b>2024</b>	Peak Hour: <b>PM</b>	Reviewed by:	Project:																																
No. of Phases: <b>2</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3?: <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3?: NB-- <b>0</b> SB-- <b>0</b> NB-- <b>0</b> SB-- <b>0</b> NB-- <b>0</b> SB-- <b>0</b> NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b> ATSAC-1 or ATSAC+ATCS-2?: <b>2</b> Override Capacity: <b>0</b>																																					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION																					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume																		
NORTHBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15																		
	Left-Through		0							0				0				0																			
	Through	1630	3	543	194	1824	608	74	1704	3	568	194	1898	3	633	0	1898	3	633																		
	Through-Right		0							0				0				0																			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	
	Left-Through-Right		0							0				0				0																			
	Left-Right		0							0				0				0																			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
	Left-Through		0							0				0				0																			
	Through	1819	2	609	41	1860	623	17	1836	2	615	41	1877	2	628	0	1877	2	628																		
	Through-Right		1							1				1				1																			
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0																		
	Left-Through-Right		0							0				0				0																			
	Left-Right		0							0				0				0																			
EASTBOUND	Left	102	0	102	0	102	102	0	102	0	102	0	102	0	102	0	102	0	102																		
	Left-Through		0							0				0				0																			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
	Through-Right		0							0				0				0																			
	Right	23	0	125	0	23	125	0	23	0	125	0	23	0	125	0	23	0	125																		
	Left-Through-Right		0							0				0				0																			
	Left-Right		1							1				1				1																			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
	Left-Through		0							0				0				0																			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
	Through-Right		0							0				0				0																			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																		
	Left-Through-Right		0							0				0				0																			
	Left-Right		0							0				0				0																			
CRITICAL VOLUMES		North-South: 624	624		North-South: 638	638		North-South: 630	630		North-South: 643	643		North-South: 643	643		East-West: 125	125		East-West: 125	125		East-West: 125	125		East-West: 125	125		SUM: 749	763		SUM: 755	768		SUM: 768	768	
VOLUME/CAPACITY (V/C) RATIO:		0.499		0.509		0.503		0.512		0.512		0.512		0.512		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.399		0.409		0.403		0.403		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412		0.412							
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>							

### PROJECT IMPACT

Change in v/c due to project: **0.009**      Δv/c after mitigation: **0.009**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	29	1	29	1	30	30	0	29	1	29	1	30	1	30	0	30	1	30
	Left-Through		0							0			0			0		0	
	Through	1581	2	527	194	1775	592	5	1586	2	529	194	1780	2	594	0	1780	2	594
	Through-Right		1							1			1			0		1	
	Right	1	0	0	0	1	0	1	2	0	0	0	2	0	0	0	2	0	0
Left-Through-Right		0							0				0			0		0	
Left-Right		0							0				0			0		0	
SOUTHBOUND	Left	7	1	7	0	7	7	18	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0			0			0		0	
	Through	1748	2	613	41	1789	627	-2	1746	2	613	41	1787	2	626	0	1787	2	626
	Through-Right		1							1			1			0		1	
	Right	92	0	0	0	92	0	0	92	0	0	0	92	0	0	0	92	0	0
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
EASTBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0			0			0		0	
	Through	0	0	26	0	0	26	3	3	0	29	0	3	0	29	0	3	0	29
	Through-Right		1							1			1			0		1	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
WESTBOUND	Left	0	1	0	0	0	0	3	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0			0			0		0	
	Through	0	1	0	0	0	0	13	13	1	13	0	13	1	13	0	13	1	13
	Through-Right		1							1			1			0		1	
	Right	0	0	0	0	0	0	68	68	0	56	0	68	0	56	0	68	0	56
Left-Through-Right		0							0			0			0		0		
Left-Right		0							0			0			0		0		
CRITICAL VOLUMES		North-South: 642 East-West: 72 SUM: 714	North-South: 657 East-West: 72 SUM: 729	North-South: 642 East-West: 128 SUM: 770	North-South: 656 East-West: 128 SUM: 784	North-South: 656 East-West: 128 SUM: 784													
VOLUME/CAPACITY (V/C) RATIO:		0.501	0.512	0.540	0.550	0.523													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.401	0.412	0.440	0.450	0.423													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.017**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:								
	East-West Street:	5th St		Projection Year:	2024		Peak Hour:	PM		Reviewed by:			Project:								
No. of Phases		3		3		3		3		3		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0							
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	31	1	31	0	31	31	0	31	1	31	0	31	1	31	0	31	1	31		
	Left-Through		0							0				0				0			
	Through	1331	2	445	194	1525	510	6	1337	2	447	194	1531	2	512	0	1531	2	512		
	Through-Right		1							1				1				1			
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2		
	Left-Through		0							0				0				0			
	Through	1602	2	575	41	1643	588	1	1603	2	575	41	1644	2	589	0	1644	2	822		
	Through-Right		1							1				1				1			
	Right	122	0	0	0	122	0	0	122	0	0	0	122	0	0	0	122	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	291	1	291	0	291	291	0	291	1	291	0	291	1	291	0	291	1	291		
	Left-Through		0							0				0				0			
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6		
	Through-Right		0							0				0				0			
	Right	17	1	2	0	17	2	0	17	1	2	0	17	1	2	0	17	1	2		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4		
	Left-Through		0							0				0				0			
	Through	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6		
	Through-Right		0							0				0				0			
	Right	27	1	26	0	27	26	0	27	1	26	0	27	1	26	0	27	1	26		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South:	606	North-South:	619	North-South:	606	North-South:	620	North-South:	853	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317
		East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317	East-West:	317
		SUM:	923	SUM:	936	SUM:	923	SUM:	937	SUM:	1170	SUM:	923	SUM:	937	SUM:	923	SUM:	937	SUM:	1170
VOLUME/CAPACITY (V/C) RATIO:		0.648		0.657		0.648		0.658		0.780		0.648		0.658		0.648		0.658		0.780	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.548		0.557		0.548		0.558		0.680		0.548		0.558		0.548		0.558		0.680	
LEVEL OF SERVICE (LOS):		A		A		A		A		B		A		A		A		A		B	

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **0.132**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>16</b>	North-South Street: <b>Harbor Bl</b>	Year of Count: <b>2024</b>	Ambient Growth: (%): <b>0</b>		Conducted by:		Date:																		
	East-West Street: <b>6th St</b>	Projection Year: <b>2024</b>	Peak Hour: <b>PM</b>		Reviewed by:		Project:																		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	3																		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2	2	2	2	2	0																		
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	0																		
Override Capacity		0	0	0	0	0	0																		
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION									
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left	65	1	65	0	65	65	0	65	1	65	0	65	1	65	0	65	1	65						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	962	2	321	194	1156	385	6	968	2	323	194	1162	2	387	0	1162	2	387						
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	1174	2	434	41	1215	448	1	1175	2	435	41	1216	2	448	0	1216	2	448						
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right	129	0	0	0	129	0	0	129	0	0	0	129	0	0	0	129	0	0	0					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EASTBOUND	Left	93	1	93	0	93	93	0	93	1	93	0	93	1	93	0	93	1	93						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0	0	57						
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0	0					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
CRITICAL VOLUMES		North-South: 499	499		North-South: 513	513		North-South: 500	500		North-South: 513	513		North-South: 513	513		East-West: 93	93		East-West: 93	93		SUM: 606	606	
VOLUME/CAPACITY (V/C) RATIO:		0.431		0.431		0.431		0.431		0.431		0.431		0.431		0.425		0.425		0.425		0.425		0.425	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.331		0.331		0.331		0.331		0.331		0.331		0.331		0.325		0.325		0.325		0.325		0.325	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A		A		A	

### PROJECT IMPACT

Change in v/c due to project: <b>0.010</b>	Δv/c after mitigation: <b>-0.006</b>
Significant impacted?: <b>NO</b>	Fully mitigated?: <b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:											
17A	East-West Street:	7th St		Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	2024 CD1 CB										
No. of Phases		3		3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
NB--		0		0		0		0		0											
SB--		0		0		0		0		0											
EB--		3		3		3		3		3											
WB--		0		0		0		0		0											
NB--		0		0		0		0		0											
SB--		0		0		0		0		0											
EB--		3		3		3		3		3											
WB--		0		0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
MOVEMENT		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	70	1	70		0		0		0		0		0		0		0		0	
	Left-Through		0			0				0				0				0		0	
	Through	1,277	3	426		0				0				0				0		0	
	Through-Right		0			0				0				0				0		0	
	Right	0	0	0		0				0				0				0		0	
	Left-Through-Right		0			0				0				0				0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0				0				0				0		0	
	Through	1,219	2	537		0				0				0				0		0	
	Through-Right		1			0				0				0				0		0	
	Right	392	0	0		0				0				0				0		0	
	Left-Through-Right		0			0				0				0				0		0	
EASTBOUND	Left	250	2	138		0		0		0		0		0		0		0		0	
	Left-Through		0			0				0				0				0		0	
	Through	0	0	0		0				0				0				0		0	
	Through-Right		0			0				0				0				0		0	
	Right	56	1	0		0				0				0				0		0	
	Left-Through-Right		0			0				0				0				0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0				0				0				0		0	
	Through	0	0	0		0				0				0				0		0	
	Through-Right		0			0				0				0				0		0	
	Right	0	0	0		0				0				0				0		0	
	Left-Through-Right		0			0				0				0				0		0	
CRITICAL VOLUMES		North-South:	607	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	138	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	745	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.523		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.423		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17A	East-West Street:	7th St		Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	2024 WITH PROJECT								
No. of Phases		3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		3									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
NB--		0		0		0		0		0									
SB--		0		0		0		0		0									
EB--		3		3		3		3		0									
WB--		0		0		0		0		0									
ATCS-1 or ATCS+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	88			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	1,492	3	497			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0					0			0				
SOUTHBOUND	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	1,270	2	554			0				0				0				0
	Through-Right		1				0				0				0				0
	Right	392	0	0			0				0				0				0
	Left-Through-Right		0				0				0				0				0
EASTBOUND	Left	250	2	138			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	60	1	0			0				0				0				0
	Left-Through-Right		0				0				0				0				0
WESTBOUND	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0				0				0				0
CRITICAL VOLUMES		North-South:	642	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	138	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	780	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.547		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.447		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Blvd</b>			Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:				Date:							
	<b>17B</b>	East-West Street: <b>Sampson Way</b>			Projection Year: <b>2024</b>		Peak Hour: <b>PM</b>		Reviewed by:				Project: <b>2024 CD1 CB</b>						
No. of Phases					2		2		2				2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0		0		0				0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3			NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3				NB-- 0 SB-- 3						
		EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0				EB-- 0 WB-- 0						
ATSAC-1 or ATSAC+ATCS-2?					2		2		2				2						
Override Capacity					0		0		0				0						
<b>MOVEMENT</b>		<b>YEAR 2024 CONDITIONS</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	12	1	12		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	416	2	208		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>SOUTHBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	413	2	207		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	872	1	349		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>EASTBOUND</b>	Left	951	2	523		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	12	1	6		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>WESTBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 361			<i>North-South:</i> 0			<i>North-South:</i> 0				<i>North-South:</i> 0							
		<i>East-West:</i> 523			<i>East-West:</i> 0			<i>East-West:</i> 0				<i>East-West:</i> 0							
		<i>SUM:</i> 884			<i>SUM:</i> 0			<i>SUM:</i> 0				<i>SUM:</i> 0							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.589			0.000			0.000				0.000							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.489			-0.100			-0.100				-0.100							
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>			<b>A</b>			<b>A</b>				<b>A</b>							

### PROJECT IMPACT

Change in v/c due to project: <b>0.000</b>	Δv/c after mitigation: <b>0.000</b>
Significant impacted? <b>NO</b>	Fully mitigated? <b>N/A</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0		Conducted by:		Date:									
	East-West Street:	Sampson Way		Projection Year:	2024	Peak Hour:	PM		Reviewed by:		Project:	2024 WITH PROJECT								
No. of Phases					2							0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0							0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3					
				EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0					
ATSAC-1 or ATSAC+ATCS-2?					2							2								
Override Capacity					0							0								
MOVEMENT		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12		0													0	
	Left-Through		0			0													0	
	Through	504	2	252		0													0	
	Through-Right		0			0													0	
	Right	0	0	0		0														0
	Left-Through-Right		0			0														0
SOUTHBOUND	Left	0	0	0		0													0	
	Left-Through		0			0													0	
	Through	432	2	216		0													0	
	Through-Right		0			0													0	
	Right	898	1	306		0														0
	Left-Through-Right		0			0														0
EASTBOUND	Left	1,076	2	592		0													0	
	Left-Through		0			0													0	
	Through	0	0	0		0													0	
	Through-Right		0			0													0	
	Right	12	1	6		0														0
	Left-Through-Right		0			0													0	
WESTBOUND	Left	0	0	0		0													0	
	Left-Through		0			0													0	
	Through	0	0	0		0													0	
	Through-Right		0			0													0	
	Right	0	0	0		0														0
	Left-Through-Right		0			0													0	
CRITICAL VOLUMES		North-South:		318	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0	
		East-West:		592	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0	
		SUM:		910	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0	
VOLUME/CAPACITY (V/C) RATIO:				0.607			0.000			0.000			0.000			0.000			0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.507			-0.100			-0.100			-0.100			-0.100			-0.100	
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A	

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Miner St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
18	East-West Street:	22nd St	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	93	1	93	0	93	93	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	704	1	369	0	704	369	0	704	1	369	0	704	1	369	0	704	1	369
	Through-Right		1							1				1				1	
	Right	34	0	0	0	34	0	0	34	0	0	0	34	0	0	0	34	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	29	29	58	58	0	29	1	29	29	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	372	1	349	0	372	349	0	372	1	351	0	372	1	351	0	372	1	351
	Through-Right		1							1				1				1	
	Right	326	0	0	0	326	0	3	329	0	0	0	329	0	0	0	329	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	218	1	218	0	218	218	1	219	1	219	0	219	1	219	0	219	1	219
	Left-Through		0							0				0				0	
	Through	61	1	58	13	74	65	0	61	1	58	13	74	1	65	0	74	1	65
	Through-Right		1							1				1				1	
	Right	55	0	0	0	55	0	0	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	1	29	0	29	29	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	73	1	56	59	132	132	0	73	1	56	59	132	1	132	0	132	1	132
	Through-Right		1							1				1				1	
	Right	39	0	0	136	175	146	0	39	0	0	136	175	0	146	0	175	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 442 East-West: 274 SUM: 716	North-South: 442 East-West: 364 SUM: 806	North-South: 444 East-West: 275 SUM: 719	North-South: 444 East-West: 365 SUM: 809	North-South: 444 East-West: 365 SUM: 809	North-South: 444 East-West: 365 SUM: 809	North-South: 444 East-West: 365 SUM: 809	North-South: 444 East-West: 365 SUM: 809	North-South: 444 East-West: 365 SUM: 809									
VOLUME/CAPACITY (V/C) RATIO:		0.521	0.586	0.523	0.588	0.588	0.588	0.588	0.588	0.588									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.421	0.486	0.423	0.488	0.488	0.488	0.488	0.488	-0.100									
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A									

**PROJECT IMPACT**

Change in v/c due to project: **0.065**      Δv/c after mitigation: **-0.523**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	159	1	159	0	159	159	0	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0						0				0				0		
	Through	640	1	332	1	641	332	7	647	1	335	1	648	1	336	0	648	1	336
	Through-Right		1						1				1				1		
	Right	23	0	0	0	23	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0						0				0				0		
	Through	586	1	385	2	588	386	12	598	1	391	2	600	1	392	0	600	1	392
	Through-Right		1						1				1				1		
	Right	184	0	0	0	184	0	0	184	0	0	0	184	0	0	0	184	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	221	1	221	0	221	221	0	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0						0				0				0		
	Through	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0	0	82
	Through-Right		1						1				1				1		
	Right	82	0	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	479	2	263	0	479	263	0	479	2	263	0	479	2	263	0	479	2	263
	Left-Through		0						0				0				0		
	Through	181	0	414	0	181	414	0	181	0	414	0	181	0	414	0	181	0	414
	Through-Right		1						1				1				1		
	Right	233	0	0	0	233	0	0	233	0	0	0	233	0	0	0	233	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 544 East-West: 635 SUM: 1179	North-South: 545 East-West: 635 SUM: 1180		North-South: 550 East-West: 635 SUM: 1185				North-South: 551 East-West: 635 SUM: 1186				North-South: 551 East-West: 635 SUM: 1186						
VOLUME/CAPACITY (V/C) RATIO:		0.827	0.828		0.832				0.832				0.832						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.727	0.728		0.732				0.732				-0.100						
LEVEL OF SERVICE (LOS):		C	C		C				C				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-0.832**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
2	East-West Street:	I-110 Ramps	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 1 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	656	2	328	1	657	329	7	663	2	332	1	664	2	332	0	664	2	332
	Through-Right		0						0				0				0		
	Right	2109	2	0	2	2111	0	11	2120	2	0	2	2122	2	0	0	2122	2	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	996	3	332	2	998	333	12	1008	3	336	2	1010	3	337	0	1010	3	337
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	1570	2	560	4	1574	561	16	1586	2	565	4	1590	2	566	0	1590	2	566
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	109	0	560	0	109	561	0	109	0	565	0	109	0	566	0	109	0	566
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
CRITICAL VOLUMES		North-South: 332 East-West: 560 SUM: 892	North-South: 333 East-West: 561 SUM: 894	North-South: 336 East-West: 565 SUM: 901	North-South: 337 East-West: 566 SUM: 903	North-South: 337 East-West: 566 SUM: 903													
VOLUME/CAPACITY (V/C) RATIO:		0.595	0.596	0.601	0.602														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.495	0.496	0.501	0.502														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.601**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
3	East-West Street:	1st St	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	51	1	51	0	51	51	2	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	1458	2	494	3	1461	495	10	1468	2	498	3	1471	2	499	0	1471	2	499
	Through-Right		1							1				1				1	
	Right	23	0	0	0	23	0	2	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	215	1	215	0	215	215	9	224	1	224	0	224	1	224	0	224	1	224
	Left-Through		0							0				0				0	
	Through	1837	2	768	6	1843	770	20	1857	2	775	6	1863	2	777	0	1863	2	777
	Through-Right		1							1				1				1	
	Right	467	0	0	0	467	0	0	467	0	0	0	467	0	0	0	467	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	651	1	394	0	651	394	0	651	1	396	0	651	1	396	0	651	1	396
	Left-Through		1							1				1				1	
	Through	136	0	394	0	136	394	4	140	0	396	0	140	0	396	0	140	0	396
	Through-Right		0							0				0				0	
	Right	87	1	62	0	87	62	4	91	1	65	0	91	1	65	0	91	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	0	45	45	2	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	167	1	167	0	167	167	4	171	1	171	0	171	1	171	0	171	1	171
	Through-Right		0							0				0				0	
	Right	243	1	136	0	243	136	8	251	1	139	0	251	1	139	0	251	1	139
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 819 East-West: 561 SUM: 1380	North-South: 821 East-West: 561 SUM: 1382	North-South: 828 East-West: 567 SUM: 1395	North-South: 830 East-West: 567 SUM: 1397	North-South: 830 East-West: 567 SUM: 1397													
VOLUME/CAPACITY (V/C) RATIO:		0.968	0.970	0.979	0.980	0.980													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.868	0.870	0.879	0.880	0.880													
LEVEL OF SERVICE (LOS):		D	D	D	D	D													

**PROJECT IMPACT**

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>4</b>	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2024</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
	East-West Street:	<b>5th St</b>		Projection Year:	<b>2024</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0						0				0				0		
	Through	1485	1	766	3	1488	767	14	1499	1	773	3	1502	1	774	0	1502	1	774
	Through-Right		1						1				1				1		
	Right	46	0	0	0	46	0	0	46	0	0	0	46	0	0	0	46	0	0
SOUTHBOUND	Left	178	1	178	0	178	178	0	178	1	178	0	178	1	178	0	178	1	178
	Left-Through		0						0				0				0		
	Through	1524	1	805	6	1530	808	26	1550	1	818	6	1556	1	821	0	1556	1	821
	Through-Right		1						1				1				1		
	Right	85	0	0	0	85	0	0	85	0	0	0	85	0	0	0	85	0	0
EASTBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0						0				0				0		
	Through	118	0	138	0	118	138	0	118	0	138	0	118	0	138	0	118	0	138
	Through-Right		1						1				1				1		
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
WESTBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0						0				0				0		
	Through	81	0	161	0	81	161	0	81	0	161	0	81	0	161	0	81	0	161
	Through-Right		1						1				1				1		
	Right	80	0	0	0	80	0	0	80	0	0	0	80	0	0	0	80	0	0
CRITICAL VOLUMES		North-South: 944		944		North-South: 945		945		North-South: 951		951		North-South: 952		952		North-South: 952	
		East-West: 265		265		East-West: 265		265		East-West: 265		265		East-West: 265		265		East-West: 265	
		SUM: 1209		1209		SUM: 1210		1210		SUM: 1216		1216		SUM: 1217		1217		SUM: 1217	
VOLUME/CAPACITY (V/C) RATIO:				0.848		0.849		0.853		0.854		0.854		0.854		0.854		0.854	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.748		0.749		0.753		0.754		0.754		0.754		0.754		-0.100	
LEVEL OF SERVICE (LOS):				C		C		C		C		C		C		C		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.853**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
5	East-West Street:	7th St	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	49	1	49	0	49	49	3	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	1377	1	720	3	1380	721	14	1391	1	727	3	1394	1	728	0	1394	1	728
	Through-Right		1							1				1				1	
	Right	62	0	0	0	62	0	0	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1314	1	715	6	1320	718	26	1340	1	728	6	1346	1	731	0	1346	1	731
	Through-Right		1							1				1				1	
	Right	115	0	0	0	115	0	0	115	0	0	0	115	0	0	0	115	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	171	1	171	0	171	171	0	171	1	171	0	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	184	0	229	0	184	229	0	184	0	235	0	184	0	235	0	184	0	235
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	6	51	0	0	0	51	0	0	0	51	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	74	1	74	0	74	74	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	173	0	245	0	173	245	0	173	0	245	0	173	0	245	0	173	0	245
	Through-Right		1							1				1				1	
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 792 East-West: 416 SUM: 1208	North-South: 793 East-West: 416 SUM: 1209	North-South: 799 East-West: 416 SUM: 1215	North-South: 800 East-West: 416 SUM: 1216	North-South: 800 East-West: 416 SUM: 1216													
VOLUME/CAPACITY (V/C) RATIO:		0.805	0.806	0.810	0.811														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.705	0.706	0.710	0.711														
LEVEL OF SERVICE (LOS):		C	C	C	C														

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.810**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	9th St		Projection Year:	2024		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	75	0	75	75	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1361	1	712	3	1364	714	15	1376	1	720	3	1379	1	721	0	1379	1	721
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
SOUTHBOUND	Left	76	1	76	0	76	76	0	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1369	1	732	6	1375	735	30	1399	1	748	6	1405	1	751	0	1405	1	751
	Through-Right		1							1				1				1	
	Right	94	0	0	0	94	0	2	96	0	0	0	96	0	0	0	96	0	0
EASTBOUND	Left	178	1	178	0	178	178	2	180	1	180	0	180	1	180	0	180	1	180
	Left-Through		0							0				0				0	
	Through	216	1	216	1	217	217	11	227	1	227	1	228	1	228	0	228	1	228
	Through-Right		0							0				0				0	
	Right	65	1	28	1	66	29	0	65	1	28	1	66	1	29	0	66	1	29
WESTBOUND	Left	114	1	114	0	114	114	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	296	0	421	0	296	421	6	302	0	427	0	302	0	427	0	302	0	427
	Through-Right		1							1				1				1	
	Right	125	0	0	0	125	0	0	125	0	0	0	125	0	0	0	125	0	0
CRITICAL VOLUMES		North-South: 807		North-South: 810		North-South: 823		North-South: 826		North-South: 826		North-South: 826		North-South: 826		East-West: 599		East-West: 607	
		East-West: 599		East-West: 599		East-West: 607		East-West: 607		East-West: 607		East-West: 607		East-West: 607		SUM: 1406		SUM: 1433	
		SUM: 1406		SUM: 1409		SUM: 1430		SUM: 1433		SUM: 1433		SUM: 1433		SUM: 1433					
VOLUME/CAPACITY (V/C) RATIO:		0.937		0.939		0.953		0.955		0.955		0.955		0.955					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.837		0.839		0.853		0.855		0.855		0.855		0.855				-0.100	
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D				A	

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.953**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
7	East-West Street:	22nd St	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		1						1				1				1		
	Through	612	0	384	0	612	387	1	613	0	401	0	613	0	404	0	613	0	404
	Through-Right		1						1				1				1		
	Right	132	0	384	5	137	387	33	165	0	401	5	170	0	404	0	170	0	404
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	187	0	187	6	193	193	30	217	0	217	6	223	0	223	0	223	0	223
	Left-Through		1						1				1				1		
	Through	790	0	776	0	790	788	1	791	0	805	0	791	0	805	0	791	0	805
	Through-Right		1						1				1				1		
	Right	14	0	776	0	14	788	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	17	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		0						0				0				0		
	Through	23	0	43	0	23	43	21	44	0	64	0	44	0	64	0	44	0	64
	Through-Right		0						0				0				0		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0					0				0				0			
WESTBOUND	Left	139	0	139	2	141	141	18	157	0	157	2	159	0	159	0	159	0	159
	Left-Through		0						0				0				0		
	Through	27	0	277	0	27	282	11	38	0	321	0	38	0	326	0	38	0	326
	Through-Right		0						0				0				0		
	Right	111	0	0	3	114	0	15	126	0	0	3	129	0	0	0	129	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 782 East-West: 294 SUM: 1076	North-South: 794 East-West: 299 SUM: 1093		North-South: 811 East-West: 338 SUM: 1149				North-South: 811 East-West: 343 SUM: 1154				North-South: 811 East-West: 343 SUM: 1154						
VOLUME/CAPACITY (V/C) RATIO:			0.717		0.729				0.766				0.769						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.617		0.629				0.666				0.669						
LEVEL OF SERVICE (LOS):			B		B				B				B						
			A		A				A				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.766**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
8	East-West Street:	25th St	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	335	1	335	1	336	336	10	345	1	345	1	346	1	346	0	346	1	346
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	629	1	629	0	629	629	5	634	1	634	0	634	1	634	0	634	1	634
	Through-Right		0							0				0				0	
	Right	416	1	213	2	418	213	13	429	1	214	2	431	1	214	0	431	1	214
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	406	1	406	4	410	410	24	430	1	430	4	434	1	434	0	434	1	434
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	109	1	42	0	109	42	0	109	1	42	0	109	1	42	0	109	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 696 East-West: 406 SUM: 1102	North-South: 696 East-West: 410 SUM: 1106		North-South: 701 East-West: 430 SUM: 1131				North-South: 701 East-West: 434 SUM: 1135				North-South: 701 East-West: 434 SUM: 1135						
VOLUME/CAPACITY (V/C) RATIO:		0.773	0.776		0.794				0.796				0.796						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.673	0.676		0.694				0.696				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.794**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:						
	East-West Street:	22nd St		Projection Year:	2024		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	236	2	130	0	236	130	0	236	2	130	0	236	2	130	0	236	2	130
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	82	1	0	0	82	0	0	82	1	0	0	82	1	0	0	82	1	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	333	1	293	16	349	301	95	428	1	340	16	444	1	348	0	444	1	348
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	252	0	0	0	252	0	0	252	0	0	0	252	0	0	0	252	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	105	1	105	0	105	105	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	294	2	147	7	301	151	46	340	2	170	7	347	2	174	0	347	2	174
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	130	North-South:	130	North-South:	130	North-South:	130	North-South:	130	North-South:	130	North-South:	130	North-South:	130	North-South:	130
		East-West:	398	East-West:	406	East-West:	445	East-West:	445	East-West:	453	East-West:	453	East-West:	453	East-West:	453	East-West:	453
		SUM:	528	SUM:	536	SUM:	575	SUM:	575	SUM:	583	SUM:	583	SUM:	583	SUM:	583	SUM:	583
VOLUME/CAPACITY (V/C) RATIO:		0.371		0.376		0.404		0.409		0.409		0.409		0.409		0.409		0.409	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.271		0.276		0.304		0.304		0.309		0.309		0.309		0.309		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.404**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
	No. of Phases	4		4		4		4		4									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	2		2		2		2		2									
	Right Turns: FREE-1, NR TOR-2 or OLA-3?	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0									
	Override Capacity	2		2		2		2		2									
		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	608	2	334	5	613	337	59	667	2	367	5	672	2	370	0	672	2	370
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1088	2	390	19	1107	396	58	1146	2	409	19	1165	2	415	0	1165	2	415
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	81	0	0	0	81	0	0	81	0	0	81	0	0	0	81	0	0	0
SOUTHBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	209	2	102	2	211	103	16	225	2	107	2	227	2	108	0	227	2	114
	Through-Right	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0
	Right	97	0	0	0	97	0	0	97	0	0	97	0	0	0	97	1	0	0
EASTBOUND	Left	238	1	238	0	238	238	0	238	1	238	0	238	1	238	0	238	1	238
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	215	0	949	0	215	974	0	215	0	1029	0	215	0	1054	0	215	0	1054
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1682	1	0	50	1732	0	161	1843	1	0	50	1893	1	0	0	1893	1	0
WESTBOUND	Left	59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through	1	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0
	Through	114	0	205	0	114	205	0	114	0	205	0	114	0	205	0	114	0	205
	Through-Right	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0
CRITICAL VOLUMES		North-South: 436		440	North-South: 1154		1179	North-South: 474		1234	North-South: 478		1259	North-South: 484		1259	North-South: 484		1259
		East-West: 1154		1179	East-West: 1154		1179	East-West: 1234		1708	East-West: 1259		1737	East-West: 1259		1743	East-West: 1259		1743
		SUM: 1590		1619	SUM: 1590		1619	SUM: 1708		1737	SUM: 1737		1743	SUM: 1743		1743	SUM: 1743		1743
VOLUME/CAPACITY (V/C) RATIO:		1.156		1.177	1.156		1.177	1.242		1.263	1.156		1.177	1.268		1.268	1.156		1.177
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.056		1.077	1.056		1.077	1.142		1.163	1.056		1.077	1.168		1.168	1.056		1.077
LEVEL OF SERVICE (LOS):		F		F	F		F	F		F	F		F	F		F	F		F

Scenario	Scenario Change	Impact?
FB	0.696	0.705
	0.009	NO

FB			
N-S	444	444	
EB	445	238	
WB	205	205	
Sum	1094	887	
V/C	0.796	0.645	
Less ATCS	0.696	0.545	
LOS	B	A	
FP Mitigation			
N-S	450	450	484
EB	452	238	452
WB	205	205	205
Sum	1107	893	1141
V/C	0.805	0.649	0.830
Less ATCS	0.705	0.549	0.730
LOS	C	A	B

**PROJECT IMPACT**  
 Change in v/c due to project: **0.021**      Δv/c after mitigation: **0.026**  
 Significant impacted? **YES**                      Fully mitigated? **NO**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2024</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:											
	East-West Street: <b>O'Farrell St</b>		Projection Year: <b>2024</b>		Peak Hour: <b>WK</b>		Reviewed by:		Project:											
No. of Phases			2	2			2			2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0			0			0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	0			0			0										
ATSAC-1 or ATSAC+ATCS-2?			2	2			2			2										
Override Capacity			0	0			0			0										
			NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
			EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	12	0	12	1	12	12	0	12	
	Left-Through		0							0					0					
	Through	1708	3	569	24	1732	577	117	1825	3	608	616	24	1849	3	616	0	1849	3	616
	Through-Right		0							0					0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0					0					
Left-Right		0							0					0						
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0					0					
	Through	2038	2	686	53	2091	703	177	2215	2	745	762	53	2268	2	762	0	2268	2	762
	Through-Right		1							1					1					
	Right	19	0	0	0	19	0	0	19	0	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		0							0					0					
Left-Right		0							0					0						
EASTBOUND	Left	78	0	78	0	78	78	0	78	0	78	78	0	78	0	78	0	78	0	78
	Left-Through		0							0					0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0					0					
	Right	18	0	96	0	18	96	0	18	0	96	96	0	18	0	96	0	18	0	96
	Left-Through-Right		0							0					0					
Left-Right		1							1					1						
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0					0					
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0					0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0					0					
Left-Right		0							0					0						
CRITICAL VOLUMES		North-South: 698		North-South: 715		North-South: 757		North-South: 774		North-South: 774		North-South: 774		North-South: 774		North-South: 774		North-South: 774		
		East-West: 96		East-West: 96		East-West: 96		East-West: 96		East-West: 96		East-West: 96		East-West: 96		East-West: 96		East-West: 96		
		SUM: 794		SUM: 811		SUM: 853		SUM: 870		SUM: 870		SUM: 870		SUM: 870		SUM: 870		SUM: 870		
VOLUME/CAPACITY (V/C) RATIO:			0.529			0.541			0.569			0.580			0.580					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.429			0.441			0.469			0.480			0.480					
LEVEL OF SERVICE (LOS):			A			A			A			A			A					

### PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2024	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2024	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	45	1	45	0	45	45	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through		0						0				0				0		
	Through	1663	2	556	24	1687	564	28	1691	2	567	24	1715	2	575	0	1715	2	575
	Through-Right		1						1				1				1		
	Right	6	0	0	0	6	0	4	10	0	0	0	10	0	0	0	10	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	22	1	22	0	22	22	96	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0						0				0				0		
	Through	1912	2	676	53	1965	693	80	1992	2	702	53	2045	2	720	0	2045	2	720
	Through-Right		1						1				1				1		
	Right	115	0	0	0	115	0	0	115	0	0	0	115	0	0	0	115	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0						0				0				0		
	Through	2	0	64	0	2	64	18	20	0	82	0	20	0	82	0	20	0	82
	Through-Right		1						1				1				1		
	Right	62	0	0	0	62	0	0	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	0	1	0	0	0	0	4	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0						0				0				0		
	Through	0	1	0	0	0	0	17	17	1	17	0	17	1	17	0	17	1	17
	Through-Right		1						1				1				1		
	Right	0	0	0	0	0	0	88	88	0	29	0	88	0	29	0	88	0	29
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 721 East-West: 64 SUM: 785	North-South: 738 East-West: 64 SUM: 802		North-South: 747 East-West: 111 SUM: 858		North-South: 765 East-West: 111 SUM: 876		North-South: 765 East-West: 86 SUM: 851										
VOLUME/CAPACITY (V/C) RATIO:		0.551		0.563		0.602		0.615											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.451		0.463		0.502		0.515		-0.100									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **-0.602**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2024		Ambient Growth: (%):	0		Conducted by:			Date:		
15	East-West Street:	5th St		Projection Year:	2024		Peak Hour:	WK		Reviewed by:			Project:		
No. of Phases		3		3		3		3		3		0		0	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2	
Override Capacity		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		0		0		0		0		0		0		0	
EB--		0		0		0		0		0		0		0	
WB--		0		0		0		0		0		0		0	
MOVEMENT		EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION		FUTURE W/ PROJECT W/ MITIGATION	
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0	
	Through	1700	2	568	24	1724	576	32	1732	2	579	24	1756	2	587
	Through-Right		1							1				1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
SOUTHBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0	
	Through	1939	2	674	53	1992	692	84	2023	2	702	53	2076	2	720
	Through-Right		1							1				1	
	Right	84	0	0	0	84	0	0	84	0	0	0	84	0	0
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
EASTBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0	
	Through	18	1	18	0	18	18	0	18	1	18	0	18	1	18
	Through-Right		0							0				0	
	Right	23	1	15	0	23	15	0	23	1	15	0	23	1	15
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
WESTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0	
	Through	7	1	7	0	7	7	0	7	1	7	0	7	1	7
	Through-Right		0							0				0	
	Right	36	1	36	0	36	36	0	36	1	36	0	36	1	36
Left-Through-Right		0								0				0	
Left-Right		0								0				0	
CRITICAL VOLUMES		North-South:	690	North-South:	708	North-South:	718	North-South:	736	North-South:	736	North-South:	736	North-South:	736
		East-West:	109	East-West:	109	East-West:	109	East-West:	109	East-West:	109	East-West:	109	East-West:	109
		SUM:	799	SUM:	817	SUM:	827	SUM:	845	SUM:	845	SUM:	845	SUM:	845
VOLUME/CAPACITY (V/C) RATIO:		0.561		0.573		0.580		0.593		0.593		0.593		0.593	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.461		0.473		0.480		0.493		0.493		0.493		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **-0.580**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>16</b>	<b>North-South Street:</b> Harbor Bl		<b>Year of Count:</b> 2024		<b>Ambient Growth: (%):</b> 0		<b>Conducted by:</b>		<b>Date:</b>										
	<b>East-West Street:</b> 6th St		<b>Projection Year:</b> 2024		<b>Peak Hour:</b> WK		<b>Reviewed by:</b>		<b>Project:</b>										
No. of Phases			4	4	4	4	4	0	0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2	2	2	2	2	0	0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 0 SB-- 0 EB-- 0 WB-- 0	0										
ATSAC-1 or ATSAC+ATCS-2?			2	2	2	2	2	0	0										
Override Capacity			0	0	0	0	0	0	0										
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Project Traffic</b>	<b>Total Volume</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>
<b>NORTHBOUND</b>	Left	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	948	2	316	24	972	324	32	980	2	327	24	1004	2	335	0	1004	2	335
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>SOUTHBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1058	2	395	53	1111	413	84	1142	2	423	53	1195	2	441	0	1195	2	441
	Through-Right		1							1				1				1	
	Right	127	0	0	0	127	0	0	127	0	0	0	127	0	0	0	127	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>EASTBOUND</b>	Left	167	1	167	0	167	167	0	167	1	167	0	167	1	167	0	167	1	167
	Left-Through		0							0				0				0	
	Through	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0	0	76
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>WESTBOUND</b>	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 479 <i>East-West:</i> 167 <i>SUM:</i> 646		<i>North-South:</i> 497 <i>East-West:</i> 167 <i>SUM:</i> 664		<i>North-South:</i> 507 <i>East-West:</i> 167 <i>SUM:</i> 674		<i>North-South:</i> 525 <i>East-West:</i> 167 <i>SUM:</i> 692		<i>North-South:</i> 525 <i>East-West:</i> 167 <i>SUM:</i> 692		<i>North-South:</i> 525 <i>East-West:</i> 167 <i>SUM:</i> 692							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.470		0.483		0.490		0.503		0.503		0.503							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.370		0.383		0.390		0.403		0.403		-0.100							
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>							

**PROJECT IMPACT**

Change in v/c due to project:	0.013	Δv/c after mitigation:	-0.490
Significant impacted?	NO	Fully mitigated?	N/A



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Blvd</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>7th St</b>		Projection Year: <b>2024</b>		Peak Hour: <b>SAT</b>		Reviewed by:		Project: <b>2024 CD1 CB</b>										
No. of Phases		3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	149	1	149		0			0				0						0
	↵ Left-Through		0			0			0				0						0
	→ Through	1,723	3	574		0				0				0					0
	→ Through-Right		0			0				0				0					0
	→ Right	0	0	0		0				0				0					0
	↵↗ Left-Through-Right		0				0			0				0					0
↵↗ Left-Right		0				0			0				0					0	
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0			0				0						0
	↵ Left-Through		0			0			0				0						0
	→ Through	1,467	2	558		0			0				0						0
	→ Through-Right		1			0			0				0						0
	→ Right	207	0	0		0				0				0					0
	↵↗ Left-Through-Right		0				0			0				0					0
↵↗ Left-Right		0				0			0				0					0	
<b>EASTBOUND</b>	↵ Left	255	2	140		0			0				0						0
	↵ Left-Through		0			0			0				0						0
	→ Through	0	0	0		0			0				0						0
	→ Through-Right		0			0			0				0						0
	→ Right	203	1	54		0				0				0					0
	↵↗ Left-Through-Right		0				0			0				0					0
↵↗ Left-Right		0				0			0				0					0	
<b>WESTBOUND</b>	↵ Left	0	0	0		0			0				0						0
	↵ Left-Through		0			0			0				0						0
	→ Through	0	0	0		0			0				0						0
	→ Through-Right		0			0			0				0						0
	→ Right	0	0	0		0				0				0					0
	↵↗ Left-Through-Right		0				0			0				0					0
↵↗ Left-Right		0				0			0				0					0	
<b>CRITICAL VOLUMES</b>		North-South: 707 East-West: 140 SUM: 847		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0							
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.594		0.000		0.000		0.000				0.000							
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.494		-0.100		-0.100		-0.100				-0.100							
<b>LEVEL OF SERVICE (LOS):</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>				<b>A</b>							

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #: <b>17A</b>	North-South Street:	<b>Harbor Blvd</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:					
	East-West Street:	<b>7th St</b>		Projection Year:	<b>2024</b>		Peak Hour:	<b>SAT</b>		Reviewed by:			Project:	<b>2024 WITH PROJECT</b>				
No. of Phases				<b>3</b>				<b>3</b>				<b>3</b>				<b>0</b>		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>				<b>0</b>		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		<b>3</b>		
		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>3</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		<b>0</b>		
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>				<b>2</b>		
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>				<b>0</b>		
MOVEMENT	YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	151	1	151		0				0				0				0
	Left-Through		0			0				0				0				0
	Through	1,780	3	593		0				0				0				0
	Through-Right		0			0				0				0				0
	Right	0	0	0		0				0				0				0
	Left-Through-Right		0			0				0				0				
SOUTHBOUND	Left	0	0	0		0				0				0				0
	Left-Through		0			0				0				0				0
	Through	1,586	2	598		0				0				0				0
	Through-Right		1			0				0				0				0
	Right	207	0	0		0				0				0				0
	Left-Through-Right		0			0				0				0				0
EASTBOUND	Left	255	2	140		0				0				0				0
	Left-Through		0			0				0				0				0
	Through	0	0	0		0				0				0				0
	Through-Right		0			0				0				0				0
	Right	208	1	57		0				0				0				0
	Left-Through-Right		0			0				0				0				0
WESTBOUND	Left	0	0	0		0				0				0				0
	Left-Through		0			0				0				0				0
	Through	0	0	0		0				0				0				0
	Through-Right		0			0				0				0				0
	Right	0	0	0		0				0				0				0
	Left-Through-Right		0			0				0				0				0
CRITICAL VOLUMES	North-South:	749		North-South:	0		North-South:	0		North-South:	0		North-South:	0		North-South:	0	
	East-West:	140		East-West:	0		East-West:	0		East-West:	0		East-West:	0		East-West:	0	
	SUM:	889		SUM:	0		SUM:	0		SUM:	0		SUM:	0		SUM:	0	
VOLUME/CAPACITY (V/C) RATIO:	0.624		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.524		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):	<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2024	Peak Hour:	SAT	Reviewed by:		Project:	2024 CD1 CB								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	801	2	401		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	0
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	753	2	377		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	983	1	376		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	1,104	2	607		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	120	1	106		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South:	406	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	607	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	1013	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.675		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.575		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>18</b>	North-South Street: <b>Miner St</b>	Year of Count: <b>2024</b>	Ambient Growth: (%): <b>0</b>	Conducted by:		Date:													
	East-West Street: <b>22nd St</b>	Projection Year: <b>2024</b>	Peak Hour: <b>WK</b>	Reviewed by:		Project:													
No. of Phases: <b>4</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCSAC-1 or ATCSAC+ATCS-2? <b>2</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>													
<b>MOVEMENT</b>	<b>EXISTING CONDITION</b>		<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
<b>NORTHBOUND</b>	↵ Left	223	1	223	0	223	223	0	223	1	223	0	223	1	223	0	223	1	223
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Through	847	1	471	0	847	471	0	847	1	471	0	847	1	471	0	847	1	471
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	94	0	0	0	94	0	0	94	0	0	0	94	0	0	0	94	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>SOUTHBOUND</b>	↵ Left	30	1	30	37	67	67	0	30	1	30	37	67	1	67	0	67	1	67
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	949	1	600	0	949	600	0	949	1	601	0	949	1	601	0	949	1	601
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	250	0	0	0	250	0	3	253	0	0	0	253	0	0	0	253	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>EASTBOUND</b>	↵ Left	187	1	187	0	187	187	4	191	1	191	0	191	1	191	0	191	1	191
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	85	1	85	16	101	101	0	85	1	85	16	101	1	101	0	101	1	101
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	129	0	18	0	129	18	0	129	0	18	0	129	0	18	0	129	0	18
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>WESTBOUND</b>	↵ Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	↵ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→ Through	82	1	53	7	89	65	0	82	1	53	7	89	1	65	0	89	1	65
	→ Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	↘ Right	24	0	0	17	41	0	0	24	0	0	17	41	0	0	0	41	0	0
	↘ Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↘ Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>CRITICAL VOLUMES</b>		North-South: 823 East-West: 240 SUM: 1063	North-South: 823 East-West: 252 SUM: 1075	North-South: 824 East-West: 244 SUM: 1068	North-South: 824 East-West: 256 SUM: 1080	North-South: 824 East-West: 256 SUM: 1080													
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.773	0.782	0.777	0.785	0.777													
<b>V/C LESS ATCSAC/ATCS ADJUSTMENT:</b>		0.673	0.682	0.677	0.685	-0.100													
<b>LEVEL OF SERVICE (LOS):</b>		<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>A</b>													

### PROJECT IMPACT

Change in v/c due to project:	0.008	Δv/c after mitigation:	-0.777
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0		Conducted by:					Date:						
	East-West Street:	Sampson Way	Projection Year:	2024	Peak Hour:	SAT		Reviewed by:					Project:	2024 WITH PROJECT					
No. of Phases				2			2			2			2			0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0			0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3			
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2			2			
Override Capacity				0			0			0			0			0			
<b>MOVEMENT</b>		YEAR 2024 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	812	2	406		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	777	2	389		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	1,017	1	402		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	1,119	2	615		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	120	1	106		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
<b>CRITICAL VOLUMES</b>		North-South:		431	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0
		East-West:		615	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0
		SUM:		1046	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0
VOLUME/CAPACITY (V/C) RATIO:				0.697			0.000			0.000			0.000			0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.597			-0.100			-0.100			-0.100			-0.100			-0.100
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

**YEAR 2042**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:													
2	East-West Street:	I-110 Ramps	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:													
No. of Phases		2	2		2		2		0													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0													
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2													
Override Capacity		0	0		0		0		0													
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	616	2	308	1	617	309	0	616	2	308	1	617	2	309	0	617	2	309	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	2805	2	0	4	2809	0	0	2805	2	0	4	2809	2	0	0	2809	2	0	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	828	3	276	7	835	278	-1	827	3	276	7	834	3	278	0	834	3	278			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WESTBOUND	Left	1659	2	578	17	1676	584	0	1659	2	578	17	1676	2	584	0	1676	2	584			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	76	0	578	0	76	584	0	76	0	578	0	76	0	584	0	76	0	584			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0				
CRITICAL VOLUMES		North-South: 308	308		North-South: 309	309		North-South: 308	308		North-South: 309	309		North-South: 309	309		East-West: 584	584		East-West: 584	584	
		East-West: 578	578		East-West: 584	584		East-West: 578	578		East-West: 584	584		East-West: 584	584		SUM: 893	893		SUM: 893	893	
		SUM: 886	886		SUM: 893	893		SUM: 886	886		SUM: 893	893		SUM: 893	893							
VOLUME/CAPACITY (V/C) RATIO:		0.591	0.591		0.595	0.595		0.591	0.591		0.595	0.595										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.491	0.491		0.495	0.495		0.491	0.491		0.495	0.495		-0.100								
LEVEL OF SERVICE (LOS):		A	A		A	A		A	A		A	A		A								

### PROJECT IMPACT

Change in v/c due to project: 0.004      Δv/c after mitigation: -0.591  
 Significant impacted? NO      Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>1</b>	East-West Street:	<b>Summerland Av</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	506	1	261	1	507	261	0	506	1	261	1	507	1	261	0	507	1	261
	Through-Right		1							1				1				1	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	13	1	13	0	13	13	0	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	404	1	291	7	411	294	-1	403	1	290	7	410	1	294	0	410	1	294
	Through-Right		1							1				1				1	
	Right	177	0	0	0	177	0	0	177	0	0	0	177	0	0	0	177	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	423	1	423	0	423	423	0	423	1	423	0	423	1	423	0	423	1	423
	Left-Through		0							0				0				0	
	Through	5	0	59	0	5	59	0	5	0	59	0	5	0	59	0	5	0	59
	Through-Right		1							1				1				1	
	Right	54	0	0	0	54	0	0	54	0	0	0	54	0	0	0	54	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	391	2	215	0	391	215	0	391	2	215	0	391	2	215	0	391	2	215
	Left-Through		0							0				0				0	
	Through	146	0	458	0	146	458	0	146	0	458	0	146	0	458	0	146	0	458
	Through-Right		1							1				1				1	
	Right	312	0	0	0	312	0	0	312	0	0	0	312	0	0	0	312	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 403		North-South: 406		North-South: 402		North-South: 406		North-South: 406		North-South: 406		North-South: 406		North-South: 406		North-South: 406	
		East-West: 881		East-West: 881		East-West: 881		East-West: 881		East-West: 881		East-West: 881		East-West: 881		East-West: 881		East-West: 881	
		SUM: 1284		SUM: 1287		SUM: 1283		SUM: 1283		SUM: 1287		SUM: 1287		SUM: 1287		SUM: 1287		SUM: 1287	
VOLUME/CAPACITY (V/C) RATIO:		0.901		0.903		0.900		0.900		0.903		0.903		0.903		0.903		0.903	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.801		0.803		0.800		0.800		0.803		0.803		0.803		0.803		-0.100	
LEVEL OF SERVICE (LOS):		D		D		C		C		D		D		D		D		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.900**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>3</b>	East-West Street:	<b>1st St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	Left-Through		0						0				0				0		
	Through	1804	2	604	5	1809	606	0	1804	2	604	5	1809	2	606	0	1809	2	606
	Through-Right		1						1				1				1		
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	198	1	198	0	198	198	0	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0						0				0				0		
	Through	1402	2	624	24	1426	632	-1	1401	2	624	24	1425	2	632	0	1425	2	632
	Through-Right		1						1				1				1		
	Right	471	0	0	0	471	0	0	471	0	0	0	471	0	0	0	471	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	1066	1	562	0	1066	563	0	1066	1	562	0	1066	1	563	0	1066	1	563
	Left-Through		1						1				1				1		
	Through	58	0	562	1	59	563	0	58	0	562	1	59	0	563	0	59	0	563
	Through-Right		0						0				0				0		
	Right	24	1	18	0	24	18	0	24	1	18	0	24	1	18	0	24	1	18
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	41	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0						0				0				0		
	Through	136	1	136	0	136	136	0	136	1	136	0	136	1	136	0	136	1	136
	Through-Right		0						0				0				0		
	Right	389	1	290	0	389	290	0	389	1	290	0	389	1	290	0	389	1	290
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 802 East-West: 852 SUM: 1654	North-South: 804 East-West: 853 SUM: 1657	North-South: 802 East-West: 852 SUM: 1654	North-South: 804 East-West: 853 SUM: 1657	North-South: 802 East-West: 852 SUM: 1654	North-South: 804 East-West: 853 SUM: 1657	North-South: 802 East-West: 852 SUM: 1654	North-South: 804 East-West: 853 SUM: 1657	North-South: 804 East-West: 853 SUM: 1657									
VOLUME/CAPACITY (V/C) RATIO:		1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163	1.161	1.163
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>	<b>1.061</b>	<b>1.063</b>
LEVEL OF SERVICE (LOS):		<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>	<b>F</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **0.002**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>4</b>	East-West Street:	<b>5th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18
	Left-Through		0						0				0				0		
	Through	1510	1	783	5	1515	786	0	1510	1	783	5	1515	1	786	0	1515	1	786
	Through-Right		1						1				1				1		
	Right	56	0	0	0	56	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	1297	1	678	24	1321	690	-1	1296	1	677	24	1320	1	689	0	1320	1	689
	Through-Right		1						1				1				1		
	Right	58	0	0	0	58	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	173	1	173	0	173	173	0	173	1	173	0	173	1	173	0	173	1	173
	Left-Through		0						0				0				0		
	Through	134	0	155	0	134	155	0	134	0	155	0	134	0	155	0	134	0	155
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0						0				0				0		
	Through	104	0	166	0	104	166	0	104	0	166	0	104	0	166	0	104	0	166
	Through-Right		1						1				1				1		
	Right	62	0	0	0	62	0	0	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192	North-South: 850 East-West: 339 SUM: 1189	North-South: 853 East-West: 339 SUM: 1192
VOLUME/CAPACITY (V/C) RATIO:		0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836	0.834	0.836
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>0.736</b>	<b>0.734</b>	<b>-0.100</b>
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.834**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>5</b>	East-West Street:	<b>7th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1628	1	852	5	1633	855	0	1628	1	852	5	1633	1	855	0	1633	1	855
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	65	1	65	0	65	65	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	1220	1	679	24	1244	691	-1	1219	1	679	24	1243	1	691	0	1243	1	691
	Through-Right		1							1				1				1	
	Right	138	0	0	0	138	0	0	138	0	0	0	138	0	0	0	138	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	197	1	197	0	197	197	0	197	1	197	0	197	1	197	0	197	1	197
	Left-Through		0							0				0				0	
	Through	160	0	186	1	161	187	0	160	0	186	1	161	0	187	0	161	0	187
	Through-Right		1							1				1				1	
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	100	1	100	0	100	100	0	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	133	0	185	0	133	185	0	133	0	185	0	133	0	185	0	133	0	185
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302	North-South: 917 East-West: 382 SUM: 1299	North-South: 920 East-West: 382 SUM: 1302
VOLUME/CAPACITY (V/C) RATIO:		0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866	0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	0.766	-0.100
LEVEL OF SERVICE (LOS):		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	A

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.866**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>6</b>	East-West Street:	<b>9th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	145	1	145	1	146	146	0	145	1	145	1	146	1	146	0	146	1	146
	Left-Through		0							0			0				0		
	Through	1733	1	900	5	1738	903	0	1733	1	900	5	1738	1	903	0	1738	1	903
	Through-Right		1							1			1				1		
	Right	67	0	0	0	67	0	0	67	0	0	0	67	0	0	0	67	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	0	54	1	54	0	54	1	54	0	54	1	54
	Left-Through		0							0			0				0		
	Through	1142	1	628	24	1166	640	-1	1141	1	627	24	1165	1	639	0	1165	1	639
	Through-Right		1							1			1				1		
	Right	113	0	0	0	113	0	0	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	232	1	232	0	232	232	0	232	1	232	0	232	1	232	0	232	1	232
	Left-Through		0							0			0				0		
	Through	297	1	297	3	300	300	-1	296	1	296	3	299	1	299	0	299	1	299
	Through-Right		0							0			0				0		
	Right	50	1	0	3	53	0	0	50	1	0	3	53	1	0	0	53	1	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0			0				0		
	Through	248	0	282	1	249	283	0	248	0	282	1	249	0	283	0	249	0	283
	Through-Right		1							1			1				1		
	Right	34	0	0	0	34	0	0	34	0	0	0	34	0	0	0	34	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472	North-South: 954 East-West: 514 SUM: 1468	North-South: 957 East-West: 515 SUM: 1472
VOLUME/CAPACITY (V/C) RATIO:		0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981	0.979	0.981
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>0.881</b>	<b>0.879</b>	<b>-0.100</b>
LEVEL OF SERVICE (LOS):		<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>D</b>	<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.979**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>7</b>	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	691	0	421	0	691	432	0	691	0	421	0	691	0	431	0	691	0	431
	Through-Right		1						1				1				1		
	Right	141	0	421	21	162	432	-1	140	0	421	21	161	0	431	0	161	0	431
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	157	0	157	25	182	182	-1	156	0	156	25	181	0	181	0	181	0	181
	Left-Through		1						1				1				1		
	Through	546	0	573	0	546	573	0	546	0	573	0	546	0	573	0	546	0	573
	Through-Right		1						1				1				1		
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	19	0	19	0	19	19	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through		0						0				0				0		
	Through	52	0	72	0	52	72	0	52	0	72	0	52	0	72	0	52	0	72
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1					1				1				1			
	Left-Right		0					0				0				0			
WESTBOUND	Left	88	0	88	4	92	92	-1	87	0	87	4	91	0	91	0	91	0	91
	Left-Through		0						0				0				0		
	Through	48	0	261	0	48	270	0	48	0	260	0	48	0	269	0	48	0	269
	Through-Right		0						0				0				0		
	Right	125	0	0	5	130	0	0	125	0	0	5	130	0	0	0	130	0	0
	Left-Through-Right		1					1				1				1			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 578 East-West: 280 SUM: 858	North-South: 614 East-West: 289 SUM: 903	North-South: 578 East-West: 279 SUM: 857	North-South: 612 East-West: 288 SUM: 900	North-South: 612 East-West: 288 SUM: 900													
VOLUME/CAPACITY (V/C) RATIO:		0.572	0.602	0.571	0.600														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.472</b>	<b>0.502</b>	<b>0.471</b>	<b>-0.100</b>														
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.029**      Δv/c after mitigation: **-0.571**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>8</b>	East-West Street:	<b>25th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	116	1	116	0	116	116	0	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	365	1	365	3	368	368	0	365	1	365	3	368	1	368	0	368	1	368
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	326	1	326	1	327	327	0	326	1	326	1	327	1	327	0	327	1	327
	Through-Right		0							0				0				0	
	Right	294	1	101	4	298	96	-1	293	1	101	4	297	1	96	0	297	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	386	1	386	18	404	404	-1	385	1	385	18	403	1	403	0	403	1	403
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	79	1	0	0	79	0	0	79	1	0	0	79	1	0	0	79	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 442 East-West: 386 SUM: 828	North-South: 443 East-West: 404 SUM: 847	North-South: 442 East-West: 385 SUM: 827	North-South: 443 East-West: 403 SUM: 846	North-South: 443 East-West: 403 SUM: 846	North-South: 443 East-West: 403 SUM: 846	North-South: 443 East-West: 403 SUM: 846	North-South: 443 East-West: 403 SUM: 846	North-South: 443 East-West: 403 SUM: 846									
VOLUME/CAPACITY (V/C) RATIO:		0.581	0.594	0.580	0.594	0.594	0.594	0.594	0.594	0.594									
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.481</b>	<b>0.494</b>	<b>0.480</b>	<b>0.494</b>	<b>0.494</b>	<b>0.494</b>	<b>0.494</b>	<b>0.494</b>	<b>-0.100</b>									
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>									

**PROJECT IMPACT**

Change in v/c due to project: **0.014**      Δv/c after mitigation: **-0.580**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
9	East-West Street:	22nd St	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	118	2	65	0	118	65	0	118	2	65	0	118	2	65	0	118	2	65
	Left-Through		0	0		0	0		0	0	0		0	0	0		0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right	55	1	0	0	55	0	0	55	1	0	0	55	1	0	0	55	1	0
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0	0		0	0	0		0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0	0		0	0	0		0	0	0
	Through	528	1	369	66	594	402	-4	524	1	367	66	590	1	400	0	590	1	400
	Through-Right		1	0		0	0		1	0	0		1	0	0		1	0	0
	Right	209	0	0	0	209	0	0	209	0	0	0	209	0	0	0	209	0	0
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	80	1	80	0	80	80	0	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0	0		0	0		0	0	0		0	0	0		0	0	0
	Through	171	2	86	14	185	93	-2	169	2	85	14	183	2	92	0	183	2	92
	Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 65 East-West: 449 SUM: 514	North-South: 65 East-West: 482 SUM: 547	North-South: 65 East-West: 447 SUM: 512	North-South: 65 East-West: 480 SUM: 545	North-South: 65 East-West: 480 SUM: 545													
VOLUME/CAPACITY (V/C) RATIO:		0.361	0.384	0.359	0.382														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.261	0.284	0.259	0.282														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.023**      Δv/c after mitigation: **-0.359**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2042		Ambient Growth: (%):	0		Conducted by:			Date:						
11	East-West Street:	Swinford St / SR-47 EB Ramps		Projection Year:	2042		Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0					
		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0					
		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	528	1	528	10	538	538	-1	527	1	527	10	537	1	537	0	537	1	537
	Left-Through		0							0				0				0	
	Through	1328	2	664	35	1363	682	-6	1322	2	661	35	1357	2	679	0	1357	2	461
	Through-Right		0							0				0				1	
	Right	27	0	0	0	27	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	28	0	0	0	28	0	0	28	0	0	0	28	0	0	0	28	1	28
	Left-Through		0							0				0				0	
	Through	114	1	78	10	124	83	-1	113	1	77	10	123	1	82	0	123	2	62
	Through-Right		1							1				1				0	
	Right	41	0	0	0	41	0	0	41	0	0	0	41	0	0	0	41	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	264	0	0	0	264	0	0	264	0	0	0	264	0	0	0	264	1	264
	Left-Through		0							0				0				0	
	Through	122	0	0	0	122	0	0	122	0	0	0	122	0	0	0	122	0	847
	Through-Right		0							0				0				0	
	Right	1381	0	0	208	1589	0	-17	1364	0	0	208	1572	0	0	0	1572	1	0
	Left-Through-Right		0							0				0				1	
	Left-Right		0							0				0				1	
WESTBOUND	Left	39	0	0	0	39	0	0	39	0	0	0	39	0	0	0	39	0	39
	Left-Through		0							0				0				1	
	Through	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	26
	Through-Right		0							0				0				1	
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 664		North-South: 682		North-South: 661		North-South: 679		North-South: 599		East-West: 0		East-West: 886		SUM: 664		SUM: 682	
		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 1485		SUM: 664		SUM: 682	
		SUM: 664		SUM: 682		SUM: 661		SUM: 679		SUM: 679		SUM: 679		SUM: 1885		SUM: 664		SUM: 682	
VOLUME/CAPACITY (V/C) RATIO:		0.483		0.496		0.481		0.494		1.080		0.483		0.496		0.481		0.494	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.383		0.396		0.381		0.394		0.980		0.383		0.396		0.381		0.394	
LEVEL OF SERVICE (LOS):		A		A		A		A		E		A		A		A		E	

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **0.599**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:											
12	East-West Street:	O'Farrell St	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	7	2	4	0	7	4	0	7	2	4	0	7	2	4	0	7	2	4	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1894	2	631	45	1939	646	-7	1887	2	629	45	1932	2	644	0	1932	2	644	
	Through-Right	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1545	2	518	218	1763	591	-17	1528	2	512	218	1746	2	585	0	1746	2	585	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0	0
EASTBOUND	Left	80	1	40	0	80	40	0	80	1	40	0	80	1	40	0	80	1	40	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	40	0	0	40	0	0	0	40	0	0	0	40	0	0	0	40	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	18	1	16	0	18	16	0	18	1	16	0	18	1	16	0	18	1	16	16
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	631	North-South:	646	North-South:	629	North-South:	644	North-South:	644	North-South:	644	North-South:	644	North-South:	644	North-South:	644	
		East-West:	40	East-West:	40	East-West:	40	East-West:	40	East-West:	40	East-West:	40	East-West:	40	East-West:	40	East-West:	40	
		SUM:	671	SUM:	686	SUM:	669	SUM:	684	SUM:	684	SUM:	684	SUM:	684	SUM:	684	SUM:	684	
VOLUME/CAPACITY (V/C) RATIO:			0.447		0.457		0.446		0.456		0.456		0.456		0.456		0.456		0.456	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347		0.357		0.346		0.356		0.356		0.356		0.356		0.356		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

### PROJECT IMPACT

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.446**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:														
13	East-West Street:	1st St	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:														
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0									
NB--		0	SB--		0	EB--		0	WB--		0	NB--		0	SB--		0	EB--		0	WB--		0
EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION											
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19				
	Left-Through		0							0				0				0					
	Through	1650	3	550	45	1695	565	-7	1643	3	548	45	1688	3	563	0	1688	2	844				
	Through-Right		0							0				0				0					
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0				
SOUTHBOUND	Left	67	0	0	0	67	0	0	67	0	0	0	67	0	0	0	67	0	0				
	Left-Through		0							0				0				0					
	Through	1531	2	516	218	1749	589	-18	1513	2	510	218	1731	2	583	0	1731	3	437				
	Through-Right		1							1				1				1					
	Right	17	0	0	0	17	0	0	17	0	0	0	17	0	0	0	17	0	0				
EASTBOUND	Left	110	0	110	0	110	110	0	110	0	110	0	110	0	110	0	110	0	110				
	Left-Through		0							0				0				0					
	Through	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0				
	Through-Right		0							0				0				0					
	Right	24	0	134	1	25	135	0	24	0	134	1	25	0	135	0	25	0	135				
WESTBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4				
	Left-Through		0							0				0				0					
	Through	110	0	222	0	110	222	0	110	0	222	0	110	0	222	0	110	0	222				
	Through-Right		0							0				0				0					
	Right	108	0	0	0	108	0	0	108	0	0	0	108	0	0	0	108	0	0				
CRITICAL VOLUMES		North-South:	550	North-South:	608	North-South:	548	North-South:	602	North-South:	844	East-West:	356	East-West:	357	East-West:	1201						
SUM:		906	965	904	959	965	1201	965	1201	1201	1201	1201	1201	1201	1201	1201	1201						
VOLUME/CAPACITY (V/C) RATIO:			0.636		0.677		0.634		0.673		0.873	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.536	0.577	0.534	0.573	0.773					
LEVEL OF SERVICE (LOS):			A		A		A		A		C			A	A	A	A	C					

**PROJECT IMPACT**

Change in v/c due to project: **0.039**      Δv/c after mitigation: **0.239**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
15	East-West Street:	5th St	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	1536	3	512	45	1581	527	-7	1529	3	510	45	1574	3	525	0	1574	3	525
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1243	2	474	218	1461	546	-18	1225	2	468	218	1443	2	540	0	1443	2	540
	Through-Right		1							1				1				1	
	Right	178	0	0	0	178	0	0	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	139	1	139	0	139	139	0	139	1	139	0	139	1	139	0	139	1	139
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	13	1	5	0	13	5	0	13	1	5	0	13	1	5	0	13	1	5
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Through-Right		0							0				0				0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 512 East-West: 140 SUM: 652	North-South: 562 East-West: 140 SUM: 702	North-South: 510 East-West: 140 SUM: 650	North-South: 556 East-West: 140 SUM: 696	North-South: 556 East-West: 140 SUM: 696													
VOLUME/CAPACITY (V/C) RATIO:		0.458	0.493	0.456	0.488	0.488													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.358	0.393	0.356	0.388	0.388													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

### PROJECT IMPACT

Change in v/c due to project: **0.032**      Δv/c after mitigation: **-0.456**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>16</b>	East-West Street:	<b>6th St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>AM</b>		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3				
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	10	1	10	0	10	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0							0				0				0	
	Through	1635	2	545	45	1680	560	-7	1628	2	543	45	1673	2	558	0	1673	2	558
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1456	2	511	218	1674	583	-18	1438	2	505	218	1656	2	577	0	1656	3	433
	Through-Right		1							1				1				1	
	Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	107	1	107	0	107	107	0	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through-Right		0							0				0				0	
	Right	31	1	26	0	31	26	0	31	1	26	0	31	1	26	0	31	1	26
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	545	North-South:	593	North-South:	543	North-South:	587	North-South:	558	East-West:	107	East-West:	107	East-West:	107	East-West:	107
		East-West:	107	East-West:	107	East-West:	107	East-West:	107	East-West:	107	East-West:	107	East-West:	107	East-West:	107	East-West:	107
		SUM:	652	SUM:	700	SUM:	650	SUM:	694	SUM:	665	SUM:	652	SUM:	700	SUM:	650	SUM:	665
VOLUME/CAPACITY (V/C) RATIO:		0.474		0.509		0.473		0.505		0.484		0.474		0.509		0.473		0.484	
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.374</b>		<b>0.409</b>		<b>0.373</b>		<b>0.405</b>		<b>0.384</b>		<b>0.374</b>		<b>0.409</b>		<b>0.373</b>		<b>0.384</b>	
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.032**      Δv/c after mitigation: **0.011**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:										
<b>17A</b>	East-West Street:	7th St	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:	CD1 2042 CB									
No. of Phases			3	3	3	3	3	3	0	0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		<i>NB--</i>	0	<i>SB--</i>	0	<i>NB--</i>	0	<i>SB--</i>	0	<i>NB--</i>	0	<i>SB--</i>	3						
		<i>EB--</i>	3	<i>WB--</i>	0	<i>EB--</i>	3	<i>WB--</i>	0	<i>EB--</i>	3	<i>WB--</i>	0						
ATSAC-1 or ATSAC+ATCS-2?			2	2	2	2	2	2	2	2									
Override Capacity			0	0	0	0	0	0	0	0									
<b>MOVEMENT</b>		<b>YEAR 2042 CONDITIONS</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	Left	52	1	52			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	1,510	3	503			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0					0				0			
<b>SOUTHBOUND</b>	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	1,232	2	485			0				0				0				0
	Through-Right		1				0				0				0				0
	Right	224	0	0			0				0				0				0
	Left-Through-Right		0				0					0				0			0
<b>EASTBOUND</b>	Left	261	2	144			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	67	1	15			0				0				0				0
	Left-Through-Right		0				0					0				0			0
<b>WESTBOUND</b>	Left	0	0	0			0				0				0				0
	Left-Through		0				0				0				0				0
	Through	0	0	0			0				0				0				0
	Through-Right		0				0				0				0				0
	Right	0	0	0			0				0				0				0
	Left-Through-Right		0				0					0				0			0
<b>CRITICAL VOLUMES</b>	North-South:			537	North-South:		0	North-South:		0	North-South:		0	North-South:		0	North-South:		0
	East-West:			144	East-West:		0	East-West:		0	East-West:		0	East-West:		0	East-West:		0
	SUM:			681	SUM:		0	SUM:		0	SUM:		0	SUM:		0	SUM:		0
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.478			0.000				0.000				0.000				0.000
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.378</b>			<b>-0.100</b>				<b>-0.100</b>				<b>-0.100</b>				<b>-0.100</b>
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>A</b>				<b>A</b>				<b>A</b>				<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17A	East-West Street:	7th St		Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:	2042 WITH PROJECT								
No. of Phases		3		3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
NB--		0		0		0		0		0									
SB--		0		0		0		0		0									
EB--		3		3		3		3		3									
WB--		0		0		0		0		0									
YEAR 2042 CONDITIONS		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION											
MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	56	1	56		0		0		0		0		0		0		0	
	Left-Through		0			0				0				0				0	
	Through	1,555	3	518		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	1,450	2	558		0				0				0				0	
	Through-Right		1			0				0				0				0	
	Right	224	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
EASTBOUND	Left	261	2	144		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	87	1	31		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
CRITICAL VOLUMES		North-South:	614	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	144	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	758	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.532		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.432		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way	Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:	CD1 2042 CB								
No. of Phases		2	2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 0	NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2									
Override Capacity		0	0		0		0		0									
MOVEMENT	YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	233	2	117		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	389	2	195		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	910	1	179		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
EASTBOUND	Left	1,329	2	731		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	23	1	17		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0
	Left-Through		0			0		0		0		0		0		0		0
	Through	0	0	0		0		0		0		0		0		0		0
	Through-Right		0			0		0		0		0		0		0		0
	Right	0	0	0		0		0		0		0		0		0		0
	Left-Through-Right		0			0		0		0		0		0		0		0
CRITICAL VOLUMES		North-South: 208 East-West: 731 SUM: 939	North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.626	0.000		0.000				0.000				0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.526	-0.100		-0.100				-0.100				-0.100					
LEVEL OF SERVICE (LOS):		A	A		A				A				A					

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2042	Peak Hour:	AM	Reviewed by:		Project:	2042 WITH PROJECT								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	13	1	13		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	253	2	127		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	487	2	244		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	1,050	1	303		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
EASTBOUND	Left	1,358	2	747		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	23	1	17		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
CRITICAL VOLUMES		North-South:	316	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	747	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	1063	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.709		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.609		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		B		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>18</b>	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>AM</b>	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	115	1	115	0	115	115	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	647	1	355	0	647	355	0	647	1	355	0	647	1	355	0	647	1	355
	Through-Right		1							1				1				1	
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	47	1	47	153	200	200	0	47	1	47	153	200	1	200	0	200	1	200
	Left-Through		0							0				0				0	
	Through	635	1	385	0	635	385	0	635	1	385	0	635	1	385	0	635	1	385
	Through-Right		1							1				1				1	
	Right	134	0	0	0	134	0	0	134	0	0	0	134	0	0	0	134	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	374	1	374	0	374	374	0	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0							0				0				0	
	Through	102	1	90	66	168	123	0	102	1	90	66	168	1	123	0	168	1	123
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	37	1	29	14	51	51	0	37	1	29	14	51	1	51	0	51	1	51
	Through-Right		1							1				1				1	
	Right	21	0	0	32	53	0	0	21	0	0	32	53	0	0	0	53	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 500 East-West: 403 SUM: 903	North-South: 555 East-West: 425 SUM: 980	North-South: 500 East-West: 403 SUM: 903	North-South: 555 East-West: 425 SUM: 980	North-South: 500 East-West: 403 SUM: 903	North-South: 555 East-West: 425 SUM: 980	North-South: 500 East-West: 403 SUM: 903	North-South: 555 East-West: 425 SUM: 980										
VOLUME/CAPACITY (V/C) RATIO:		0.657	0.713	0.657	0.713	0.657	0.713	0.657	0.713										
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.557</b>	<b>0.613</b>	<b>0.557</b>	<b>0.613</b>	<b>0.557</b>	<b>0.613</b>	<b>0.557</b>	<b>-0.100</b>										
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>A</b>										

**PROJECT IMPACT**

Change in v/c due to project: **0.056**      Δv/c after mitigation: **-0.657**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
1	East-West Street:	Summerland Av	Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	160	0	160	160	0	160	1	160	0	160	1	160	0	160	1	160
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	546	1	288	6	552	291	4	550	1	290	6	556	1	293	0	556	1	293
	Through-Right	0	1	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Right	29	0	0	0	29	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	668	1	500	2	670	501	2	670	1	501	2	672	1	502	0	672	1	502
	Through-Right	0	1	0	0	331	0	0	331	0	0	0	331	0	0	0	331	0	0
	Right	331	0	0	0	331	0	0	331	0	0	0	331	0	0	0	331	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	276	1	276	0	276	276	0	276	1	276	0	276	1	276	0	276	1	276
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0	0	
	Through-Right	0	1	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0
	Right	53	0	0	0	53	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	683	2	376	0	683	376	0	683	2	376	0	683	2	376	0	683	2	376
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	327	0	721	0	327	721	0	327	0	721	0	327	0	721	0	327	0	721
	Through-Right	0	1	0	0	394	0	0	394	0	0	0	394	0	0	0	394	0	0
	Right	394	0	0	0	394	0	0	394	0	0	0	394	0	0	0	394	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 660 East-West: 997 SUM: 1657	North-South: 661 East-West: 997 SUM: 1658	North-South: 661 East-West: 997 SUM: 1658	North-South: 662 East-West: 997 SUM: 1659	North-South: 662 East-West: 997 SUM: 1659													
VOLUME/CAPACITY (V/C) RATIO:		1.163	1.164	1.164	1.164														
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.063	1.064	1.064	1.064														
LEVEL OF SERVICE (LOS):		F	F	F	A														

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **-1.164**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>2</b>	East-West Street:	<b>I-110 Ramps</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		<b>2</b>	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		<b>0</b>	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>1</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>									
ATSAC-1 or ATSAC+ATCS-2?		<b>2</b>	2		2		2		2										
Override Capacity		<b>0</b>	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	925	2	463	6	931	466	4	929	2	465	6	935	2	468	0	935	2	468
	Through-Right		0						0				0				0		
	Right	1926	2	0	16	1942	0	7	1933	2	0	16	1949	2	0	0	1949	2	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	1173	3	391	2	1175	392	2	1175	3	392	2	1177	3	392	0	1177	3	392
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	1761	2	626	3	1764	627	3	1764	2	627	3	1767	2	628	0	1767	2	628
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	116	0	626	0	116	627	0	116	0	627	0	116	0	628	0	116	0	628
	Left-Through-Right		0						0				0				0		
	Left-Right		1						1				1				1		
CRITICAL VOLUMES		North-South: 463 East-West: 626 SUM: 1089	North-South: 466 East-West: 627 SUM: 1093	North-South: 465 East-West: 627 SUM: 1092	North-South: 468 East-West: 628 SUM: 1096	North-South: 468 East-West: 628 SUM: 1096													
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.729	0.728	0.731														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.626</b>	<b>0.629</b>	<b>0.628</b>	<b>0.631</b>													<b>-0.100</b>	
LEVEL OF SERVICE (LOS):		<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>													<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.728**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>3</b>	East-West Street:	<b>1st St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	31	1	31	0	31	31	2	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0						0				0				0		
	Through	1543	2	522	22	1565	529	5	1548	2	524	22	1570	2	531	0	1570	2	531
	Through-Right		1						1				1				1		
	Right	23	0	0	0	23	0	0	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	227	1	227	0	227	227	2	229	1	229	0	229	1	229	0	229	1	229
	Left-Through		0						0				0				0		
	Through	1767	2	772	5	1772	773	3	1770	2	773	5	1775	2	774	0	1775	2	774
	Through-Right		1						1				1				1		
	Right	548	0	0	0	548	0	0	548	0	0	0	548	0	0	0	548	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	841	1	500	0	841	500	0	841	1	500	0	841	1	500	0	841	1	500
	Left-Through		1						1				1				1		
	Through	158	0	500	0	158	500	1	159	0	500	0	159	0	500	0	159	0	500
	Through-Right		0						0				0				0		
	Right	58	1	43	0	58	43	1	59	1	43	0	59	1	43	0	59	1	43
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	35	1	35	0	35	35	2	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0						0				0				0		
	Through	151	1	151	1	152	152	3	154	1	154	1	155	1	155	0	155	1	155
	Through-Right		0						0				0				0		
	Right	269	1	156	0	269	156	6	275	1	161	0	275	1	161	0	275	1	161
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 803 East-West: 656 SUM: 1459	North-South: 804 East-West: 656 SUM: 1460	North-South: 806 East-West: 661 SUM: 1467	North-South: 807 East-West: 661 SUM: 1468	North-South: 807 East-West: 661 SUM: 1468													
VOLUME/CAPACITY (V/C) RATIO:		1.024	1.025	1.029	1.030	1.030													
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.924</b>	<b>0.925</b>	<b>0.929</b>	<b>0.930</b>	<b>0.930</b>													
LEVEL OF SERVICE (LOS):		<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>													

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **0.001**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>4</b>	East-West Street:	<b>5th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through		0						0				0				0		
	Through	1395	1	719	22	1417	730	7	1402	1	723	22	1424	1	734	0	1424	1	734
	Through-Right		1						1				1				1		
	Right	43	0	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	143	1	143	0	143	143	0	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0						0				0				0		
	Through	1367	1	725	5	1372	727	5	1372	1	730	5	1377	1	730	0	1377	1	730
	Through-Right		1						1				1				1		
	Right	82	0	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0						0				0				0		
	Through	131	0	149	0	131	149	0	131	0	149	0	131	0	149	0	131	0	149
	Through-Right		1						1				1				1		
	Right	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	49	1	49	0	49	49	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0						0				0				0		
	Through	93	0	183	0	93	183	0	93	0	183	0	93	0	183	0	93	0	183
	Through-Right		1						1				1				1		
	Right	90	0	0	0	90	0	0	90	0	0	0	90	0	0	0	90	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 862 East-West: 295 SUM: 1157	North-South: 873 East-West: 295 SUM: 1168	North-South: 866 East-West: 295 SUM: 1161	North-South: 877 East-West: 295 SUM: 1172	North-South: 877 East-West: 295 SUM: 1172													
VOLUME/CAPACITY (V/C) RATIO:		0.812	0.820	0.815	0.822														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.712</b>	<b>0.720</b>	<b>0.715</b>	<b>0.722</b>														
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.007**      Δv/c after mitigation: **-0.815**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>5</b>	East-West Street:	<b>7th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	51	1	51	0	51	51	2	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	1420	1	742	22	1442	753	7	1427	1	745	22	1449	1	756	0	1449	1	756
	Through-Right		1						1				1				1		
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0						0				0				0		
	Through	1329	1	723	5	1334	725	5	1334	1	725	5	1339	1	728	0	1339	1	728
	Through-Right		1						1				1				1		
	Right	116	0	0	0	116	0	0	116	0	0	0	116	0	0	0	116	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0						0				0				0		
	Through	188	0	235	0	188	235	0	188	0	236	0	188	0	236	0	188	0	236
	Through-Right		1						1				1				1		
	Right	47	0	0	0	47	0	1	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	75	1	75	0	75	75	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	176	0	248	1	177	249	0	176	0	248	1	177	0	249	0	177	0	249
	Through-Right		1						1				1				1		
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 814 East-West: 420 SUM: 1234	North-South: 825 East-West: 421 SUM: 1246	North-South: 817 East-West: 420 SUM: 1237	North-South: 828 East-West: 421 SUM: 1249	North-South: 828 East-West: 421 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.823	0.831	0.825	0.833														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.723</b>	<b>0.731</b>	<b>0.725</b>	<b>0.733</b>														
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.008**      Δv/c after mitigation: **-0.825**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>6</b>	East-West Street:	<b>9th St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
NB--		0		0		0		0		0		0		0					
SB--		0		0		0		0		0		0		0					
EB--		0		0		0		0		0		0		0					
WB--		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	88	1	88	3	91	91	0	88	1	88	3	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	1210	1	646	22	1232	657	9	1219	1	651	22	1241	1	662	0	1241	1	662
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	0	82	0	0	0	82	0	0	0	82	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	86	1	86	0	86	86	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1277	1	692	5	1282	694	4	1281	1	694	5	1286	1	697	0	1286	1	697
EASTBOUND	Through-Right		1							1				1				1	
	Right	106	0	0	0	106	0	1	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172
WESTBOUND	Left-Through		0							0				0				0	
	Through	263	1	263	1	264	264	1	264	1	264	1	265	1	265	0	265	1	265
	Through-Right		0							0				0				0	
	Right	63	1	19	1	64	19	0	63	1	19	1	64	1	19	0	64	1	19
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	141	1	141	0	141	141	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	337	0	437	3	340	440	3	340	0	440	3	343	0	443	0	343	0	443
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	100	0	0	0	100	0	0	100	0	0	0	100	0	0	0	100	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	780	North-South:	785	North-South:	782	North-South:	788	North-South:	788	North-South:	788	North-South:	788	North-South:	788	North-South:	788
		East-West:	609	East-West:	612	East-West:	612	East-West:	615	East-West:	615	East-West:	615	East-West:	615	East-West:	615	East-West:	615
		SUM:	1389	SUM:	1397	SUM:	1394	SUM:	1403	SUM:	1403	SUM:	1403	SUM:	1403	SUM:	1403	SUM:	1403
VOLUME/CAPACITY (V/C) RATIO:		0.926		0.931		0.929		0.935		0.935		0.935		0.935		0.935		0.935	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.826		0.831		0.829		0.835		0.835		0.835		0.835		0.835		-0.100	
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D		D		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.006**      Δv/c after mitigation: **-0.929**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>7</b>	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>PM</b>		Reviewed by:			Project:						
No. of Phases				<b>2</b>				<b>2</b>				<b>2</b>		<b>0</b>					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>		NB-- <b>0</b> SB-- <b>0</b>					
		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>		EB-- <b>0</b> WB-- <b>0</b>					
ATSAC-1 or ATSAC+ATCS-2?				<b>2</b>				<b>2</b>				<b>2</b>		<b>2</b>					
Override Capacity				<b>0</b>				<b>0</b>				<b>0</b>		<b>0</b>					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1						1				1				1		
	Through	559	0	328	0	559	330	0	559	0	331	0	559	0	333	0	559	0	333
	Through-Right		1						1				1				1		
	Right	81	0	328	4	85	330	5	86	0	331	4	90	0	333	0	90	0	333
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	127	0	127	5	132	132	4	131	0	131	5	136	0	136	0	136	0	136
	Left-Through		1						1				1				1		
	Through	707	0	612	0	707	622	1	708	0	621	0	708	0	631	0	708	0	631
	Through-Right		1						1				1				1		
	Right	9	0	612	0	9	622	0	9	0	621	0	9	0	631	0	9	0	631
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0						0				0				0		
	Through	29	0	41	0	29	41	3	32	0	44	0	32	0	44	0	32	0	44
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	225	0	225	19	244	244	11	236	0	236	19	255	0	255	0	255	0	255
	Left-Through		0						0				0				0		
	Through	33	0	371	0	33	413	6	39	0	397	0	39	0	439	0	39	0	439
	Through-Right		0						0				0				0		
	Right	113	0	0	23	136	0	9	122	0	0	23	145	0	0	0	145	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 616		North-South: 626		North-South: 625		North-South: 635		North-South: 635		North-South: 635		North-South: 635		North-South: 635		North-South: 635	
		East-West: 382		East-West: 424		East-West: 408		East-West: 450		East-West: 450		East-West: 450		East-West: 450		East-West: 450		East-West: 450	
		SUM: 998		SUM: 1050		SUM: 1033		SUM: 1085		SUM: 1085		SUM: 1085		SUM: 1085		SUM: 1085		SUM: 1085	
VOLUME/CAPACITY (V/C) RATIO:		0.665		0.700		0.689		0.723		0.689		0.723		0.689		0.723		0.689	
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.565</b>		<b>0.600</b>		<b>0.589</b>		<b>0.623</b>		<b>0.589</b>		<b>0.623</b>		<b>0.589</b>		<b>0.623</b>		<b>-0.100</b>	
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>B</b>		<b>A</b>		<b>B</b>		<b>A</b>		<b>B</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.034**      Δv/c after mitigation: **-0.689**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>8</b>	East-West Street:	<b>25th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	318	1	318	1	319	319	2	320	1	320	1	321	1	321	0	321	1	321
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	430	1	430	3	433	433	3	433	1	433	3	436	1	436	0	436	1	436
	Through-Right		0						0				0				0		
	Right	388	1	217	16	404	231	7	395	1	222	16	411	1	237	0	411	1	237
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	343	1	343	3	346	346	3	346	1	346	3	349	1	349	0	349	1	349
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	108	1	41	0	108	41	0	108	1	41	0	108	1	41	0	108	1	41
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 497 East-West: 343 SUM: 840	North-South: 500 East-West: 346 SUM: 846	North-South: 500 East-West: 346 SUM: 846	North-South: 503 East-West: 349 SUM: 852	North-South: 503 East-West: 349 SUM: 852													
VOLUME/CAPACITY (V/C) RATIO:		0.589	0.594	0.594	0.598	0.598													
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.489</b>	<b>0.494</b>	<b>0.494</b>	<b>0.498</b>	<b>-0.100</b>													
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>													

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.594**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:											
9	East-West Street:	22nd St	Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		3	3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	191	2	105	0	191	105	0	191	2	105	0	191	2	105	0	191	2	105	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	105	1	21	0	105	21	0	105	1	21	0	105	1	21	0	105	1	21	
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left-Through	276	1	215	13	289	222	11	287	1	221	13	300	1	227	0	300	1	227	
	Through	154	0	0	0	154	0	0	154	0	0	0	154	0	0	0	154	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	Left-Through-Right	84	1	84	0	84	84	0	84	1	84	0	84	1	84	0	84	1	84	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	461	2	231	59	520	260	26	487	2	244	59	546	2	273	0	546	2	273	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	North-South:	105	North-South:		105	North-South:		105	North-South:		105	North-South:		105	North-South:		105	North-South:		105
	East-West:	299	East-West:		306	East-West:		305	East-West:		311	East-West:		311	East-West:		311	East-West:		311
	SUM:	404	SUM:		411	SUM:		410	SUM:		416	SUM:		416	SUM:		416	SUM:		416
VOLUME/CAPACITY (V/C) RATIO:		0.284	0.288		0.288		0.288		0.288		0.292		0.292		0.292		0.292		0.292	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.184	0.188		0.188		0.188		0.188		0.192		0.192		0.192		0.192		-0.100	
LEVEL OF SERVICE (LOS):		A	A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.288**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>11</b>	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2042</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>Swinford St / SR-47 EB Ramps</b>		Projection Year: <b>2042</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:										
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
<b>MOVEMENT</b>		<b>EXISTING CONDITION</b>			<b>EXISTING PLUS PROJECT</b>			<b>FUTURE CONDITION W/O PROJECT</b>				<b>FUTURE CONDITION W/ PROJECT</b>				<b>FUTURE W/ PROJECT W/ MITIGATION</b>			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
<b>NORTHBOUND</b>	↵ Left	779	2	428	42	821	452	40	819	2	450	42	861	2	474	0	861	2	474
	↵ Left-Through		0							0				0				0	
	→ Through	1224	2	415	151	1375	466	34	1258	2	427	151	1409	2	477	0	1409	2	477
	→ Through-Right		1							1				1				1	
	→ Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
<b>SOUTHBOUND</b>	↵ Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12
	↵ Left-Through		0							0				0				0	
	→ Through	180	2	85	2	182	86	1	181	2	86	2	183	2	86	0	183	2	92
	→ Through-Right		1							1				1				1	
	→ Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	1	0
<b>EASTBOUND</b>	↵ Left	271	1	271	0	271	271	0	271	1	271	0	271	1	271	0	271	1	271
	↵ Left-Through		0							0				0				0	
	→ Through	13	0	883	0	13	903	0	13	0	891	0	13	0	910	0	13	0	910
	→ Through-Right		0							0				0				0	
	→ Right	1753	1	0	39	1792	0	15	1768	1	0	39	1807	1	0	0	1807	1	0
<b>WESTBOUND</b>	↵ Left	38	0	38	0	38	38	0	38	0	38	0	38	0	38	0	38	0	38
	↵ Left-Through		1							1				1				1	
	→ Through	31	0	44	0	31	44	0	31	0	44	0	31	0	44	0	31	0	44
	→ Through-Right		1							1				1				1	
	→ Right	13	0	0	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
<b>CRITICAL VOLUMES</b>		North-South: 513		North-South: 538		North-South: 536		North-South: 560		North-South: 566									
		East-West: 927		East-West: 947		East-West: 935		East-West: 954		East-West: 954									
		SUM: 1440		SUM: 1485		SUM: 1471		SUM: 1514		SUM: 1520									
VOLUME/CAPACITY (V/C) RATIO:		1.047		1.080		1.070		1.101		1.105									
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.947</b>		<b>0.980</b>		<b>0.970</b>		<b>1.001</b>		<b>1.005</b>									
LEVEL OF SERVICE (LOS):		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>F</b>									

### PROJECT IMPACT

Change in v/c due to project:	<b>0.031</b>	Δv/c after mitigation:	<b>0.035</b>
Significant impacted?	<b>YES</b>	Fully mitigated?	<b>NO</b>

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2042		Ambient Growth: (%):	0		Conducted by:			Date:						
12	East-West Street:	O'Farrell St		Projection Year:	2042		Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	0	14	14	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	1888	3	629	194	2082	694	74	1962	3	654	194	2156	3	719	0	2156	3	719
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1961	2	656	41	2002	670	17	1978	2	662	41	2019	2	676	0	2019	2	676
EASTBOUND	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	103	0	103	0	103	103	0	103	0	103	0	103	0	103	0	103	0	103
WESTBOUND	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	18	0	121	0	18	121	0	18	0	121	0	18	0	121	0	18	0	121
	Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1		
CRITICAL VOLUMES	North-South:	670		694		676		719		719		719		719		719		719	
	East-West:	121		121		121		121		121		121		121		121		121	
	SUM:	791		815		797		840		840		840		840		840		840	
VOLUME/CAPACITY (V/C) RATIO:		0.527		0.543		0.531		0.560		0.560		0.560		0.560		0.560		0.560	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.427		0.443		0.431		0.460		0.460		0.460		0.460		0.460		0.460	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.029**      Δv/c after mitigation: **0.029**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		4					
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0					
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0					
		2			2			2			2			2					
		0			0			0			0			0					
		0			0			0			0			0					
		2			2			2			2			2					
		0			0			0			0			0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	1	33	33	0	32	1	32	1	33	1	33	0	33	1	33
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1796	2	599	194	1990	664	5	1801	2	601	194	1995	2	666	0	1995	2	666
	Through-Right	1	1	1	0	1	0	1	2	0	0	0	2	0	0	0	2	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	7	1	7	0	7	7	18	25	1	25	0	25	1	25	0	25	1	25
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1873	2	661	41	1914	675	-2	1871	2	661	41	1912	2	674	0	1912	3	506
	Through-Right	1	1	1	0	1	0	1	1	0	0	0	1	0	0	0	1	0	0
	Right	111	0	0	0	111	0	0	111	0	0	0	111	0	0	0	111	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	80	1	80	0	80	80	0	80	1	80	0	80	1	80	0	80	1	80
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	26	0	0	26	3	3	0	29	0	3	0	29	0	3	0	29
	Through-Right	1	1	1	0	1	0	1	1	0	0	0	1	0	0	0	1	0	0
	Right	26	0	0	0	26	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	2	0	2	0	2	2	3	5	0	5	0	5	0	5	0	5	0	5
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	26	0	61	0	26	61	13	39	0	145	0	39	0	145	0	39	0	145
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	33	0	0	0	33	0	68	101	0	0	0	101	0	0	0	101	0	0
	Left-Through-Right	1	1	1	0	1	0	1	1	0	0	0	1	0	0	0	1	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 693			North-South: 708			North-South: 693				North-South: 707				North-South: 691			
		East-West: 141			East-West: 141			East-West: 225				East-West: 225				East-West: 225			
		SUM: 834			SUM: 849			SUM: 918				SUM: 932				SUM: 916			
VOLUME/CAPACITY (V/C) RATIO:		0.585			0.596			0.644				0.654				0.666			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.485			0.496			0.544				0.554				0.566			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

### PROJECT IMPACT

Change in v/c due to project: **0.010**      Δv/c after mitigation: **0.022**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Harbor Bl</b>		Year of Count: <b>2042</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:										
	East-West Street: <b>5th St</b>		Projection Year: <b>2042</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project:										
No. of Phases		3		3		3		3		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	31	1	31	0	31	31	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1562	2	522	194	1756	587	6	1568	2	524	194	1762	2	589	0	1762	2	589
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through		0							0				0				0	
	Through	1735	2	619	41	1776	632	1	1736	2	619	41	1777	2	633	0	1777	2	889
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	0	121	0	0	0	121	0	0	0	121	1	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	292	1	292	0	292	292	0	292	1	292	0	292	1	292	0	292	1	292
	Left-Through		0							0				0				0	
	Through	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Through-Right		0							0				0				0	
	Right	17	1	2	0	17	2	0	17	1	2	0	17	1	2	0	17	1	2
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1	3
	Left-Through		0							0				0				0	
	Through	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Through-Right		0							0				0				0	
	Right	15	1	14	0	15	14	0	15	1	14	0	15	1	14	0	15	1	14
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 650		North-South: 663		North-South: 650		North-South: 664		North-South: 664		North-South: 920							
		East-West: 306		East-West: 306		East-West: 306		East-West: 306		East-West: 306		East-West: 306							
		SUM: 956		SUM: 969		SUM: 956		SUM: 970		SUM: 970		SUM: 1226							
VOLUME/CAPACITY (V/C) RATIO:		0.671		0.680		0.671		0.681		0.681		0.817							
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.571</b>		<b>0.580</b>		<b>0.571</b>		<b>0.581</b>		<b>0.581</b>		<b>0.717</b>							
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>C</b>							

### PROJECT IMPACT

Change in v/c due to project: **0.010**      Δv/c after mitigation: **0.146**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
16	East-West Street:	6th St	Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 3	NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 3 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	63	1	63	0	63	63	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0						0				0				0		
	Through	1673	2	558	194	1867	622	6	1679	2	560	194	1873	2	624	0	1873	2	624
	Through-Right		1						1				1				1		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	1851	2	661	41	1892	675	1	1852	2	661	41	1893	2	675	0	1893	3	506
	Through-Right		1						1				1				1		
	Right	132	0	0	0	132	0	0	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	99	1	99	0	99	99	0	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0						0				0				0		
	Through	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0	0	57
	Through-Right		1						1				1				1		
	Right	57	0	0	0	57	0	0	57	0	0	0	57	0	0	0	57	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		1						1				1				1		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837	North-South: 724 East-West: 99 SUM: 823	North-South: 738 East-West: 99 SUM: 837
VOLUME/CAPACITY (V/C) RATIO:		0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609	0.599	0.609
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509	0.499	0.509
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

**PROJECT IMPACT**

Change in v/c due to project: **0.010**      Δv/c after mitigation: **-0.073**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Blvd</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:												
	East-West Street: <b>7th St</b>		Projection Year: <b>2042</b>		Peak Hour: <b>PM</b>		Reviewed by:		Project: <b>CD1 2042 CB</b>												
No. of Phases		3		3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
<b>MOVEMENT</b>		YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵ Left	127	1	127		0															
	↵ Left-Through		0			0															
	→ Through	1,593	3	531		0															
	→ Through-Right		0			0															
	→ Right	0	0	0		0															
	↵↗ Left-Through-Right		0				0														
↗ Left-Right		0				0															
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0															
	↵ Left-Through		0			0															
	→ Through	1,492	2	636		0															
	→ Through-Right		1			0															
	→ Right	416	0	0		0															
	↵↗ Left-Through-Right		0				0														
↗ Left-Right		0				0															
<b>EASTBOUND</b>	↵ Left	253	2	139		0															
	↵ Left-Through		0			0															
	→ Through	0	0	0		0															
	→ Through-Right		0			0															
	→ Right	105	1	0		0															
	↵↗ Left-Through-Right		0				0														
↗ Left-Right		0				0															
<b>WESTBOUND</b>	↵ Left	0	0	0		0															
	↵ Left-Through		0			0															
	→ Through	0	0	0		0															
	→ Through-Right		0			0															
	→ Right	0	0	0		0															
	↵↗ Left-Through-Right		0				0														
↗ Left-Right		0				0															
<b>CRITICAL VOLUMES</b>		North-South: 763 East-West: 139 SUM: 902		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0		North-South: 0 East-West: 0 SUM: 0				North-South: 0 East-West: 0 SUM: 0									
VOLUME/CAPACITY (V/C) RATIO:		0.633		0.000		0.000		0.000				0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533		-0.100		-0.100		-0.100				-0.100									
LEVEL OF SERVICE (LOS):		A		A		A		A				A									

**PROJECT IMPACT**

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:												
	East-West Street:	7th St	Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:	2042 WITH PROJECT											
No. of Phases		3	No. of Phases		3	No. of Phases		3	No. of Phases		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0										
ATSAC-1 or ATSAC+ATCS-2?		2	ATSAC-1 or ATSAC+ATCS-2?		2	ATSAC-1 or ATSAC+ATCS-2?		2	ATSAC-1 or ATSAC+ATCS-2?		2										
Override Capacity		0	Override Capacity		0	Override Capacity		0	Override Capacity		0										
<b>MOVEMENT</b>		YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	Left	145	1	145		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	1,788	3	596		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0				0		0		0		0		0		0		0		0
<b>SOUTHBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	1,533	2	650		0		0		0		0		0		0		0		0	
	Through-Right		1			0		0		0		0		0		0		0		0	
	Right	416	0	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0				0		0		0		0		0		0		0		0
<b>EASTBOUND</b>	Left	253	2	139		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	109	1	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0				0		0		0		0		0		0		0		0
<b>WESTBOUND</b>	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0				0		0		0		0		0		0		0		0
<b>CRITICAL VOLUMES</b>		North-South:	795	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	139	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	934	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
<b>VOLUME/CAPACITY (V/C) RATIO:</b>			0.655		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>			0.555		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
<b>LEVEL OF SERVICE (LOS):</b>			A		A		A		A		A		A		A		A		A		A

### PROJECT IMPACT

Change in v/c due to project: 0.000      Δv/c after mitigation: 0.000  
 Significant impacted? NO      Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:	CD1 2042 CB								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 0								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	563	2	282		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	514	2	257		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	1,083	1	447		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
EASTBOUND	Left	1,157	2	636		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	52	1	33		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South:	485	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	636	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	1121	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.747		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.647		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		B		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:									
17B	East-West Street:	Sampson Way		Projection Year:	2042	Peak Hour:	PM	Reviewed by:		Project:	2042 WITH PROJECT								
No. of Phases		2		2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 0								
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	38	1	38		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	651	2	326		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	533	2	267		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	1,109	1	404		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
EASTBOUND	Left	1,282	2	705		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	52	1	33		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
CRITICAL VOLUMES		North-South:	442	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	705	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	1147	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:			0.765		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.665		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100
LEVEL OF SERVICE (LOS):			B		A		A		A		A		A		A		A		A

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Miner St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>18</b>	East-West Street:	<b>22nd St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>PM</b>	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	95	1	95	0	95	95	0	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0						0				0				0		
	Through	710	1	373	0	710	373	0	710	1	373	0	710	1	373	0	710	1	373
	Through-Right		1						1				1				1		
	Right	35	0	0	0	35	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	31	1	31	29	60	60	0	31	1	31	29	60	1	60	0	60	1	60
	Left-Through		0						0				0				0		
	Through	404	1	370	0	404	370	0	404	1	371	0	404	1	371	0	404	1	371
	Through-Right		1						1				1				1		
	Right	335	0	0	0	335	0	3	338	0	0	0	338	0	0	0	338	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	219	1	219	0	219	219	1	220	1	220	0	220	1	220	0	220	1	220
	Left-Through		0						0				0				0		
	Through	67	1	63	13	80	70	0	67	1	63	13	80	1	70	0	80	1	70
	Through-Right		1						1				1				1		
	Right	59	0	0	0	59	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	32	1	32	0	32	32	0	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0						0				0				0		
	Through	112	1	80	59	171	171	0	112	1	80	59	171	1	171	0	171	1	171
	Through-Right		1						1				1				1		
	Right	48	0	0	136	184	154	0	48	0	0	136	184	0	154	0	184	0	154
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 465 East-West: 299 SUM: 764	North-South: 465 East-West: 390 SUM: 855	North-South: 466 East-West: 300 SUM: 766	North-South: 466 East-West: 391 SUM: 857	North-South: 466 East-West: 391 SUM: 857	North-South: 466 East-West: 391 SUM: 857	North-South: 466 East-West: 391 SUM: 857	North-South: 466 East-West: 391 SUM: 857	North-South: 466 East-West: 391 SUM: 857									
VOLUME/CAPACITY (V/C) RATIO:		0.556	0.622	0.557	0.623	0.557	0.623	0.557	0.623	0.557	0.623	0.557	0.623	0.557	0.623	0.557	0.623	0.557	0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.456</b>	<b>0.522</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>	<b>0.457</b>	<b>0.523</b>
LEVEL OF SERVICE (LOS):		<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.066**      Δv/c after mitigation: **-0.557**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>1</b>	East-West Street:	<b>Summerland Av</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	162	1	162	0	162	162	0	162	1	162	0	162	1	162	0	162	1	162
	Left-Through		0						0				0				0		
	Through	737	1	380	1	738	380	7	744	1	383	1	745	1	384	0	745	1	384
	Through-Right		1						1				1				1		
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0						0				0				0		
	Through	692	1	447	2	694	448	12	704	1	453	2	706	1	454	0	706	1	454
	Through-Right		1						1				1				1		
	Right	202	0	0	0	202	0	0	202	0	0	0	202	0	0	0	202	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	220	1	220	0	220	220	0	220	1	220	0	220	1	220	0	220	1	220
	Left-Through		0						0				0				0		
	Through	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0	0	77
	Through-Right		1						1				1				1		
	Right	77	0	0	0	77	0	0	77	0	0	0	77	0	0	0	77	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	494	2	272	0	494	272	0	494	2	272	0	494	2	272	0	494	2	272
	Left-Through		0						0				0				0		
	Through	177	0	428	0	177	428	0	177	0	428	0	177	0	428	0	177	0	428
	Through-Right		1						1				1				1		
	Right	251	0	0	0	251	0	0	251	0	0	0	251	0	0	0	251	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 609 East-West: 648 SUM: 1257	North-South: 610 East-West: 648 SUM: 1258	North-South: 615 East-West: 648 SUM: 1263	North-South: 616 East-West: 648 SUM: 1264	North-South: 616 East-West: 648 SUM: 1264													
VOLUME/CAPACITY (V/C) RATIO:		0.882	0.883	0.886	0.887														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.782</b>	<b>0.783</b>	<b>0.786</b>	<b>0.787</b>														
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.886**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Gaffey St	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
2	East-West Street:	I-110 Ramps	Projection Year:	2042	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 1 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0					0				0				0			
	Through	712	2	356	1	713	357	7	719	2	360	1	720	2	360	0	720	2	360
	Through-Right		0							0				0				0	
	Right	2226	2	0	2	2228	0	11	2237	2	0	2	2239	2	0	0	2239	2	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	1028	3	343	2	1030	343	12	1040	3	347	2	1042	3	347	0	1042	3	347
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	1705	2	606	4	1709	607	16	1721	2	611	4	1725	2	612	0	1725	2	612
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	112	0	606	0	112	607	0	112	0	611	0	112	0	612	0	112	0	612
	Left-Through-Right		0							0				0				0	
Left-Right		1							1				1				1		
CRITICAL VOLUMES		North-South:	356	North-South:	357	North-South:	360	North-South:	360	North-South:	360	North-South:	360	North-South:	360	North-South:	360	North-South:	360
		East-West:	606	East-West:	607	East-West:	611	East-West:	612	East-West:	612	East-West:	612	East-West:	612	East-West:	612	East-West:	612
		SUM:	962	SUM:	964	SUM:	971	SUM:	972	SUM:	972	SUM:	972	SUM:	972	SUM:	972	SUM:	972
VOLUME/CAPACITY (V/C) RATIO:			0.641		0.643		0.647		0.648		0.648		0.648		0.648		0.648		0.648
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.541		0.543		0.547		0.548		0.548		0.548		0.548		0.548		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

### PROJECT IMPACT

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.647**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>3</b>	East-West Street:	<b>1st St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	51	1	51	0	51	51	2	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	1538	2	521	3	1541	522	10	1548	2	525	3	1551	2	526	0	1551	2	526
	Through-Right		1						1				1				1		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	364	1	364	0	364	364	9	373	1	373	0	373	1	373	0	373	1	373
	Left-Through		0						0				0				0		
	Through	1876	2	783	6	1882	785	20	1896	2	790	6	1902	2	792	0	1902	2	792
	Through-Right		1						1				1				1		
	Right	474	0	0	0	474	0	0	474	0	0	0	474	0	0	0	474	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	647	1	394	0	647	394	0	647	1	396	0	647	1	396	0	647	1	396
	Left-Through		1						1				1				1		
	Through	140	0	394	0	140	394	4	144	0	396	0	144	0	396	0	144	0	396
	Through-Right		0						0				0				0		
	Right	87	1	62	0	87	62	4	91	1	65	0	91	1	65	0	91	1	65
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	45	1	45	0	45	45	2	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0						0				0				0		
	Through	171	1	171	0	171	171	4	175	1	175	0	175	1	175	0	175	1	175
	Through-Right		0						0				0				0		
	Right	345	1	163	0	345	163	8	353	1	167	0	353	1	167	0	353	1	167
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 885 East-West: 565 SUM: 1450	North-South: 886 East-West: 565 SUM: 1451	North-South: 898 East-West: 571 SUM: 1469	North-South: 899 East-West: 571 SUM: 1470	North-South: 899 East-West: 571 SUM: 1470													
VOLUME/CAPACITY (V/C) RATIO:		1.018	1.018	1.031	1.032	1.032													
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.918</b>	<b>0.918</b>	<b>0.931</b>	<b>0.932</b>	<b>0.932</b>													
LEVEL OF SERVICE (LOS):		<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>													

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **0.001**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>4</b>	East-West Street:	<b>5th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	28	1	28	0	28	28	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0						0				0				0		
	Through	1516	1	783	3	1519	785	14	1530	1	790	3	1533	1	792	0	1533	1	792
	Through-Right		1						1				1				1		
	Right	50	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	216	1	216	0	216	216	0	216	1	216	0	216	1	216	0	216	1	216
	Left-Through		0						0				0				0		
	Through	1561	1	825	6	1567	828	26	1587	1	838	6	1593	1	841	0	1593	1	841
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	0	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	104	1	104	0	104	104	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0						0				0				0		
	Through	125	0	145	0	125	145	0	125	0	145	0	125	0	145	0	125	0	145
	Through-Right		1						1				1				1		
	Right	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	33	1	33	0	33	33	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0						0				0				0		
	Through	81	0	164	0	81	164	0	81	0	164	0	81	0	164	0	81	0	164
	Through-Right		1						1				1				1		
	Right	83	0	0	0	83	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 999 East-West: 268 SUM: 1267	North-South: 1001 East-West: 268 SUM: 1269	North-South: 1006 East-West: 268 SUM: 1274	North-South: 1008 East-West: 268 SUM: 1276	North-South: 1008 East-West: 268 SUM: 1276													
VOLUME/CAPACITY (V/C) RATIO:		0.889	0.891	0.894	0.895														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.789</b>	<b>0.791</b>	<b>0.794</b>	<b>0.795</b>														
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.894**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Gaffey St</b>	Year of Count: <b>2042</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:																
<b>5</b>	East-West Street: <b>7th St</b>	Projection Year: <b>2042</b>	Peak Hour: <b>WK</b>	Reviewed by:	Project:																
No. of Phases: <b>2</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <b>0</b> Right Turns: FREE-1, NRTOR-2 or OLA-3? <b>0</b> ATCSAC-1 or ATCSAC+ATCS-2? <b>2</b> Override Capacity <b>0</b>		NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>	NB-- <b>0</b> SB-- <b>0</b> EB-- <b>0</b> WB-- <b>0</b>																
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	51	1	51	0	51	51	3	54	1	54	0	54	1	54	0	54	1	54		
	Left-Through		0							0				0				0			
	Through	1447	1	756	3	1450	758	14	1461	1	763	3	1464	1	765	0	1464	1	765		
	Through-Right		1							1				1				1			
	Right	65	0	0	0	65	0	0	65	0	0	0	65	0	0	0	65	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	72	1	72	0	72	72	0	72	1	72	0	72	1	72	0	72	1	72		
	Left-Through		0							0				0				0			
	Through	1387	1	752	6	1393	755	26	1413	1	765	6	1419	1	768	0	1419	1	768		
	Through-Right		1							1				1				1			
	Right	116	0	0	0	116	0	0	116	0	0	0	116	0	0	0	116	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	172	1	172	0	172	172	0	172	1	172	0	172	1	172	0	172	1	172		
	Left-Through		0							0				0				0			
	Through	189	0	236	0	189	236	0	189	0	242	0	189	0	242	0	189	0	242		
	Through-Right		1							1				1				1			
	Right	47	0	0	0	47	0	6	53	0	0	0	53	0	0	0	53	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	77	1	77	0	77	77	0	77	1	77	0	77	1	77	0	77	1	77		
	Left-Through		0							0				0				0			
	Through	176	0	248	0	176	248	0	176	0	248	0	176	0	248	0	176	0	248		
	Through-Right		1							1				1				1			
	Right	72	0	0	0	72	0	0	72	0	0	0	72	0	0	0	72	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 828	East-West: 420		SUM: 1248		North-South: 830	East-West: 420		SUM: 1250		North-South: 835	East-West: 420		SUM: 1255		North-South: 837	East-West: 420		SUM: 1257	
VOLUME/CAPACITY (V/C) RATIO:		0.832		0.833		0.837		0.838		0.837		0.838		0.837		0.838		0.837		0.838	
V/C LESS ATCSAC/ATCS ADJUSTMENT:		<b>0.732</b>		<b>0.733</b>		<b>0.737</b>		<b>0.737</b>		<b>0.737</b>		<b>0.738</b>		<b>0.738</b>		<b>0.738</b>		<b>0.737</b>		<b>-0.100</b>	
LEVEL OF SERVICE (LOS):		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>A</b>	

### PROJECT IMPACT

Change in v/c due to project: **0.001**      Δv/c after mitigation: **-0.837**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>6</b>	East-West Street:	<b>9th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	77	1	77	0	77	77	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0						0				0				0		
	Through	1399	1	731	3	1402	733	15	1414	1	739	3	1417	1	740	0	1417	1	740
	Through-Right		1						1				1				1		
	Right	63	0	0	0	63	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	97	1	97	0	97	97	0	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0						0				0				0		
	Through	1424	1	759	6	1430	762	30	1454	1	775	6	1460	1	778	0	1460	1	778
	Through-Right		1						1				1				1		
	Right	94	0	0	0	94	0	2	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	179	1	179	0	179	179	2	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0						0				0				0		
	Through	221	1	221	1	222	222	11	232	1	232	1	233	1	233	0	233	1	233
	Through-Right		0						0				0				0		
	Right	66	1	28	1	67	29	0	66	1	28	1	67	1	29	0	67	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	114	1	114	0	114	114	0	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0						0				0				0		
	Through	303	0	447	0	303	447	6	309	0	453	0	309	0	453	0	309	0	453
	Through-Right		1						1				1				1		
	Right	144	0	0	0	144	0	0	144	0	0	0	144	0	0	0	144	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 836 East-West: 626 SUM: 1462	North-South: 839 East-West: 626 SUM: 1465	North-South: 852 East-West: 634 SUM: 1486	North-South: 855 East-West: 634 SUM: 1489	North-South: 855 East-West: 634 SUM: 1489													
VOLUME/CAPACITY (V/C) RATIO:		0.975	0.977	0.991	0.993														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.875</b>	<b>0.877</b>	<b>0.891</b>	<b>0.893</b>														
LEVEL OF SERVICE (LOS):		<b>D</b>	<b>D</b>	<b>D</b>	<b>A</b>														

**PROJECT IMPACT**

Change in v/c due to project: **0.002**      Δv/c after mitigation: **-0.991**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>7</b>	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
NB--		0		0		0		0		0		0		0					
SB--		0		0		0		0		0		0		0					
EB--		0		0		0		0		0		0		0					
WB--		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through		1						1				1				1		
	Through	639	0	405	0	639	408	1	640	0	422	0	640	0	425	0	640	0	425
	Through-Right		1						1				1				1		
	Right	147	0	405	5	152	408	33	180	0	422	5	185	0	425	0	185	0	425
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	197	0	197	6	203	203	30	227	0	227	6	233	0	233	0	233	0	233
	Left-Through		1						1				1				1		
	Through	796	0	799	0	796	809	1	797	0	810	0	797	0	810	0	797	0	810
	Through-Right		1						1				1				1		
	Right	13	0	799	0	13	0	0	13	0	0	0	13	0	0	0	13	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	15	0	15	0	15	15	0	15	0	15	0	15	0	15	0	15	0	15
	Left-Through		0						0				0				0		
	Through	23	0	41	0	23	41	21	44	0	62	0	44	0	62	0	44	0	62
	Through-Right		0						0				0				0		
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	156	0	156	2	158	158	18	174	0	174	2	176	0	176	0	176	0	176
	Left-Through		0						0				0				0		
	Through	27	0	306	0	27	311	11	38	0	350	0	38	0	355	0	38	0	355
	Through-Right		0						0				0				0		
	Right	123	0	0	3	126	0	15	138	0	0	3	141	0	0	0	141	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South:	805	North-South:	815	North-South:	816	North-South:	816	North-South:	816	North-South:	816	North-South:	816	North-South:	816	North-South:	816
		East-West:	321	East-West:	326	East-West:	365	East-West:	365	East-West:	370	East-West:	370	East-West:	370	East-West:	370	East-West:	370
		SUM:	1126	SUM:	1141	SUM:	1181	SUM:	1181	SUM:	1186	SUM:	1186	SUM:	1186	SUM:	1186	SUM:	1186
VOLUME/CAPACITY (V/C) RATIO:		0.751		0.761		0.787		0.787		0.791		0.791		0.791		0.791		0.791	
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.651</b>		<b>0.661</b>		<b>0.687</b>		<b>0.687</b>		<b>0.691</b>		<b>0.691</b>		<b>0.691</b>		<b>0.691</b>		<b>-0.100</b>	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>A</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.004**      Δv/c after mitigation: **-0.787**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Gaffey St</b>	Year of Count:	<b>2042</b>	Ambient Growth: (%):	<b>0</b>	Conducted by:		Date:										
<b>8</b>	East-West Street:	<b>25th St</b>	Projection Year:	<b>2042</b>	Peak Hour:	<b>WK</b>	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 3 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67	0	67	67	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	374	1	374	1	375	375	10	384	1	384	1	385	1	385	0	385	1	385
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	683	1	683	0	683	683	5	688	1	688	0	688	1	688	0	688	1	688
	Through-Right		0						0				0				0		
	Right	426	1	215	2	428	215	13	439	1	216	2	441	1	216	0	441	1	216
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	422	1	422	4	426	426	24	446	1	446	4	450	1	450	0	450	1	450
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	109	1	42	0	109	42	0	109	1	42	0	109	1	42	0	109	1	42
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 750 East-West: 422 SUM: 1172	North-South: 750 East-West: 426 SUM: 1176	North-South: 755 East-West: 446 SUM: 1201	North-South: 755 East-West: 450 SUM: 1205	North-South: 755 East-West: 450 SUM: 1205													
VOLUME/CAPACITY (V/C) RATIO:		0.822	0.825	0.843	0.846														
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.722</b>	<b>0.725</b>	<b>0.743</b>	<b>0.746</b>														<b>-0.100</b>
LEVEL OF SERVICE (LOS):		<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>														<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.003**      Δv/c after mitigation: **-0.843**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Via Cabrillo Marina	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
9	East-West Street:	22nd St	Projection Year:	2042	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 3 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	230	2	127	0	230	127	0	230	2	127	0	230	2	127	0	230	2	127
	Left-Through		0	0		0	0		0	0	0		0	0		0	0	0	0
	Through		0	0		0	0		0	0	0		0	0		0	0	0	0
	Through-Right		0	0		0	0		0	0	0		0	0		0	0	0	0
	Right	82	1	0	0	82	0	0	82	1	0	0	82	1	0	0	82	1	0
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
	Left-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0		0	0	0		0	0	0	0
	Through		0	0		0	0		0	0		0	0	0		0	0	0	0
	Through-Right		0	0		0	0		0	0		0	0	0		0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
	Left-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0	0		0	0		0	0		0	0	0		0	0	0	0
	Through	354	1	297	16	370	305	95	449	1	345	16	465	1	353	0	465	1	353
	Through-Right		1	0		0	0		0	1	0		0	1		0	0	1	0
	Right	240	0	0	0	240	0	0	240	0	0	0	240	0	0	0	240	0	0
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
	Left-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
WESTBOUND	Left	112	1	112	0	112	112	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0	0		0	0		0	0		0	0		0	0	0	0	0
	Through	316	2	158	7	323	162	46	362	2	181	7	369	2	185	0	369	2	185
	Through-Right		0	0		0	0		0	0		0	0	0		0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
	Left-Right		0	0		0	0		0	0		0	0		0	0	0	0	0
CRITICAL VOLUMES		North-South: 127 East-West: 409 SUM: 536	North-South: 127 East-West: 417 SUM: 544	North-South: 127 East-West: 457 SUM: 584	North-South: 127 East-West: 465 SUM: 592	North-South: 127 East-West: 465 SUM: 592													
VOLUME/CAPACITY (V/C) RATIO:		0.376	0.382	0.410	0.415														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.276	0.282	0.310	0.315														
LEVEL OF SERVICE (LOS):		A	A	A	A														

**PROJECT IMPACT**

Change in v/c due to project: **0.005**      Δv/c after mitigation: **-0.410**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:												
11	East-West Street:	Swinford St / SR-47 EB Ramps	Projection Year:	2042	Peak Hour:	WK	Reviewed by:		Project:												
No. of Phases		4	4		4		4		3												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	0	0											
ATSAC-1 or ATSAC+ATCS-2?		3	3	3	3	3	3	3	3	3											
Override Capacity		0	0		0		0		0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	669	2	368	5	674	371	59	728	2	400	5	733	2	403	0	733	2	403		
	Left-Through		0							0				0				0			
	Through	1272	2	451	19	1291	457	58	1330	2	470	19	1349	2	477	0	1349	2	477		
	Through-Right		1							1				1				1			
	Right	81	0	0	0	81	0	0	81	0	0	0	81	0	0	0	81	0	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
SOUTHBOUND	Left	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35		
	Left-Through		0							0				0				0			
	Through	230	2	109	2	232	110	16	246	2	115	2	248	2	115	0	248	2	124		
	Through-Right		1							1				1				1			
	Right	98	0	0	0	98	0	0	98	0	0	0	98	0	0	0	98	1	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
EASTBOUND	Left	254	1	254	0	254	254	0	254	1	254	0	254	1	254	0	254	1	254		
	Left-Through		0							0				0				0			
	Through	215	0	1007	0	215	1032	0	215	0	1087	0	215	0	1112	0	215	0	1112		
	Through-Right		0							0				0				0			
	Right	1798	1	0	50	1848	0	161	1959	1	0	50	2009	1	0	0	2009	1	0		
Left-Through-Right		1							1				1				1				
Left-Right		0							0				0				0				
WESTBOUND	Left	59	0	59	0	59	59	0	59	0	59	0	59	0	59	0	59	0	59		
	Left-Through		1							1				1				1			
	Through	114	0	205	0	114	205	0	114	0	205	0	114	0	205	0	114	0	205		
	Through-Right		1							1				1				1			
	Right	91	0	0	0	91	0	0	91	0	0	0	91	0	0	0	91	0	0		
Left-Through-Right		0							0				0				0				
Left-Right		0							0				0				0				
CRITICAL VOLUMES		North-South:	486	North-South:	492	North-South:	515	North-South:	518	North-South:	527	East-West:	1212	East-West:	1237	East-West:	1292	East-West:	1317	East-West:	1171
		SUM:	1698	SUM:	1729	SUM:	1807	SUM:	1835	SUM:	1698	SUM:	1698	SUM:	1729	SUM:	1807	SUM:	1835	SUM:	1698
VOLUME/CAPACITY (V/C) RATIO:			1.235		1.257		1.314		1.335		1.192	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.135		1.157		1.214		1.092
LEVEL OF SERVICE (LOS):			F		F		F		F		F				F		F		F		F

### PROJECT IMPACT

Change in v/c due to project: **0.021**      Δv/c after mitigation: **-0.122**  
 Significant impacted? **YES**      Fully mitigated? **YES**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:											
12	East-West Street:	O'Farrell St	Projection Year:	2042	Peak Hour:	WK	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	12	1	12	0	12	12	0	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through		0						0				0				0			
	Through	1950	3	650	24	1974	658	117	2067	3	689	24	2091	3	697	0	2091	3	697	
	Through-Right		0						0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0			
	Through	2193	2	737	53	2246	755	177	2370	2	796	53	2423	2	814	0	2423	2	814	
	Through-Right		1						1				1				1			
	Right	19	0	0	0	19	0	0	19	0	0	0	19	0	0	0	19	0	0	
EASTBOUND	Left	79	0	79	0	79	79	0	79	0	79	0	79	0	79	0	79	0	79	
	Left-Through		0						0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0			
	Right	11	0	90	0	11	90	0	11	0	90	0	11	0	90	0	11	0	90	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 749 East-West: 90 SUM: 839	North-South: 767 East-West: 90 SUM: 857	North-South: 808 East-West: 90 SUM: 898	North-South: 826 East-West: 90 SUM: 916	North-South: 826 East-West: 90 SUM: 916														
VOLUME/CAPACITY (V/C) RATIO:		0.559	0.571	0.599	0.611	0.611														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.459	0.471	0.499	0.511	0.511														
LEVEL OF SERVICE (LOS):		A	A	A	A	A														

### PROJECT IMPACT

Change in v/c due to project: **0.012**      Δv/c after mitigation: **-0.599**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl	Year of Count:	2042	Ambient Growth: (%):	0	Conducted by:		Date:										
13	East-West Street:	1st St	Projection Year:	2042	Peak Hour:	WK	Reviewed by:		Project:										
No. of Phases		3	3		3		3		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	50	1	50	0	50	50	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0						0				0				0		
	Through	1821	2	609	24	1845	617	28	1849	2	620	24	1873	2	628	0	1873	2	628
	Through-Right		1						1				1				1		
	Right	6	0	0	0	6	0	4	10	0	0	0	10	0	0	0	10	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	22	1	22	0	22	22	96	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0						0				0				0		
	Through	2110	2	750	53	2163	767	80	2190	2	776	53	2243	2	794	0	2243	3	748
	Through-Right		1						1				1				1		
	Right	139	0	0	0	139	0	0	139	0	0	0	139	0	0	0	139	1	108
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	62	1	62	0	62	62	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0						0				0				0		
	Through	2	0	64	0	2	64	18	20	0	82	0	20	0	82	0	20	0	82
	Through-Right		1						1				1				1		
	Right	62	0	0	0	62	0	0	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	3	0	3	0	3	3	4	7	0	7	0	7	0	7	0	7	0	7
	Left-Through		0						0				0				0		
	Through	26	0	62	0	26	62	17	43	0	171	0	43	0	171	0	43	0	171
	Through-Right		0						0				0				0		
	Right	33	0	0	0	33	0	88	121	0	0	0	121	0	0	0	121	0	0
Left-Through-Right		1						1				1				1			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 800 East-West: 126 SUM: 926	North-South: 817 East-West: 126 SUM: 943	North-South: 826 East-West: 253 SUM: 1079	North-South: 844 East-West: 253 SUM: 1097	North-South: 798 East-West: 253 SUM: 1051													
VOLUME/CAPACITY (V/C) RATIO:		0.650	0.662	0.757	0.770	0.764													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.550	0.562	0.657	0.670	0.664													
LEVEL OF SERVICE (LOS):		A	A	B	B	B													

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **0.007**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Bl		Year of Count:	2042		Ambient Growth: (%):	0		Conducted by:			Date:						
15	East-West Street:	5th St		Projection Year:	2042		Peak Hour:	WK		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0							0				0				0	
	Through	1896	2	633	24	1920	641	32	1928	2	643	24	1952	2	651	0	1952	2	651
	Through-Right		1							1				1				1	
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	2149	2	745	53	2202	763	84	2233	2	773	53	2286	2	791	0	2286	2	791
	Through-Right		1							1				1				1	
	Right	86	0	0	0	86	0	0	86	0	0	0	86	0	0	0	86	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	73	1	73	0	73	73	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through-Right		0							0				0				0	
	Right	23	1	15	0	23	15	0	23	1	15	0	23	1	15	0	23	1	15
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through-Right		0							0				0				0	
	Right	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	761	North-South:	779	North-South:	789	North-South:	807	North-South:	807	North-South:	807	North-South:	807	North-South:	807	North-South:	807
		East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92	East-West:	92
		SUM:	853	SUM:	871	SUM:	881	SUM:	899	SUM:	899	SUM:	899	SUM:	899	SUM:	899	SUM:	899
VOLUME/CAPACITY (V/C) RATIO:		0.599		0.611		0.618		0.631		0.631		0.631		0.631		0.631		0.631	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.499		0.511		0.518		0.531		0.531		0.531		0.531		0.531		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **-0.618**  
 Significant impacted? **NO**      Fully mitigated? **N/A**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Harbor Bl</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>16</b>	East-West Street:	<b>6th St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 3	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	81	1	81	0	81	81	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0						0				0				0		
	Through	2218	2	739	24	2242	747	32	2250	2	750	24	2274	2	758	0	2274	2	758
	Through-Right		1						1				1				1		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	2306	2	812	53	2359	829	84	2390	2	840	53	2443	2	857	0	2443	3	814
	Through-Right		1						1				1				1		
	Right	129	0	0	0	129	0	0	129	0	0	0	129	0	0	0	129	1	40
EASTBOUND	Left	178	1	178	0	178	178	0	178	1	178	0	178	1	178	0	178	1	178
	Left-Through		0						0				0				0		
	Through	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0	0	76
	Through-Right		1						1				1				1		
	Right	76	0	0	0	76	0	0	76	0	0	0	76	0	0	0	76	0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		1						1				1				1		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	893	North-South:	910	North-South:	921	North-South:	938	North-South:	895	East-West:	178	East-West:	178	East-West:	178	East-West:	178
		East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178	East-West:	178
		SUM:	1071	SUM:	1088	SUM:	1099	SUM:	1116	SUM:	1073	SUM:	1116	SUM:	1116	SUM:	1116	SUM:	1073
VOLUME/CAPACITY (V/C) RATIO:		0.779		0.791		0.799		0.812		0.780		0.779		0.791		0.799		0.812	
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.679</b>		<b>0.691</b>		<b>0.699</b>		<b>0.712</b>		<b>0.680</b>		<b>0.679</b>		<b>0.691</b>		<b>0.699</b>		<b>0.712</b>	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>C</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>		<b>B</b>	

**PROJECT IMPACT**

Change in v/c due to project: **0.013**      Δv/c after mitigation: **-0.019**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street: <b>Harbor Blvd</b>		Year of Count: <b>2011</b>		Ambient Growth: (%): <b>0</b>		Conducted by:		Date:												
	East-West Street: <b>7th St</b>		Projection Year: <b>2042</b>		Peak Hour: <b>SAT</b>		Reviewed by:		Project: <b>CD1 2042 CB</b>												
No. of Phases		3		3		3		3		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
<b>MOVEMENT</b>		YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
<b>NORTHBOUND</b>	↵ Left	353	1	353		0															
	↵ Left-Through		0			0															
	→ Through	2,285	3	762		0															
	→ Through-Right		0			0															
	→ Right	0	0	0		0															
	↵↗ Left-Through-Right		0				0														
↵↘ Left-Right		0				0															
<b>SOUTHBOUND</b>	↵ Left	0	0	0		0															
	↵ Left-Through		0			0															
	→ Through	2,136	2	785		0															
	→ Through-Right		1			0															
	→ Right	219	0	0		0															
	↵↗ Left-Through-Right		0				0														
↵↘ Left-Right		0				0															
<b>EASTBOUND</b>	↵ Left	259	2	142		0															
	↵ Left-Through		0			0															
	→ Through	0	0	0		0															
	→ Through-Right		0			0															
	→ Right	501	1	148		0															
	↵↗ Left-Through-Right		0				0														
↵↘ Left-Right		0				0															
<b>WESTBOUND</b>	↵ Left	0	0	0		0															
	↵ Left-Through		0			0															
	→ Through	0	0	0		0															
	→ Through-Right		0			0															
	→ Right	0	0	0		0															
	↵↗ Left-Through-Right		0				0														
↵↘ Left-Right		0				0															
<b>CRITICAL VOLUMES</b>		North-South: 1138		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0									
		East-West: 148		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0									
		SUM: 1286		SUM: 0		SUM: 0		SUM: 0		SUM: 0		SUM: 0									
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.902		0.000		0.000		0.000		0.000		0.000									
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>		0.802		-0.100		-0.100		-0.100		-0.100		-0.100									
<b>LEVEL OF SERVICE (LOS):</b>		<b>D</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>									

### PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	North-South Street:	Harbor Blvd	Year of Count:	2011	Ambient Growth: (%):	0		Conducted by:			Date:									
	East-West Street:	7th St	Projection Year:	2042	Peak Hour:	SAT		Reviewed by:			Project:	2042 WITH PROJECT								
No. of Phases			3		3		3		3		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0		0		0		0		3									
ATSAC-1 or ATSAC+ATCS-2?			2		2		2		2		2									
Override Capacity			0		0		0		0		0									
			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
			EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 3 WB-- 0		EB-- 0 WB-- 0									
			2		2		2		2		2									
			0		0		0		0		0									
<b>MOVEMENT</b>			YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	355	1	355		0		0		0		0		0		0		0		
	Left-Through		0			0		0		0		0		0		0		0		
	Through	2,309	3	770		0		0		0		0		0		0		0		
	Through-Right		0			0		0		0		0		0		0		0		
	Right	0	0	0		0		0		0		0		0		0		0		
	Left-Through-Right		0			0		0		0		0		0		0		0		
	Left-Right		0			0		0		0		0		0		0		0		
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0		
	Left-Through		0			0		0		0		0		0		0		0		
	Through	2,189	2	803		0		0		0		0		0		0		0		
	Through-Right		1			0		0		0		0		0		0		0		
	Right	219	0	0		0		0		0		0		0		0		0		
	Left-Through-Right		0			0		0		0		0		0		0		0		
	Left-Right		0			0		0		0		0		0		0		0		
EASTBOUND	Left	259	2	142		0		0		0		0		0		0		0		
	Left-Through		0			0		0		0		0		0		0		0		
	Through	0	0	0		0		0		0		0		0		0		0		
	Through-Right		0			0		0		0		0		0		0		0		
	Right	506	1	151		0		0		0		0		0		0		0		
	Left-Through-Right		0			0		0		0		0		0		0		0		
	Left-Right		0			0		0		0		0		0		0		0		
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0		
	Left-Through		0			0		0		0		0		0		0		0		
	Through	0	0	0		0		0		0		0		0		0		0		
	Through-Right		0			0		0		0		0		0		0		0		
	Right	0	0	0		0		0		0		0		0		0		0		
	Left-Through-Right		0			0		0		0		0		0		0		0		
	Left-Right		0			0		0		0		0		0		0		0		
<b>CRITICAL VOLUMES</b>			North-South:	1158	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0		
			East-West:	151	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0		
			SUM:	1309	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0		
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				0.919		0.000		0.000		0.000		0.000		0.000		0.000		0.000		
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				0.819		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		
<b>LEVEL OF SERVICE (LOS):</b>				D		A		A		A		A		A		A		A		

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Harbor Blvd</b>	Year of Count: <b>2011</b>	Ambient Growth: (%): <b>0</b>	Conducted by:	Date:														
<b>17B</b>	East-West Street: <b>Sampson Way</b>	Projection Year: <b>2042</b>	Peak Hour: <b>SAT</b>	Reviewed by:	Project: <b>CD1 2042 CB</b>														
No. of Phases		2	2	2	2														
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0	0	0														
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3														
		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0														
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2														
Override Capacity		0	0	0	0														
MOVEMENT	YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	67	1	67		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	1,310	2	655		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
SOUTHBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	1,319	2	660		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	1,318	1	588		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
EASTBOUND	Left	1,328	2	730		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	258	1	225		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
WESTBOUND	Left	0	0	0		0				0				0				0	
	Left-Through		0			0				0				0				0	
	Through	0	0	0		0				0				0				0	
	Through-Right		0			0				0				0				0	
	Right	0	0	0		0				0				0				0	
	Left-Through-Right		0			0				0				0				0	
CRITICAL VOLUMES		North-South: 727		727	North-South: 0		0	North-South: 0		0	North-South: 0		0	North-South: 0		0	East-West: 0		0
		East-West: 730		730	East-West: 0		0	East-West: 0		0	East-West: 0		0	East-West: 0		0	East-West: 0		0
		SUM: 1457		1457	SUM: 0		0	SUM: 0		0	SUM: 0		0	SUM: 0		0	SUM: 0		0
VOLUME/CAPACITY (V/C) RATIO:				0.971			0.000			0.000			0.000			0.000			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.871			-0.100			-0.100			-0.100			-0.100			-0.100
LEVEL OF SERVICE (LOS):				<b>D</b>			<b>A</b>			<b>A</b>			<b>A</b>			<b>A</b>			<b>A</b>

### PROJECT IMPACT

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Harbor Blvd		Year of Count:	2011	Ambient Growth: (%):	0	Conducted by:		Date:											
17B	East-West Street:	Sampson Way		Projection Year:	2042	Peak Hour:	SAT	Reviewed by:		Project:	2042 WITH PROJECT										
No. of Phases		2		2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3										
		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2											
Override Capacity		0		0		0		0		0											
MOVEMENT		YEAR 2042 CONDITIONS			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	67	1	67		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	1,321	2	661		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0		0	
SOUTHBOUND	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	1,343	2	672		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	1,352	1	613		0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0		0	
EASTBOUND	Left	1,343	2	739		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	258	1	225		0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0		0	
WESTBOUND	Left	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through		0			0		0		0		0		0		0		0		0	
	Through	0	0	0		0		0		0		0		0		0		0		0	
	Through-Right		0			0		0		0		0		0		0		0		0	
	Right	0	0	0		0		0		0		0		0		0		0		0	
	Left-Through-Right		0			0		0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South:	739	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0	North-South:	0
		East-West:	739	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0	East-West:	0
		SUM:	1478	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0	SUM:	0
VOLUME/CAPACITY (V/C) RATIO:		0.985		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.885		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100		-0.100	
LEVEL OF SERVICE (LOS):		D		A		A		A		A		A		A		A		A		A	

**PROJECT IMPACT**

Change in v/c due to project: **0.000**      Δv/c after mitigation: **0.000**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Miner St</b>		Year of Count:	<b>2042</b>		Ambient Growth: (%):	<b>0</b>		Conducted by:			Date:						
<b>18</b>	East-West Street:	<b>22nd St</b>		Projection Year:	<b>2042</b>		Peak Hour:	<b>WK</b>		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	232	1	232	0	232	232	0	232	1	232	0	232	1	232	0	232	1	232
	Left-Through		0							0				0				0	
	Through	912	1	507	0	912	507	0	912	1	507	0	912	1	507	0	912	1	507
	Through-Right		1							1				1				1	
	Right	102	0	0	0	102	0	0	102	0	0	0	102	0	0	0	102	0	0
SOUTHBOUND	Left	31	1	31	37	68	68	0	31	1	31	37	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1044	1	651	0	1044	651	0	1044	1	652	0	1044	1	652	0	1044	1	652
	Through-Right		1							1				1				1	
	Right	257	0	0	0	257	0	3	260	0	0	0	260	0	0	0	260	0	0
EASTBOUND	Left	188	1	188	0	188	188	4	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	91	1	91	16	107	107	0	91	1	91	16	107	1	107	0	107	1	107
	Through-Right		1							1				1				1	
	Right	140	0	24	0	140	24	0	140	0	24	0	140	0	24	0	140	0	24
WESTBOUND	Left	95	1	95	0	95	95	0	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	86	1	56	7	93	68	0	86	1	56	7	93	1	68	0	93	1	68
	Through-Right		1							1				1				1	
	Right	25	0	0	17	42	0	0	25	0	0	17	42	0	0	0	42	0	0
CRITICAL VOLUMES		North-South:	883	North-South:	883	North-South:	884	North-South:	884	North-South:	884	North-South:	884	North-South:	884	North-South:	884	North-South:	884
		East-West:	244	East-West:	256	East-West:	248	East-West:	248	East-West:	260	East-West:	260	East-West:	260	East-West:	260	East-West:	260
		SUM:	1127	SUM:	1139	SUM:	1132	SUM:	1132	SUM:	1144	SUM:	1144	SUM:	1144	SUM:	1144	SUM:	1144
VOLUME/CAPACITY (V/C) RATIO:			0.820		0.828		0.823		0.832		0.832		0.832		0.832		0.832		0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:			<b>0.720</b>		<b>0.728</b>		<b>0.723</b>		<b>0.732</b>		<b>0.732</b>		<b>0.732</b>		<b>0.732</b>		<b>0.732</b>		<b>-0.100</b>
LEVEL OF SERVICE (LOS):			<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>C</b>		<b>A</b>

**PROJECT IMPACT**

Change in v/c due to project: **0.009**      Δv/c after mitigation: **-0.823**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

**APPENDIX D:  
PROJECT ELEMENTS**



**TABLE 1  
PROJECT ELEMENTS**

<b>Project Element</b>	<b>Area (sf)</b>
<b>Phase I (2012 – 2016)</b>	
<i>Existing SCMI Facility at Fish Harbor (Terminal Island, Berth 260)</i>	
Site Restoration (Demolition of existing building, warehouse, shop storage, and floating docks)	57,500 sf
<i>Berths 56 and 57 (SCMI Facility)</i>	
Conversion of existing 46,500-sf transit shed into SCMI research facility with approx. 3,600-sf addition (including demolition of existing addition):	46,500 sf 3,600 sf
• Faculty office space	758 sf
• Teaching Laboratories	3,600 sf
• Research Laboratories	13,849 sf
• Lab Support Space	2,300sf
• Administrative Suite	3,381sf
• Staff Support Facilities (toilets, showers and lockers for staff)	1,964 sf
• Building Support Facilities (machine shop, storeroom, chemical storage, hazardous waste, etc)	6,870 sf
• Outdoor Teaching/Outreach classroom	1,997 sf
• Outside Storage Space	6,150 sf
• Hallways, Walkways	5,634 sf
Construct Learning Center at Berth 56 (150-seat lecture hall/auditorium, classrooms, public interpretive center, museum with small aquaria)	11,500 sf
<b>Berths 56 – 57 Subtotal:</b>	<b>61,600 sf</b>
<i>Parking Facilities</i>	
Surface parking adjacent to Berth 56	15 spaces
<i>Other Phase I Improvements</i>	
Construction of floating docks for 12 vessel slips adjacent to Berth 57	18,500 sf (12 vessel slips)
Circulating Seawater System for Berths 57– 60	new utility
Wharf retrofit/repairs for Berths 57–60	
Construction of a public plaza at Berth 57	7500 sf
<b>Total New Square Footage Under Phase I</b>	<b>80,100 sf</b>
(Does not include removal of existing SCMI facility at Berth 260)	
<b>Phase II (2013 – 2024)</b>	
<i>Berth 58–60</i>	
Conversion Berth 58 Transit Shed space into SCMI and SCMI Partners research facility	60,000 sf
Conversion Berths 59 – 60 Transit Shed space into a marine science business park/incubator space	70,000 sf
Creation of temporary NOAA space within Berth 59-60 Transit Shed <sup>a</sup>	50,000 sf
Provision of temporary berthing space for 2 to 3 NOAA research vessels at Berths 59-60 <sup>a</sup>	
Development of waterfront café	280 sf
Designation of public plaza/viewing platform at Berth 60	4000 sf
Relocation of water taxi service facilities to within B.60 vicinity	
<i>Berths 70-71 (Westways)</i>	
Construction of NOAA administration and research facility <sup>b</sup>	50,000 sf
Wharf maintenance (remove catwalks)	
Installation of Wave Tank, enclosed within its own building	80,000 sf (36,000 cy)
<b>Berths 70-71 Subtotal</b>	<b>130,000 sf</b>

**TABLE 1  
PROJECT ELEMENTS**

<b>Project Element</b>	<b>Area (sf)</b>
<i>Signal Street Improvements<sup>c</sup></i>	
• Repaving and restriping	195 spaces
• Diagonal parking	8,000 square feet of disturbance
• Removal of existing heavy rail line from street	8,000 square feet of disturbance
<b>Total New Square Footage Under Phase II</b>	<b>314,280 sf</b>
<b>Total New Square Footage for Proposed Project</b>	<b>394,380 sf</b>
<i>Parking Facilities</i>	
• Berth 56 Surface Parking	15 spaces
• Minor Street Diagonal Parking	195 spaces
• Sampson Way and 22nd Street Existing Parking Lot	409 spaces
<b>Total Parking Spaces</b>	<b>619 spaces</b>

<sup>a</sup> NOAA facilities, including office and research space within Berths 58-60 Transit Shed and berthing space at Berths 58-60 to be relocated to Berths 70-71 when remediation of those berths has been completed.

<sup>b</sup> Demolition of the Westways tanks, piping and related structures at Berths 70-71 has been analyzed under the San Pedro Waterfront EIS/EIR and is not considered a component of the proposed Project.

<sup>c</sup> Impacts associated with extension of Red Car Line construction and expansion of waterfront promenade were considered under the San Pedro Waterfront EIR and are not considered components of the proposed Project.

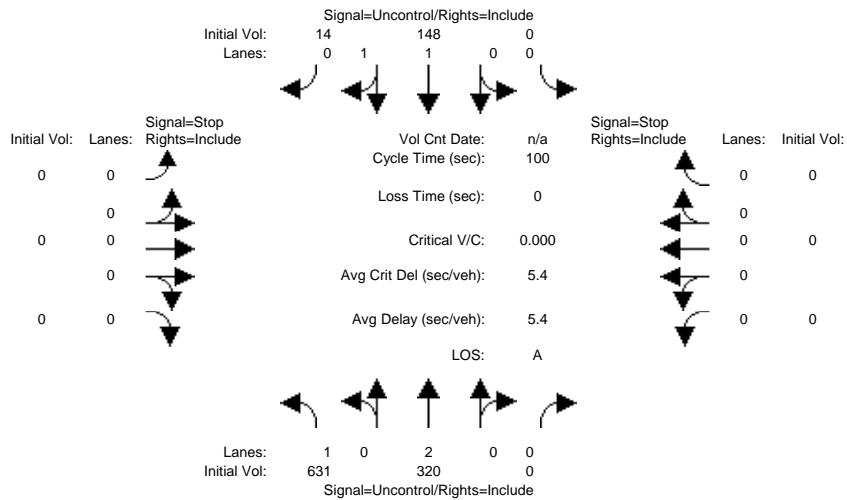
SOURCE: Port of Los Angeles, City Dock Marine Research Center Project Elements and Phasing, Draft September 15, 2010.

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**APPENDIX E:  
UNIGNALIZED LEVEL OF SERVICE WORKSHEETS**

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

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	631	320	0	0	148	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	320	0	0	148	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	320	0	0	148	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	631	320	0	0	148	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	631	320	0	0	148	14	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflict Vol:	162	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	1429	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	1429	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.44	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	2.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.  
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #10 Harbor/SR-47  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met  
-----|-----|-----|-----|

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	631 320 0	0 148 14	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	631 320 0	0 148 14	0 0 0	0 0 0

Major Street Volume: 1113  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 248

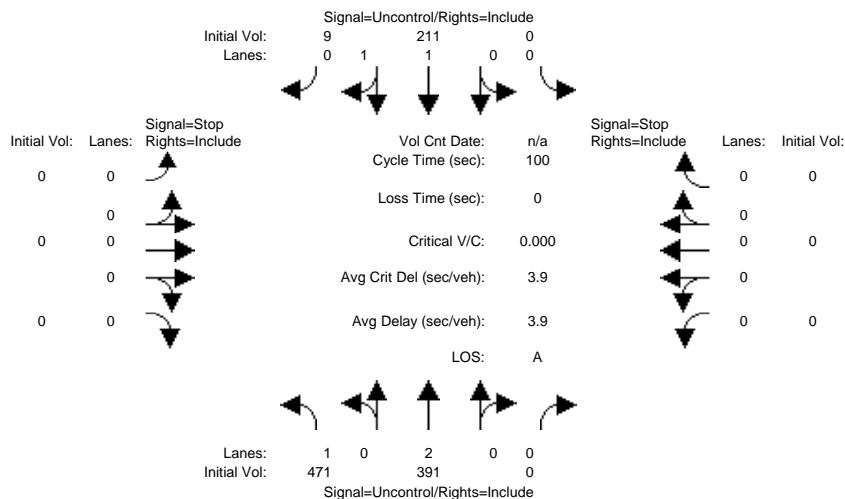
SIGNAL WARRANT DISCLAIMER

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

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:																
Base Vol:	471	391	0		0	211	9		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	471	391	0		0	211	9		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	471	391	0		0	211	9		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	471	391	0		0	211	9		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	471	391	0		0	211	9		0	0	0		0	0	0	

Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	

Capacity Module:																
Cnflct Vol:	220	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	1361	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	1361	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.35	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	

Level Of Service Module:																			
2Way95thQ:	1.6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
Control Del:	9.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx						
ApproachLOS:	*				*				*				*						

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	471 391 0	0 211 9	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	471 391 0	0 211 9	0 0 0 0	0 0 0 0

Major Street Volume: 1082  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 258

SIGNAL WARRANT DISCLAIMER

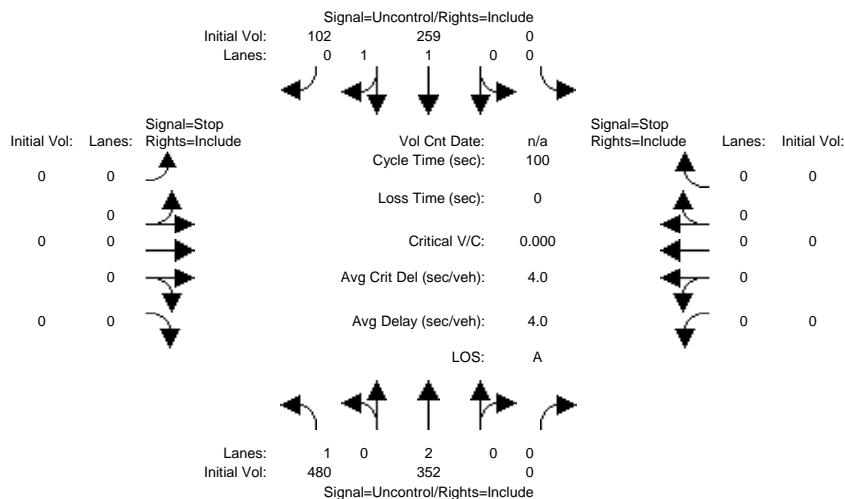
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
EXSAT

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	480	352	0	0	259	102	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	352	0	0	259	102	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	352	0	0	259	102	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	352	0	0	259	102	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	480	352	0	0	259	102	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	361	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1209	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	480 352 0	0 259 102	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	480 352 0	0 259 102	0 0 0	0 0 0

Major Street Volume: 1193  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 224

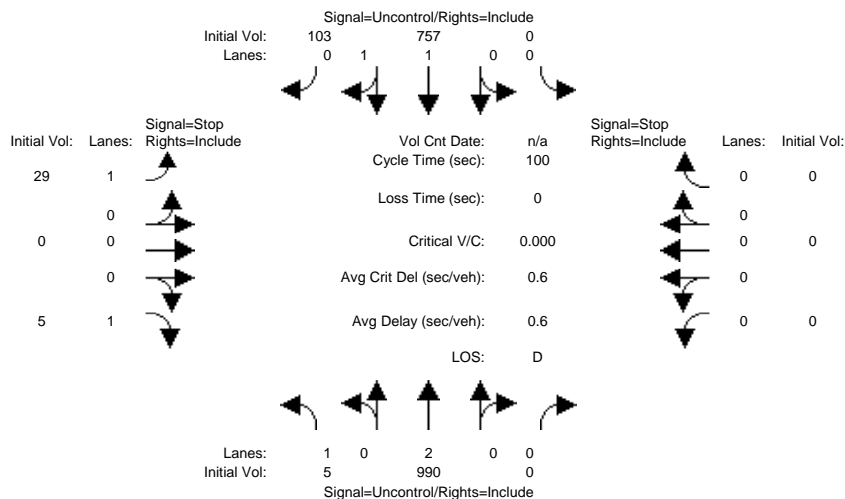
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	990	0	0	757	103	29	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:	5	990	0	0	757	103	29	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	990	0	0	757	103	29	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:	5	990	0	0	757	103	29	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	990	0	0	757	103	29	0	5	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	860	xxxx	xxxxx	xxxx	xxxx	xxxxx	1314	xxxx	430	xxxx	xxxx	xxxxx
Potent Cap.:	790	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	xxxx	579	xxxx	xxxx	xxxxx
Move Cap.:	790	xxxx	xxxxx	xxxx	xxxx	xxxxx	152	xxxx	579	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	0.01	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.0	xxxx	xxxx	xxxxx			
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.3	xxxx	11.3	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	D	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx						30.9			xxxxxx					
ApproachLOS:	*				*		D			*					

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 990 0	0 757 103	29 0 5	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	30.9	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1889]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 990 0	0 757 103	29 0 5	0 0 0 0

Major Street Volume: 1855

Minor Approach Volume: 34

Minor Approach Volume Threshold: 108 [less than minimum of 150]

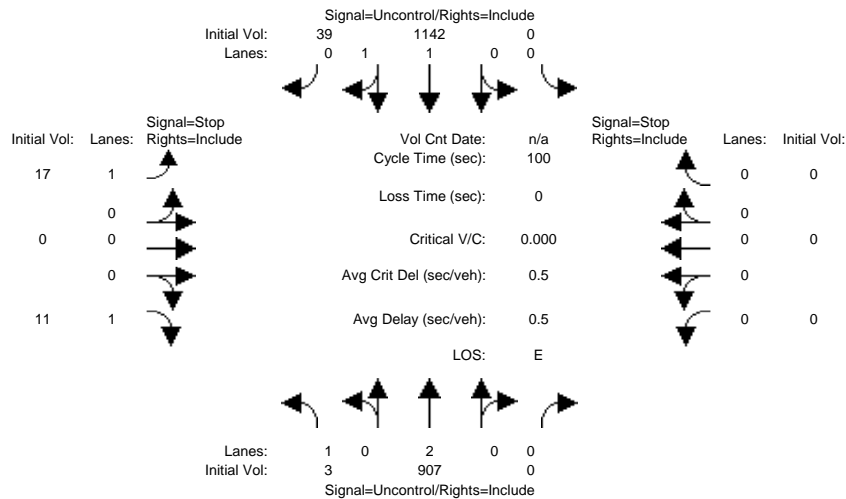
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	907	0	0	1142	39	17	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	907	0	0	1142	39	17	0	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	907	0	0	1142	39	17	0	11	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:	3	907	0	0	1142	39	17	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	907	0	0	1142	39	17	0	11	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1181	xxxx	xxxxx	xxxx	xxxx	xxxxx	1621	xxxx	591	xxxx	xxxx	xxxxx
Potent Cap.:	599	xxxx	xxxxx	xxxx	xxxx	xxxxx	96	xxxx	456	xxxx	xxxx	xxxxx
Move Cap.:	599	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	456	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	50.8	xxxx	13.1	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			36.0			xxxxxx					
ApproachLOS:	*			*			E			*					

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	3 907 0	0 1142 39	17 0 11	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	36.0	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=28]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2119]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	3 907 0	0 1142 39	17 0 11	0 0 0 0

Major Street Volume: 2091

Minor Approach Volume: 28

Minor Approach Volume Threshold: 57 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Harbor/3rd

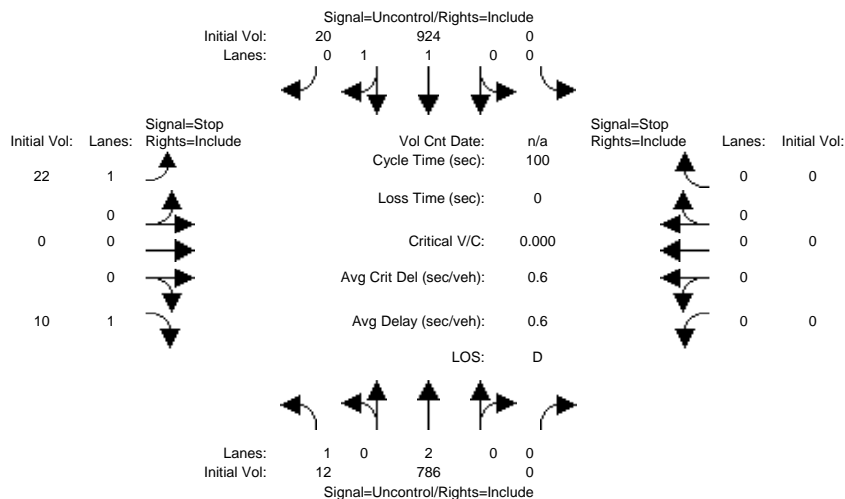


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (4.1, 6.8, 6.9) and FollowUpTim (2.2, 3.5, 3.3) for different movements.

Table for Capacity Module showing Cnflct Vol (944, 1351, 472), Potent Cap. (735, 144, 544), Move Cap. (735, 142, 544), and Volume/Cap. (0.02, 0.15, 0.02).

Table for Level Of Service Module showing 2Way95thQ (0.0, 0.5, 0.1), Control Del (10.0, 34.9, 11.7), LOS by Move (A, D, B), Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel (27.7), and ApproachLOS (D).

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met



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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 786 0	0 924 20	22 0 10	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	27.7	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1774]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 786 0	0 924 20	22 0 10	0 0 0 0

Major Street Volume: 1742

Minor Approach Volume: 32

Minor Approach Volume Threshold: 135 [less than minimum of 150]

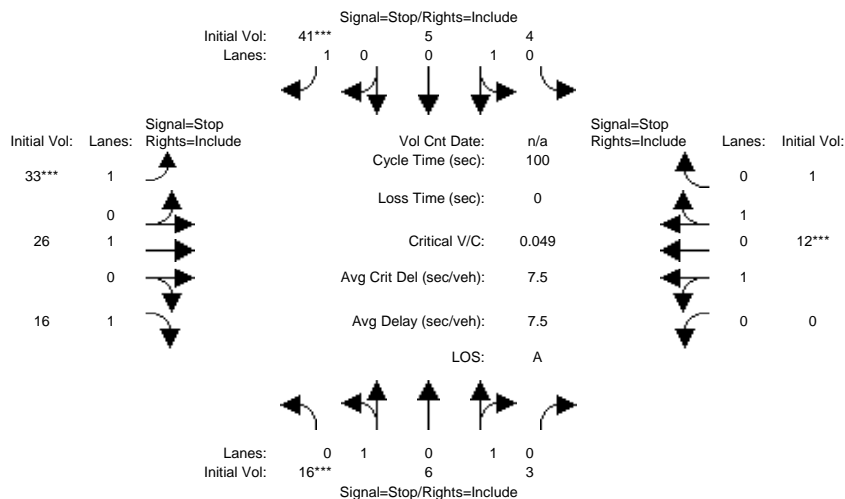
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	6	3	4	5	41	33	26	16	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	6	3	4	5	41	33	26	16	0	12	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	6	3	4	5	41	33	26	16	0	12	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	6	3	4	5	41	33	26	16	0	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	6	3	4	5	41	33	26	16	0	12	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	6	3	4	5	41	33	26	16	0	12	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	0.44	0.56	1.00	1.00	1.00	1.00	0.00	1.85	0.15
Final Sat.:	675	587	185	318	397	875	680	752	880	0	1394	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.01	0.01	0.05	0.05	0.03	0.02	xxxx	0.01	0.01
Crit Moves:	****					****	****				****	
Delay/Veh:	8.1	7.3	7.3	7.7	7.7	6.9	8.2	7.6	6.8	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	7.3	7.3	7.7	7.7	6.9	8.2	7.6	6.8	0.0	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.8			7.1			7.7			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.1			7.7			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	16		6		3	4		5		41	33		26		16	0		12		1
Major Street Volume:											88									
Minor Approach Volume:											50									
Minor Approach Volume Threshold:	1419																			

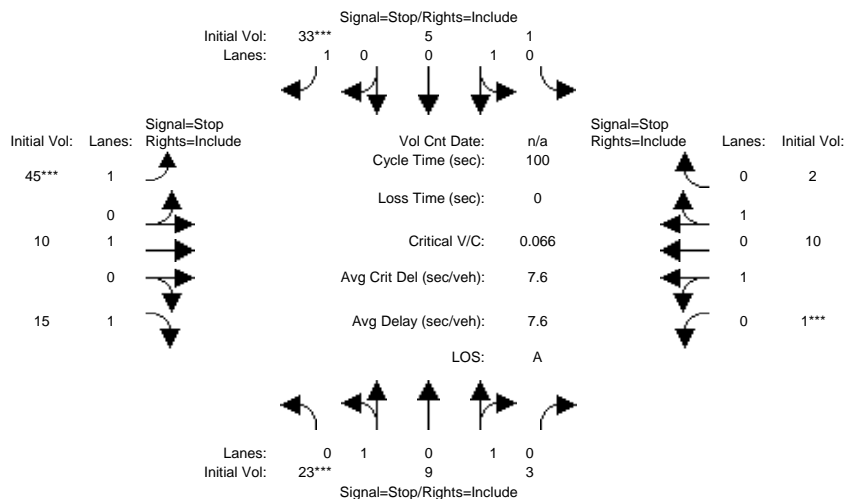
SIGNAL WARRANT DISCLAIMER

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

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	9	3	1	5	33	45	10	15	1	10	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	9	3	1	5	33	45	10	15	1	10	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	9	3	1	5	33	45	10	15	1	10	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	9	3	1	5	33	45	10	15	1	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	3	1	5	33	45	10	15	1	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	9	3	1	5	33	45	10	15	1	10	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	0.17	0.83	1.00	1.00	1.00	1.00	0.15	1.54	0.31
Final Sat.:	678	636	132	122	612	875	680	752	880	113	1166	241
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.01	0.01	0.04	0.07	0.01	0.02	0.01	0.01	0.01
Crit Moves:	***					***	***			***		
Delay/Veh:	8.1	7.4	7.4	7.6	7.6	6.9	8.3	7.5	6.8	7.5	7.4	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	7.4	7.4	7.6	7.6	6.9	8.3	7.5	6.8	7.5	7.4	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			7.0			7.8			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.0			7.8			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	23		9		3	1		5		33	45		10		15	1		10		2
Major Street Volume:											83									
Minor Approach Volume:																39				
Minor Approach Volume Threshold:	1444																			

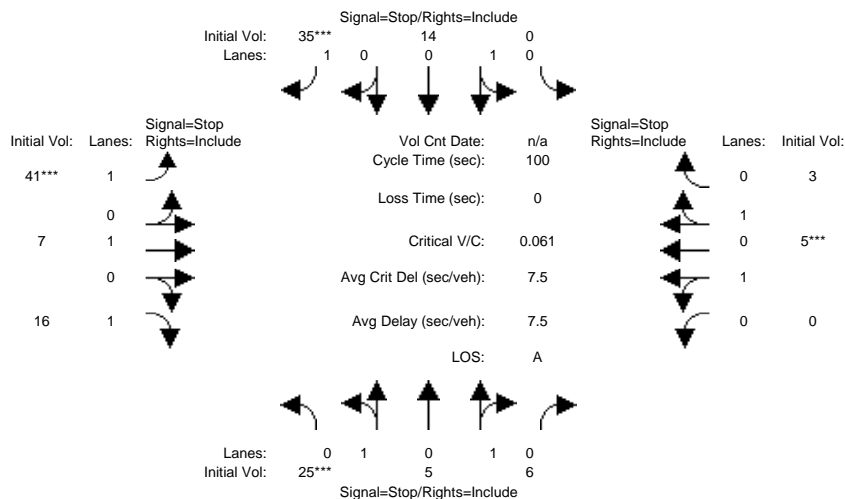
SIGNAL WARRANT DISCLAIMER

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

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	25	5	6	0	14	35	41	7	16	0	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	5	6	0	14	35	41	7	16	0	5	3
Added Vol:	0	0	0	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	5	6	0	14	35	41	7	16	0	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	5	6	0	14	35	41	7	16	0	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	5	6	0	14	35	41	7	16	0	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	5	6	0	14	35	41	7	16	0	5	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.25	0.75
Final Sat.:	681	527	264	0	754	884	677	748	874	0	953	626
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.02	xxxx	0.02	0.04	0.06	0.01	0.02	xxxx	0.01	0.00
Crit Moves:	****				****	****	****			****		
Delay/Veh:	8.1	7.2	7.2	0.0	7.5	6.9	8.3	7.5	6.8	0.0	7.4	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	7.2	7.2	0.0	7.5	6.9	8.3	7.5	6.8	0.0	7.4	6.9
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		7.8			7.0			7.8			7.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.0			7.8			7.2	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #19 Signal St & 22nd St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	25		5		6	0		14		35	41		7		16	0		5		3
Major Street Volume:											85									
Minor Approach Volume:																64				
Minor Approach Volume Threshold:	1434																			

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EPP1AM

Intersection #10: Harbor/SR-47

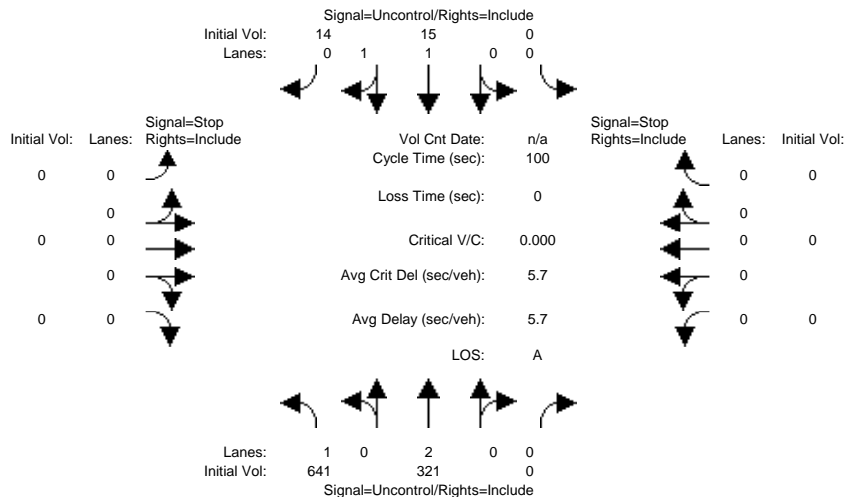


Table with columns: Approach (North, South, East, West Bound), Movement (L, T, R), and Volume Module data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	641 321 0	0 15 14	0 0 0	0 0 0 15
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	641 321 0	0 15 14	0 0 0	0 0 0 0

Major Street Volume: 991  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 288

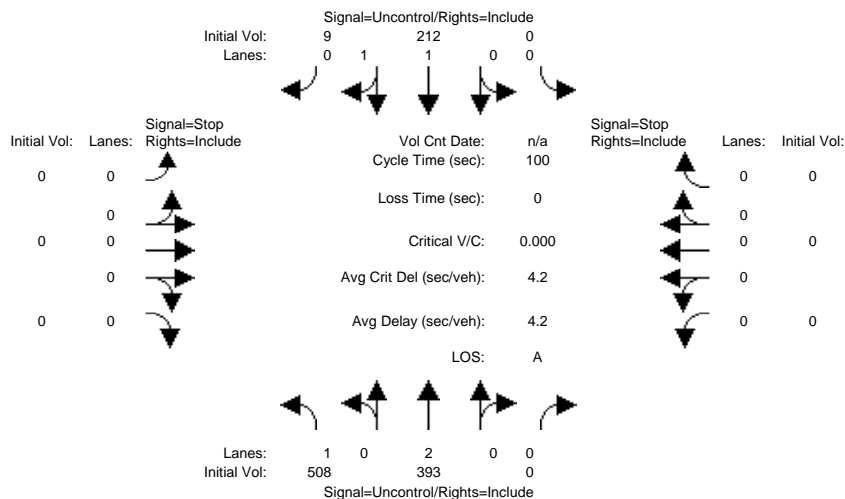
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
EPP1PM

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:																
Base Vol:	508	393	0	0	0	212	9	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	393	0	0	0	212	9	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	393	0	0	0	212	9	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	508	393	0	0	0	212	9	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	508	393	0	0	0	212	9	0	0	0	0	0	0	0	0	0

Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:																
Cnflct Vol:	221	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	1360	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	1360	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.37	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx

Level Of Service Module:																		
2Way95thQ:	1.8	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Control Del:	9.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx					
ApproachLOS:	*				*				*				*					

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	508	393	0			0	212	9			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	508	393	0			0	212	9			0	0	0	0		0	0	0	0	

Major Street Volume: 1122  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 245

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EPP1SAT

Intersection #10: Harbor/SR-47

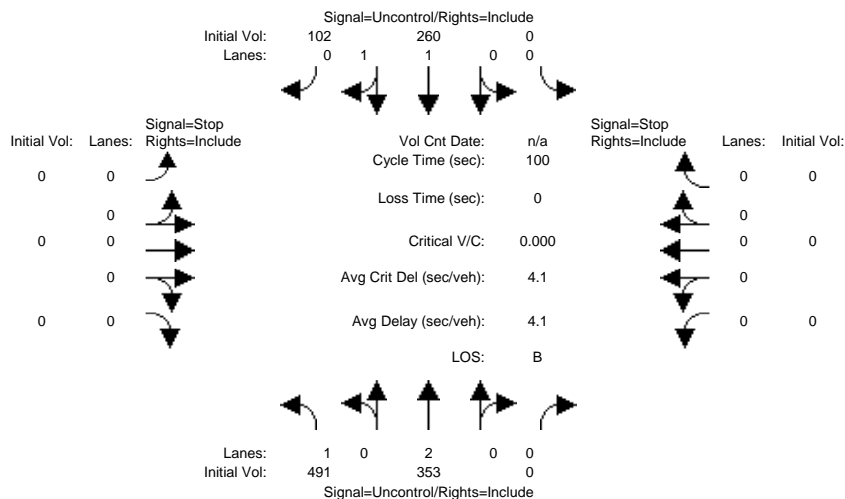


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap (4.1) and FollowUpTim (2.2) across various movement combinations.

Table for Capacity Module showing Cnflct Vol (362), Potent Cap. (1208), Move Cap. (1208), and Volume/Cap (0.41) across movement combinations.

Table for Level Of Service Module showing 2Way95thQ (2.0), Control Del (10.0), LOS by Move (B), and Shared LOS across movement combinations.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	491	353	0			0	260	102			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	491	353	0			0	260	102			0	0	0	0		0	0	0	0	

Major Street Volume: 1206  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 220

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EPP1AM

Intersection #14: Harbor/3rd

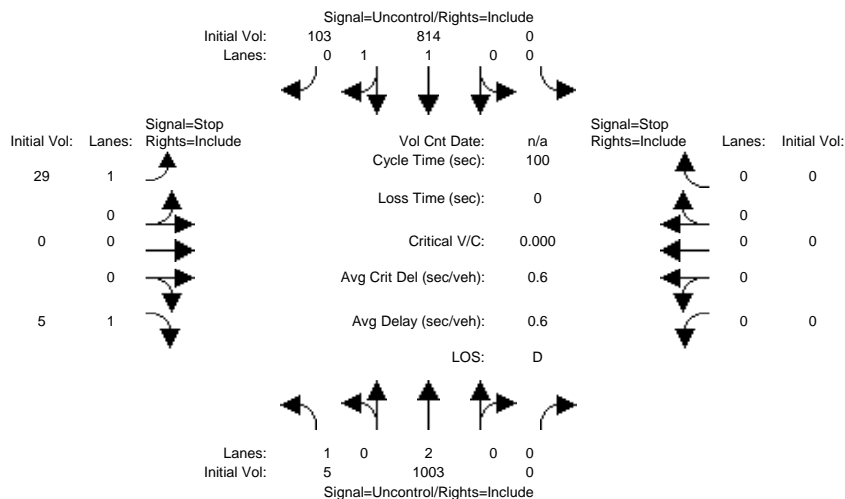


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module data such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each approach and movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS for each approach and movement.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 1003 0	0 814 103	29 0 5	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	34.1	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=34]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1959]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 1003 0	0 814 103	29 0 5	0 0 0 0

Major Street Volume: 1925

Minor Approach Volume: 34

Minor Approach Volume Threshold: 92 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EPP1PM

Intersection #14: Harbor/3rd

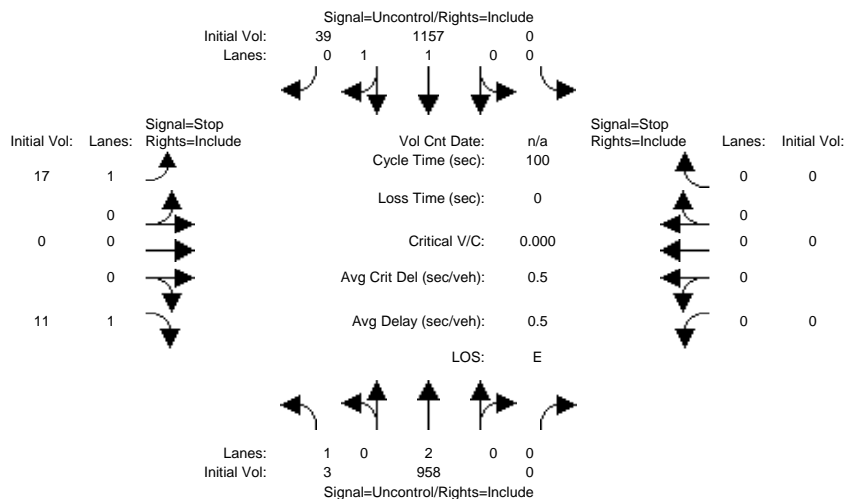


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes base volume, growth adj, PHF volume, and LOS values.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	3 958 0	0 1157 39	17 0 11	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	38.2	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=28]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2185]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	3 958 0	0 1157 39	17 0 11	0 0 0 0

Major Street Volume: 2157

Minor Approach Volume: 28

Minor Approach Volume Threshold: 44 [less than minimum of 150]

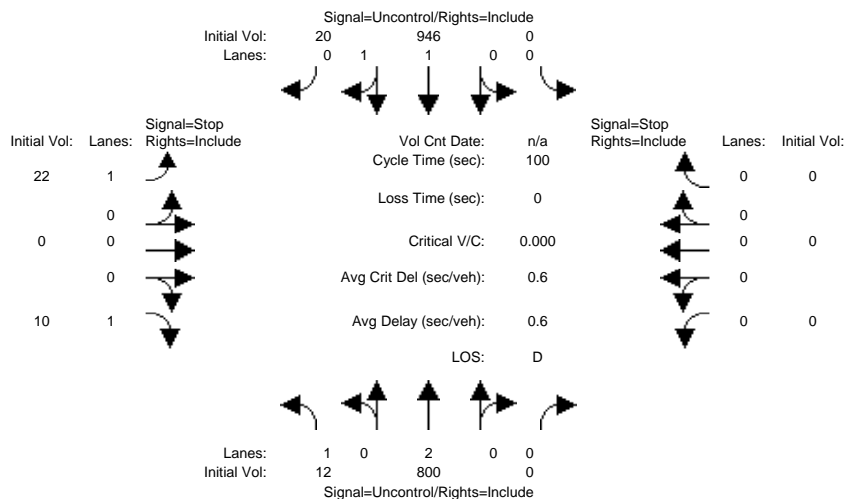
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPP1SAT

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	800	0	0	946	20	22	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	800	0	0	946	20	22	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	800	0	0	946	20	22	0	10	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:	12	800	0	0	946	20	22	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	800	0	0	946	20	22	0	10	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	966	xxxx	xxxxx	xxxx	xxxx	xxxxx	1380	xxxx	483	xxxx	xxxx	xxxxx
Potent Cap.:	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	535	xxxx	xxxx	xxxxx
Move Cap.:	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	535	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	36.5	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			28.8			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 800 0	0 946 20	22 0 10	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	28.8	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1810]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 800 0	0 946 20	22 0 10	0 0 0 0

Major Street Volume: 1778

Minor Approach Volume: 32

Minor Approach Volume Threshold: 127 [less than minimum of 150]

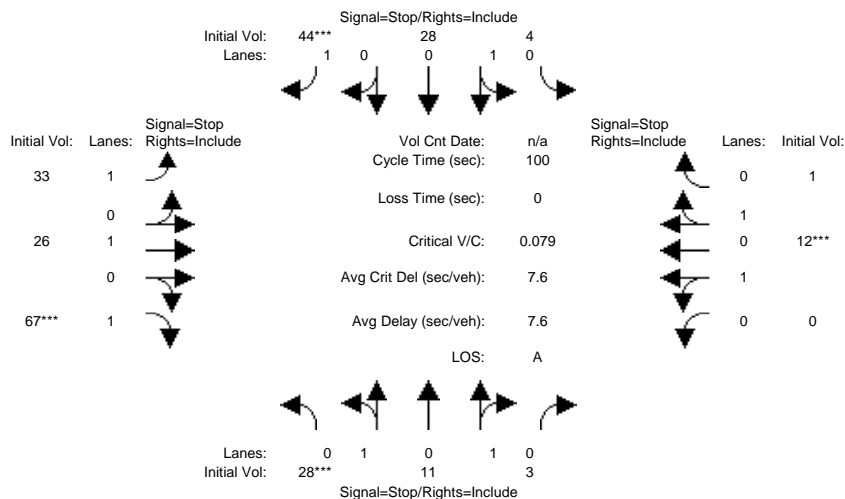
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 EPP1AM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	28	11	3	4	28	44	33	26	67	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	11	3	4	28	44	33	26	67	0	12	1
Added Vol:	0	0	0	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	11	3	4	28	44	33	26	67	0	12	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	11	3	4	28	44	33	26	67	0	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	11	3	4	28	44	33	26	67	0	12	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	11	3	4	28	44	33	26	67	0	12	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	0.12	0.88	1.00	1.00	1.00	1.00	0.00	1.85	0.15
Final Sat.:	654	628	105	89	624	841	661	728	849	0	1338	113
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.03	0.04	0.04	0.05	0.05	0.04	0.08	xxxx	0.01	0.01
Crit Moves:	****					****			****	****		
Delay/Veh:	8.3	7.6	7.6	7.8	7.8	7.1	8.3	7.7	7.2	0.0	7.6	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:	8.3	7.6	7.6	7.8	7.8	7.1	8.3	7.7	7.2	0.0	7.6	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.1			7.4			7.6			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			7.4			7.6			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	28		11		3	4		28		44	33		26		67	0		12		1
Major Street Volume:											139									
Minor Approach Volume:											76									
Minor Approach Volume Threshold:	1223																			

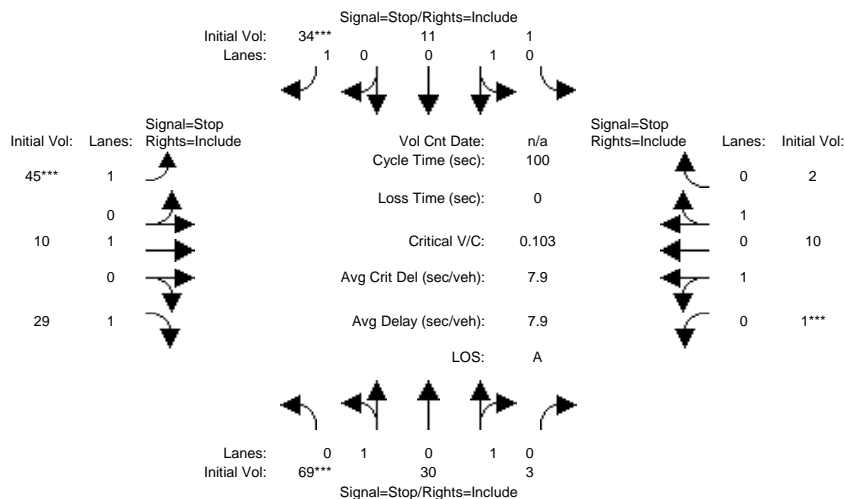
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 EPP1PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	69	30	3	1	11	34	45	10	29	1	10	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	30	3	1	11	34	45	10	29	1	10	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	30	3	1	11	34	45	10	29	1	10	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	30	3	1	11	34	45	10	29	1	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	30	3	1	11	34	45	10	29	1	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	30	3	1	11	34	45	10	29	1	10	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	1.00	1.00	1.00	0.15	1.54	0.31
Final Sat.:	671	703	44	60	664	852	647	710	825	107	1101	227
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.07	0.02	0.02	0.04	0.07	0.01	0.04	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.6	7.6	7.6	7.6	7.6	7.0	8.5	7.7	7.1	7.8	7.6	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:	8.6	7.6	7.6	7.6	7.6	7.0	8.5	7.7	7.1	7.8	7.6	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			7.2			7.9			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			7.2			7.9			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	69		30		3	1		11		34	45		10		29	1		10		2
Major Street Volume:											148									
Minor Approach Volume:											84									
Minor Approach Volume Threshold:	1196																			

SIGNAL WARRANT DISCLAIMER

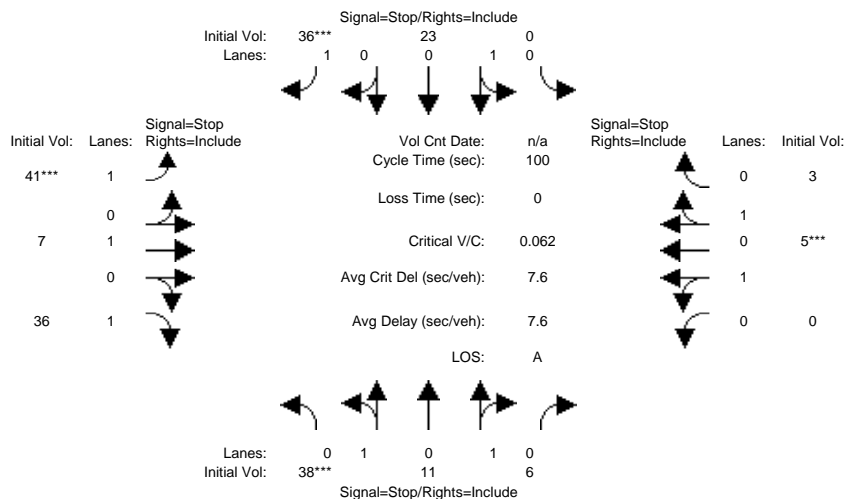
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 EPP1SAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	38	11	6	0	23	36	41	7	36	0	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	11	6	0	23	36	41	7	36	0	5	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	11	6	0	23	36	41	7	36	0	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	11	6	0	23	36	41	7	36	0	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	11	6	0	23	36	41	7	36	0	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	11	6	0	23	36	41	7	36	0	5	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.25	0.75
Final Sat.:	673	599	167	0	742	866	664	731	853	0	929	609
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	xxxx	0.03	0.04	0.06	0.01	0.04	xxxx	0.01	0.00
Crit Moves:	****				****	****	****				****	
Delay/Veh:	8.3	7.4	7.4	0.0	7.6	6.9	8.4	7.6	7.0	0.0	7.5	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	7.4	7.4	0.0	7.6	6.9	8.4	7.6	7.0	0.0	7.5	7.0
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.0			7.2			7.7			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			7.2			7.7			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	38		11		6	0		23		36	41		7		36	0		5		3
Major Street Volume:											114									
Minor Approach Volume:											84									
Minor Approach Volume Threshold:	1308																			

SIGNAL WARRANT DISCLAIMER

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

Intersection #10: Harbor/SR-47

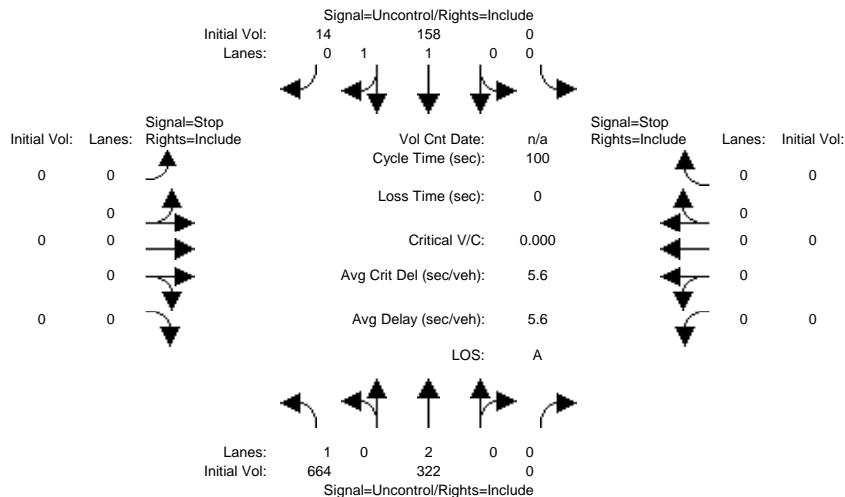


Table with columns: Approach, Movement, North Bound (L, T, R), South Bound (L, T, R), East Bound (L, T, R), West Bound (L, T, R). Rows include Volume Module metrics like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across the four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap across the four approaches.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	664	322	0			0	158	14			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	664	322	0			0	158	14			0	0	0			0	0	0		

Major Street Volume: 1158  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 234

SIGNAL WARRANT DISCLAIMER

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

Intersection #10: Harbor/SR-47

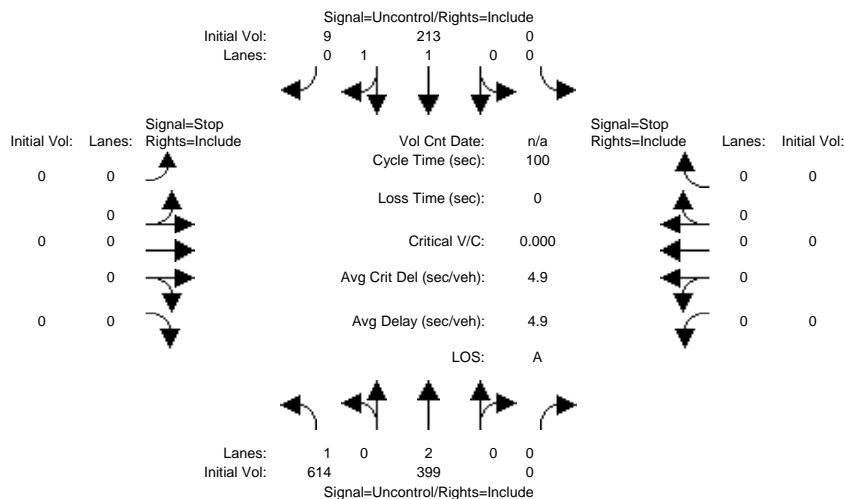


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module data such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table showing Critical Gp and FollowUpTim values for various movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	614 399 0	0 213 9	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	614 399 0	0 213 9	0 0 0	0 0 0

Major Street Volume: 1235  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 212

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #10: Harbor/SR-47

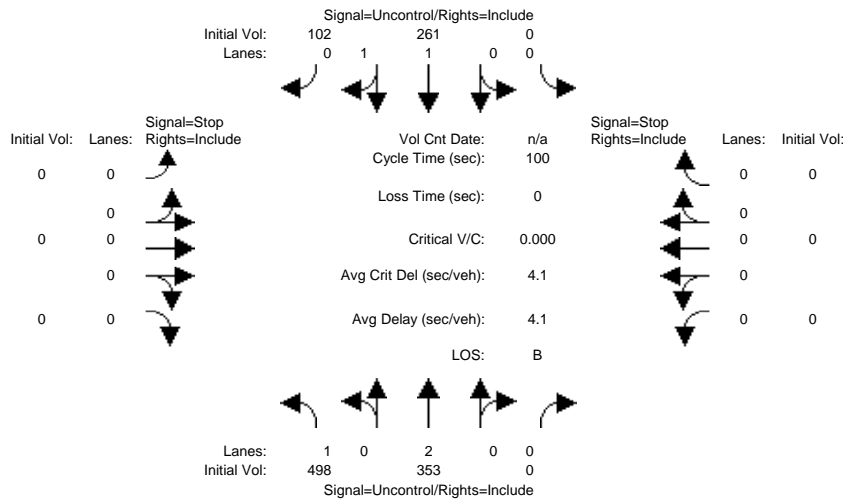


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module data such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Approach and Movement, showing critical gap values (e.g., 4.1) and follow-up times (e.g., 2.2).

Capacity Module table with columns for Approach and Movement, showing conflict volume, potential capacity, move capacity, and volume/capacity ratios.

Level Of Service Module table with columns for Approach and Movement, showing 2Way95thQ, Control Del, LOS by Move, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	498	353	0			0	261	102			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	498	353	0			0	261	102			0	0	0	0		0	0	0	0	

Major Street Volume: 1214  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 218

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Intersection #14: Harbor/3rd

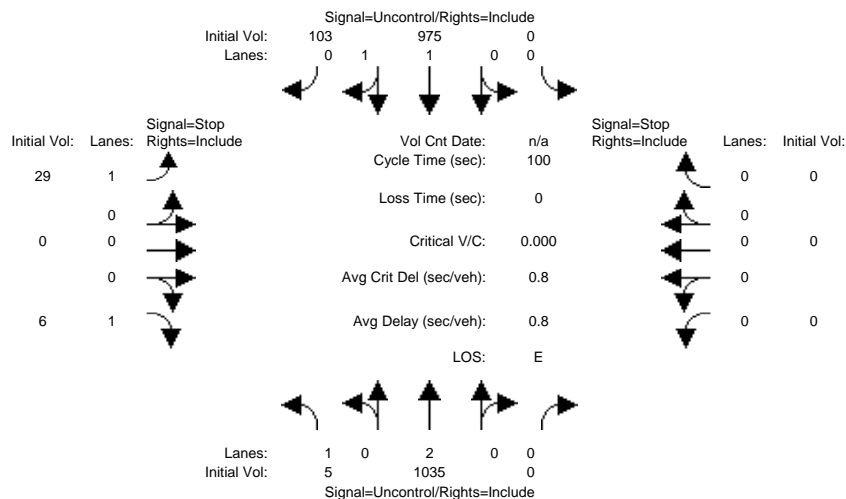


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, etc.), Critical Gap Module (Critical Gp, FollowUpTim), Capacity Module (Cnflct Vol, Potent Cap, etc.), and Level Of Service Module (2Way95thQ, Control Del, etc.).

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 1035 0	0 975 103	29 0 6	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	45.0	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=35]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2153]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	5 1035 0	0 975 103	29 0 6	0 0 0 0

Major Street Volume: 2118

Minor Approach Volume: 35

Minor Approach Volume Threshold: 51 [less than minimum of 150]

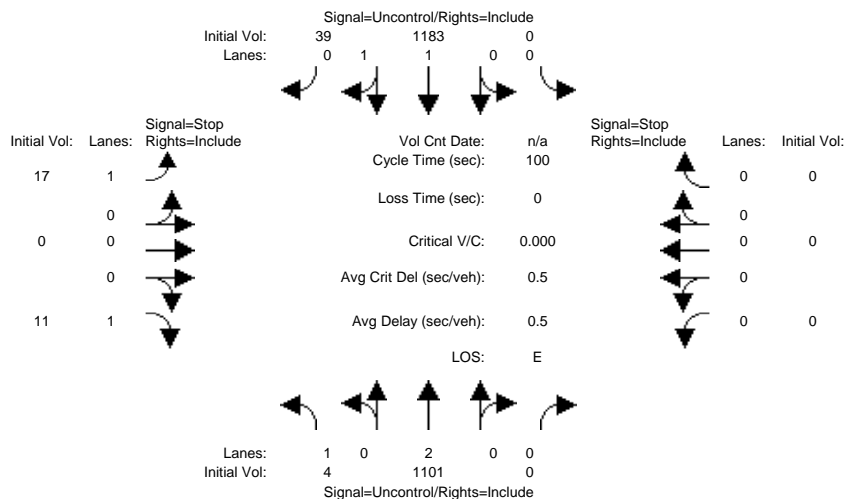
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Harbor/3rd



Approach:	North Bound				South Bound				East Bound			West Bound		
Movement:	L	T	R		L	T	R		L	T	R	L	T	R
Volume Module:														
Base Vol:	4	1101	0	0	0	1183	39	0	17	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1101	0	0	0	1183	39	0	17	0	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1101	0	0	0	1183	39	0	17	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	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	1101	0	0	0	1183	39	0	17	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	1101	0	0	0	1183	39	0	17	0	11	0	0	0

Critical Gap Module:														
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	

Capacity Module:														
Cnflct Vol:	1222	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	1761	xxxx	611	xxxx	xxxx	xxxxx	
Potent Cap.:	578	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	77	xxxx	442	xxxx	xxxx	xxxxx	
Move Cap.:	578	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	77	xxxx	442	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	xxxx	0.02	xxxx	xxxx	xxxx	

Level Of Service Module:														
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.1	xxxx	xxxx	xxxxx	
Control Del:	11.3	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	64.7	xxxx	13.4	xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*	*	F	*	B	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx			44.6			xxxxxx			
ApproachLOS:	*				*			E			*			

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met  
-----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	4 1101 0	0 1183 39	17 0 11	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	44.6	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=28]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2355]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	4 1101 0	0 1183 39	17 0 11	0 0 0 0

Major Street Volume:

2327

Minor Approach Volume:

28

Minor Approach Volume Threshold: 11 [less than minimum of 150]

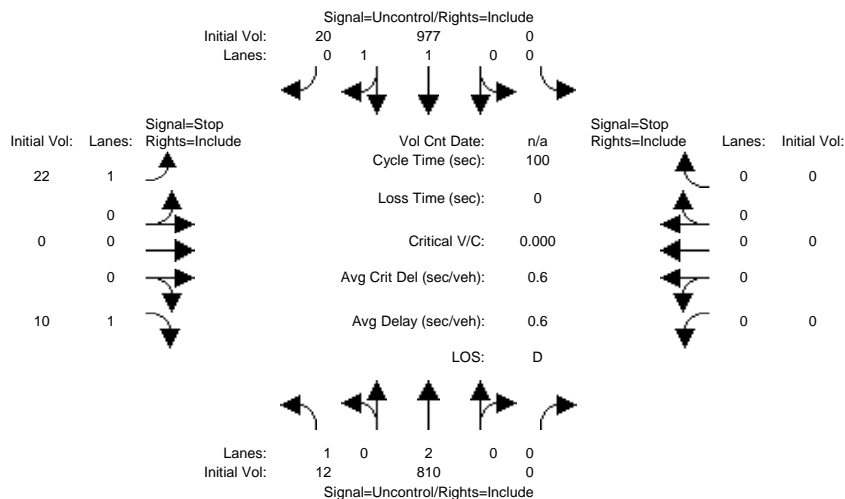
SIGNAL WARRANT DISCLAIMER

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

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	12	810	0	0	977	20	22	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	810	0	0	977	20	22	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	810	0	0	977	20	22	0	10	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:	12	810	0	0	977	20	22	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	810	0	0	977	20	22	0	10	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	997	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	499	xxxx	xxxx	xxxxx
Potent Cap.:	702	xxxx	xxxxx	xxxx	xxxx	xxxxx	131	xxxx	523	xxxx	xxxx	xxxxx
Move Cap.:	702	xxxx	xxxxx	xxxx	xxxx	xxxxx	129	xxxx	523	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.02	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	38.6	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	E	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			30.3			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 810 0	0 977 20	22 0 10	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	30.3	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1851]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #14 Harbor/3rd

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 0
Initial Vol:	12 810 0	0 977 20	22 0 10	0 0 0 0

Major Street Volume: 1819

Minor Approach Volume: 32

Minor Approach Volume Threshold: 117 [less than minimum of 150]

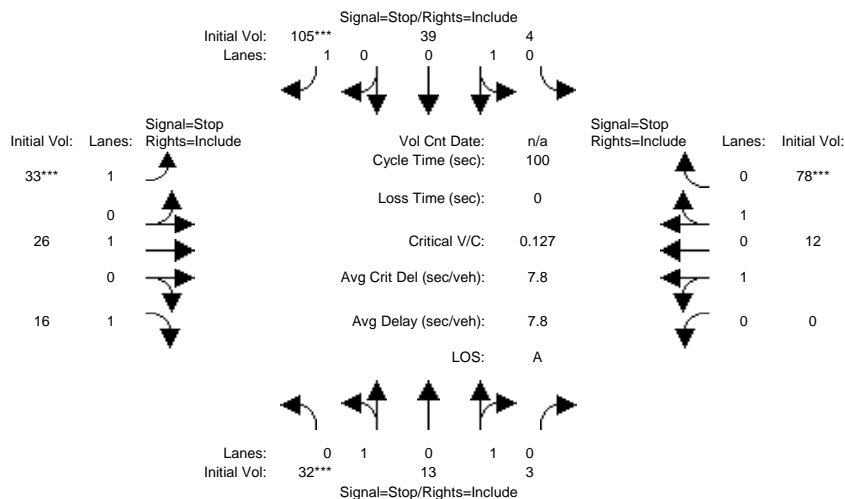
SIGNAL WARRANT DISCLAIMER

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

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	13	3	4	39	105	33	26	16	0	12	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	13	3	4	39	105	33	26	16	0	12	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	13	3	4	39	105	33	26	16	0	12	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	13	3	4	39	105	33	26	16	0	12	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	13	3	4	39	105	33	26	16	0	12	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	13	3	4	39	105	33	26	16	0	12	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	0.09	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	635	619	88	65	638	824	614	672	772	0	691	799
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.06	0.06	0.13	0.05	0.04	0.02	xxxx	0.02	0.10
Crit Moves:	****					****	****					****
Delay/Veh:	8.5	7.7	7.7	8.0	8.0	7.5	8.7	8.1	7.2	0.0	7.8	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:	8.5	7.7	7.7	8.0	8.0	7.5	8.7	8.1	7.2	0.0	7.8	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.2			7.7			8.2			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.7			8.2			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	32		13		3	4		39		105	33		26		16	0		12		78
Major Street Volume:											196									
Minor Approach Volume:											90									
Minor Approach Volume Threshold:	1075																			

SIGNAL WARRANT DISCLAIMER

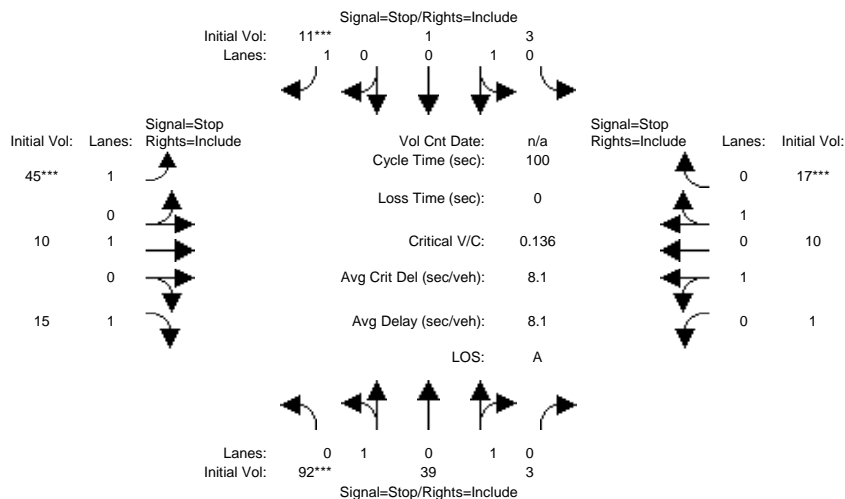
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 EP PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	92	39	3	3	1	11	45	10	15	1	10	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	39	3	3	1	11	45	10	15	1	10	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	39	3	3	1	11	45	10	15	1	10	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	39	3	3	1	11	45	10	15	1	10	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	39	3	3	1	11	45	10	15	1	10	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	39	3	3	1	11	45	10	15	1	10	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.75	0.25	1.00	1.00	1.00	1.00	0.07	0.93	1.00
Final Sat.:	675	715	34	505	168	843	642	704	817	50	653	821
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.09	0.01	0.01	0.01	0.07	0.01	0.02	0.02	0.02	0.02
Crit Moves:	****					****	****					****
Delay/Veh:	8.8	7.7	7.7	8.0	8.0	6.9	8.6	7.7	7.0	7.7	7.7	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	7.7	7.7	8.0	8.0	6.9	8.6	7.7	7.0	7.7	7.7	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			7.2			8.1			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			7.2			8.1			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	92		39		3	3		1		11	45		10		15	1		10		17
Major Street Volume:											149									
Minor Approach Volume:											70									
Minor Approach Volume Threshold:	1193																			

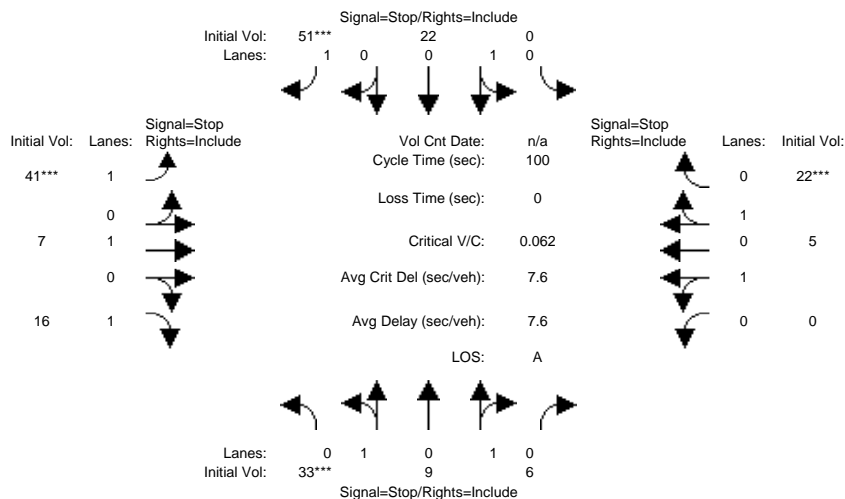
SIGNAL WARRANT DISCLAIMER

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

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	33	9	6	0	22	51	41	7	16	0	5	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	9	6	0	22	51	41	7	16	0	5	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	9	6	0	22	51	41	7	16	0	5	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	9	6	0	22	51	41	7	16	0	5	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	9	6	0	22	51	41	7	16	0	5	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	9	6	0	22	51	41	7	16	0	5	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Final Sat.:	672	576	192	0	743	868	658	723	842	0	727	845
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	xxxx	0.03	0.06	0.06	0.01	0.02	xxxx	0.01	0.03
Crit Moves:	****				****	****	****				****	
Delay/Veh:	8.2	7.4	7.4	0.0	7.6	7.0	8.4	7.6	6.9	0.0	7.6	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	7.4	7.4	0.0	7.6	7.0	8.4	7.6	6.9	0.0	7.6	6.9
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.0			7.2			7.9			7.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			7.2			7.9			7.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	33		9		6	0		22		51	41		7		16	0		5		22
Major Street Volume:											121									
Minor Approach Volume:											64									
Minor Approach Volume Threshold:	1282																			

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016NPAM

Intersection #10: Harbor/SR-47

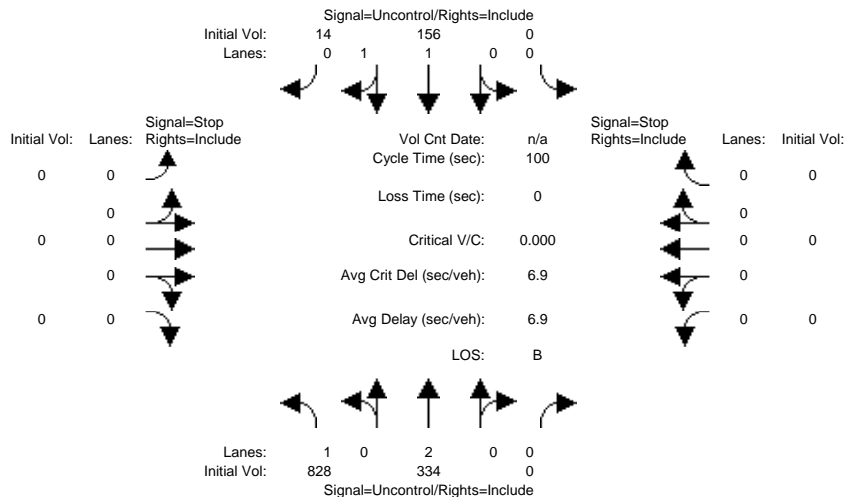


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R). Volume Module data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 4 columns (Approaches) and 3 rows: Critical Gp, FollowUpTim.

Capacity Module table with 4 columns (Approaches) and 4 rows: Cnflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module table with 4 columns (Approaches) and 6 rows: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	828	334	0			0	156	14			0	0	0			0	0	0		
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	828	334	0			0	156	14			0	0	0			0	0	0		

Major Street Volume: 1332  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 186

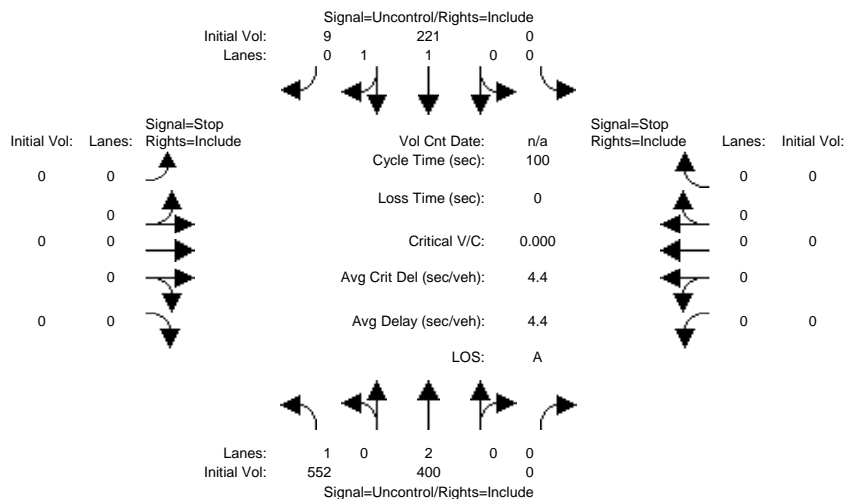
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2016NP PM

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	552	400	0	0	221	9	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	552	400	0	0	221	9	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	552	400	0	0	221	9	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	552	400	0	0	221	9	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	552	400	0	0	221	9	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	230	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1350	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1350	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
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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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	552 400 0	0 221 9	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	552 400 0	0 221 9	0 0 0	0 0 0

Major Street Volume: 1182  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 227

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016NPSAT

Intersection #10: Harbor/SR-47

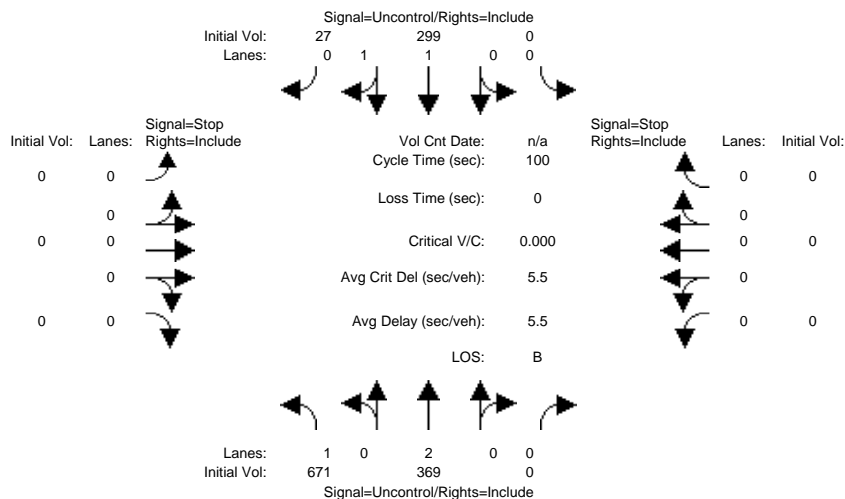


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values across different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	671	369	0			0	299	27			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	671	369	0			0	299	27			0	0	0	0		0	0	0	0	

Major Street Volume: 1366  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 177

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016NPAM

Intersection #14: Harbor/3rd

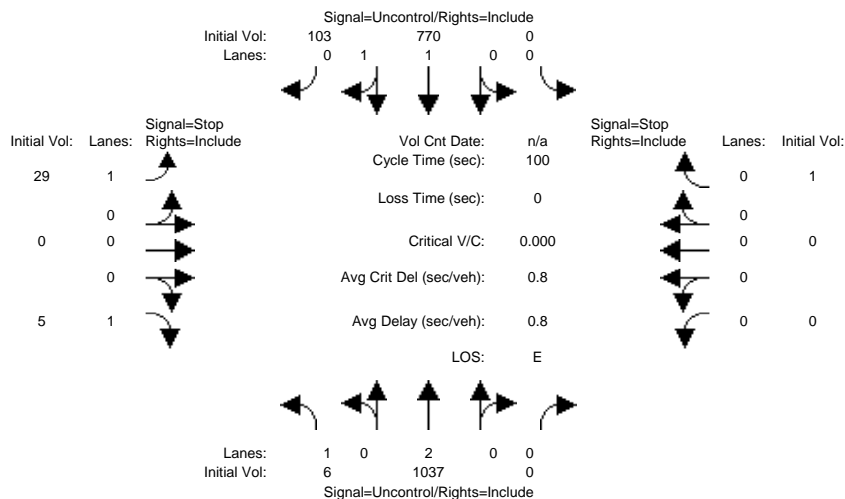


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	6 1037 0	0 770 103	29 0 5	0 0 1
ApproachDel:	xxxxxx	xxxxxx	43.7	12.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=34]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1951]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1951]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	6 1037 0	0 770 103	29 0 5	0 0 1
Major Street Volume:	1916			
Minor Approach Volume:	34			
Minor Approach Volume Threshold:	94 [less than minimum of 150]			

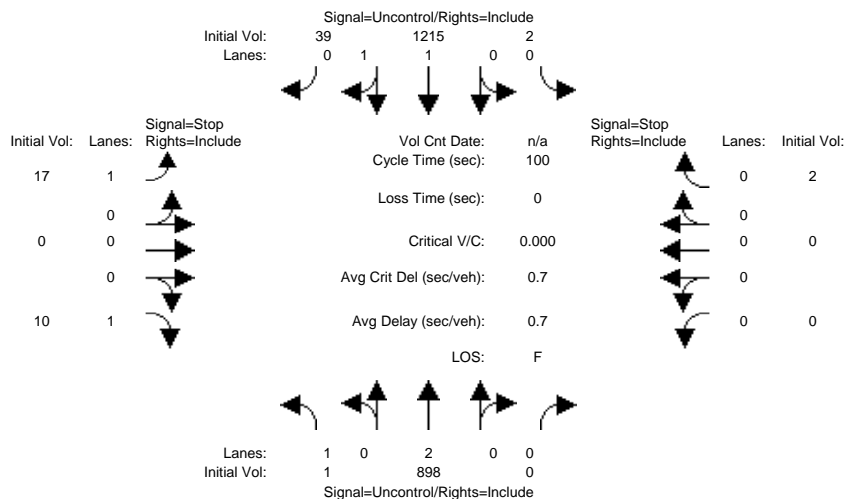
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2016NP PM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	898	0	2	1215	39	17	0	10	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	898	0	2	1215	39	17	0	10	0	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	898	0	2	1215	39	17	0	10	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	898	0	2	1215	39	17	0	10	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	898	0	2	1215	39	17	0	10	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1254	xxxx	xxxxxx	898	xxxx	xxxxxx	1690	xxxx	627	xxxx	xxxx	449
Potent Cap.:	562	xxxx	xxxxxx	765	xxxx	xxxxxx	62	xxxx	431	xxxx	xxxx	563
Move Cap.:	562	xxxx	xxxxxx	765	xxxx	xxxxxx	62	xxxx	431	xxxx	xxxx	563
Volume/Cap:	0.00	xxxx	xxxx	0.00	xxxx	xxxx	0.28	xxxx	0.02	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	1.0	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	11.4	xxxx	xxxxxx	9.7	xxxx	xxxxxx	84.4	xxxx	13.5	xxxxxx	xxxx	11.4
LOS by Move:	B	*	*	A	*	*	F	*	B	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	58.2	xxxxxx	xxxxxx	xxxxxx	11.4	
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	B	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	1 898 0	2 1215 39	17 0 10	0 0 2
ApproachDel:	xxxxxx	xxxxxx	58.2	11.4

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=27]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=2184]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=2184]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	1 898 0	2 1215 39	17 0 10	0 0 2

Major Street Volume: 2155  
 Minor Approach Volume: 27  
 Minor Approach Volume Threshold: 44 [less than minimum of 150]

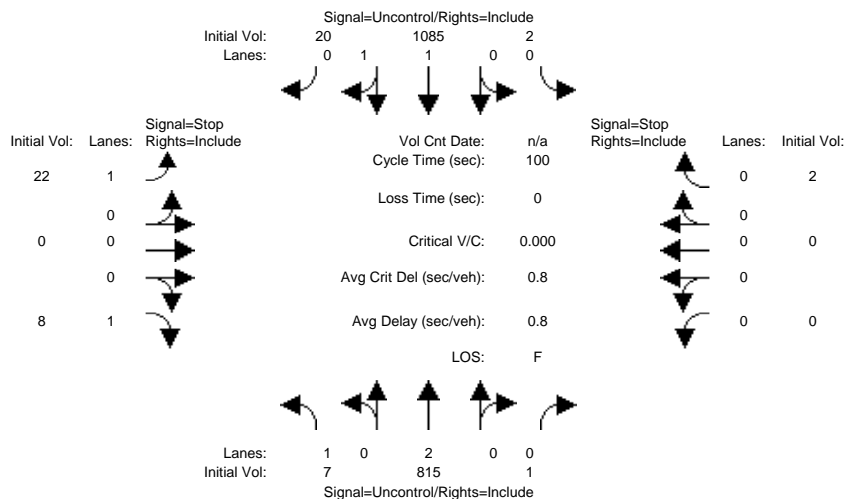
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016NPSAT

Intersection #14: Harbor/3rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module (Base Vol, Growth Adj, etc.) and Capacity Module (Cnflct Vol, Potent Cap., etc.).

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	7 815 1	2 1085 20	22 0 8	0 0 2
ApproachDel:	xxxxxx	xxxxxx	50.6	11.0

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=30]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1962]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=2]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1962]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	7 815 1	2 1085 20	22 0 8	0 0 2
Major Street Volume:	1930			
Minor Approach Volume:	30			
Minor Approach Volume Threshold:	91 [less than minimum of 150]			

SIGNAL WARRANT DISCLAIMER

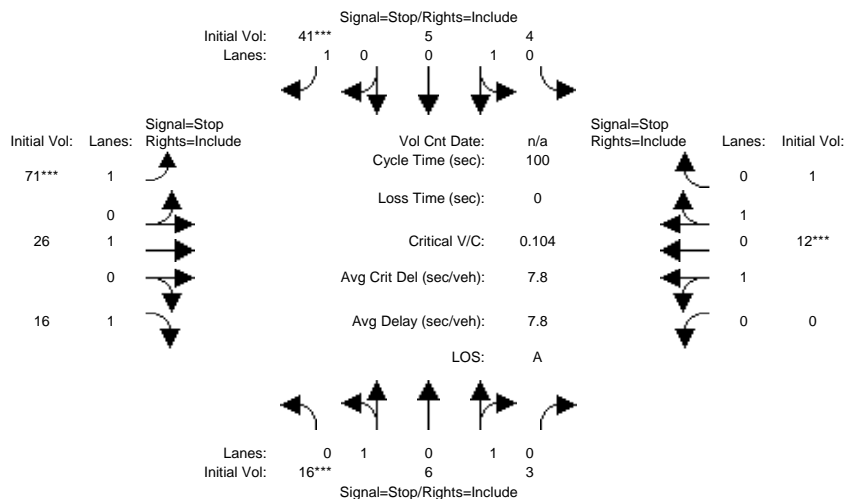
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016NPAM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	6	3	4	5	41	71	26	16	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	6	3	4	5	41	71	26	16	0	12	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	6	3	4	5	41	71	26	16	0	12	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	6	3	4	5	41	71	26	16	0	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	6	3	4	5	41	71	26	16	0	12	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	6	3	4	5	41	71	26	16	0	12	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	0.44	0.56	1.00	1.00	1.00	1.00	0.00	1.85	0.15
Final Sat.:	658	569	180	309	387	848	680	752	881	0	1381	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.01	0.01	0.05	0.10	0.03	0.02	xxxx	0.01	0.01
Crit Moves:	****					****	****				****	
Delay/Veh:	8.2	7.4	7.4	7.8	7.8	7.0	8.5	7.6	6.8	0.0	7.5	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	7.4	7.4	7.8	7.8	7.0	8.5	7.6	6.8	0.0	7.5	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		7.9			7.2			8.1			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			7.2			8.1			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	16		6		3	4		5		41	71		26		16	0		12		1
Major Street Volume:											126									
Minor Approach Volume:											50									
Minor Approach Volume Threshold:	1265																			

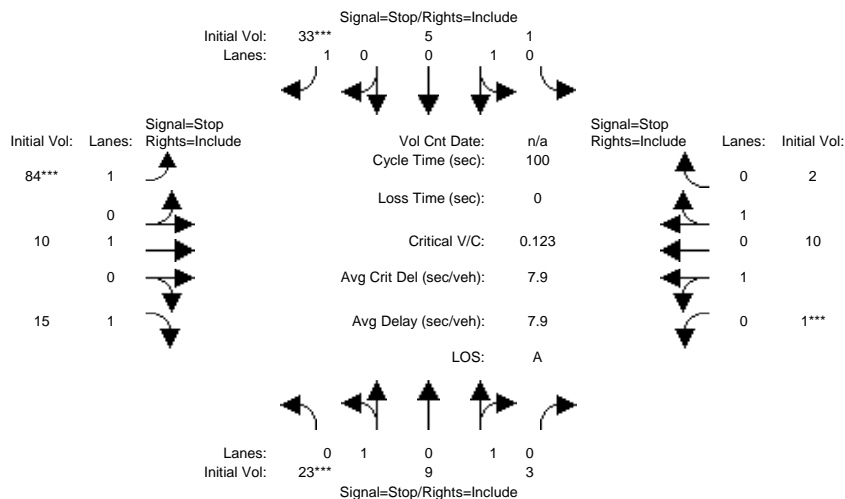
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016NP PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	9	3	1	5	33	84	10	15	1	10	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	9	3	1	5	33	84	10	15	1	10	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	9	3	1	5	33	84	10	15	1	10	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	9	3	1	5	33	84	10	15	1	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	3	1	5	33	84	10	15	1	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	3	1	5	33	84	10	15	1	10	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	0.17	0.83	1.00	1.00	1.00	1.00	0.15	1.54	0.31
Final Sat.:	660	617	128	119	595	846	680	751	880	112	1155	239
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.01	0.01	0.04	0.12	0.01	0.02	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.2	7.5	7.5	7.7	7.7	7.0	8.6	7.5	6.8	7.6	7.4	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	7.5	7.5	7.7	7.7	7.0	8.6	7.5	6.8	7.6	7.4	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.0			7.1			8.3			7.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			7.1			8.3			7.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	23		9		3	1		5		33	84		10		15	1		10		2
Major Street Volume:											122									
Minor Approach Volume:											39									
Minor Approach Volume Threshold:	1279																			

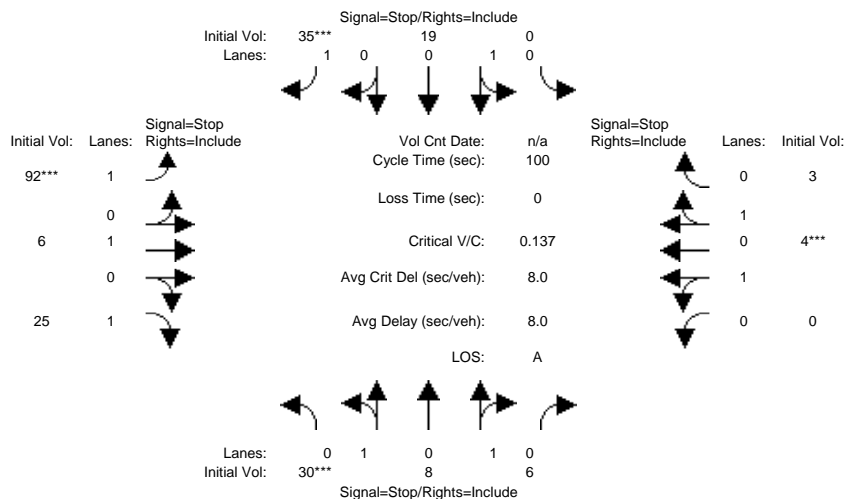
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016NPSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St														
Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																					
Base Vol:	30	8	6	0	19	35	92	6	25	0	4	3									
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Initial Bse:	30	8	6	0	19	35	92	6	25	0	4	3									
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0									
Initial Fut:	30	8	6	0	19	35	92	6	25	0	4	3									
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
PHF Volume:	30	8	6	0	19	35	92	6	25	0	4	3									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Reduced Vol:	30	8	6	0	19	35	92	6	25	0	4	3									
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
FinalVolume:	30	8	6	0	19	35	92	6	25	0	4	3									
Saturation Flow Module:																					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Lanes:	1.00	0.73	0.27	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.14	0.86									
Final Sat.:	655	545	204	0	721	839	671	740	864	0	844	708									
Capacity Analysis Module:																					
Vol/Sat:	0.05	0.01	0.03	xxxx	0.03	0.04	0.14	0.01	0.03	xxxx	0.00	0.00									
Crit Moves:	****				****	****	****			****											
Delay/Veh:	8.3	7.5	7.5	0.0	7.7	7.0	8.8	7.5	6.9	0.0	7.5	6.9									
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
AdjDel/Veh:	8.3	7.5	7.5	0.0	7.7	7.0	8.8	7.5	6.9	0.0	7.5	6.9									
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A									
ApproachDel:	8.0				7.3			8.3				7.3									
Delay Adj:	1.00				1.00			1.00				1.00									
ApprAdjDel:	8.0				7.3			8.3				7.3									
LOS by Appr:	A				A			A				A									
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0									

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	30		8		6	0		19		35	92		6		25	0		4		3
Major Street Volume:											130									
Minor Approach Volume:																54				
Minor Approach Volume Threshold:	1251																			

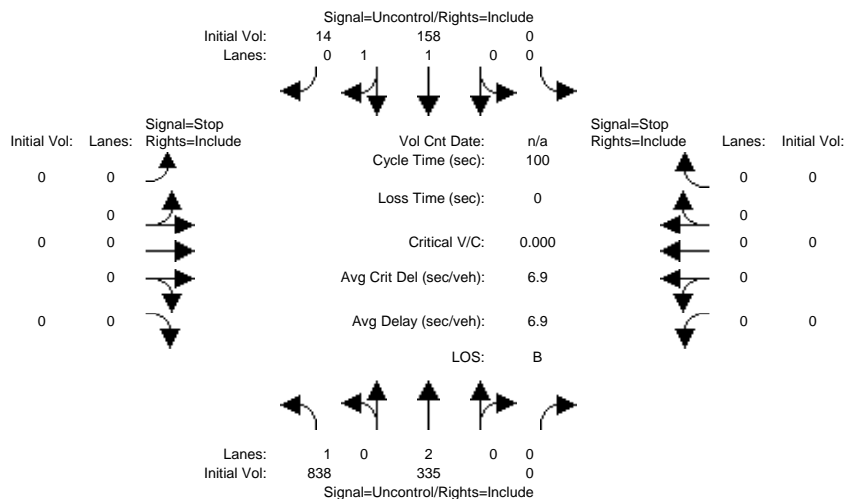
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2016AM

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	838	335	0	0	158	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	838	335	0	0	158	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	838	335	0	0	158	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	838	335	0	0	158	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	838	335	0	0	158	14	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	172	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	1417	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	1417	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.59	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	4.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	

Note: Queue reported is the number of cars per lane.  
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #10 Harbor/SR-47  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	838	335		0		0	158	14			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	838	335		0		0	158	14			0	0	0	0		0	0	0	0	

Major Street Volume: 1345  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 183

SIGNAL WARRANT DISCLAIMER

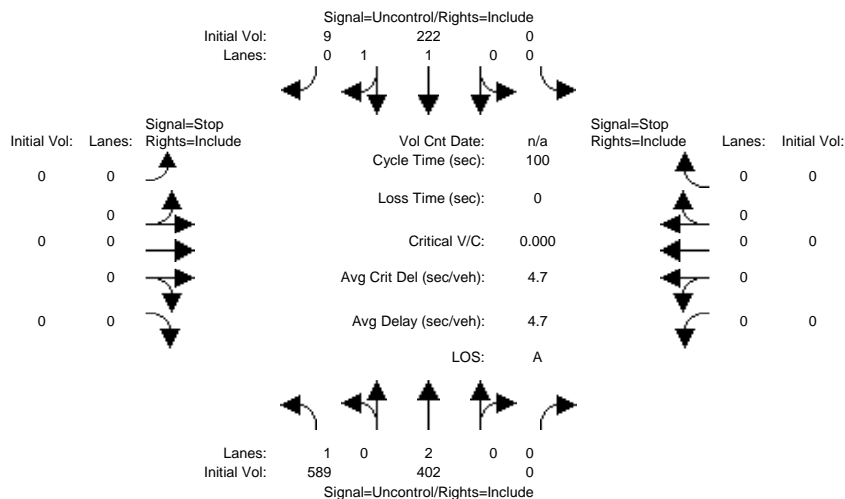
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2016P PM

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	589	402	0	0	222	9	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	402	0	0	222	9	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	589	402	0	0	222	9	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	402	0	0	222	9	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	589	402	0	0	222	9	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1349	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1349	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.44	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*		*		*		*		*		*	

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	589 402 0	0 222 9	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	589 402 0	0 222 9	0 0 0	0 0 0

Major Street Volume: 1222  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 216

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016PSAT

Intersection #10: Harbor/SR-47

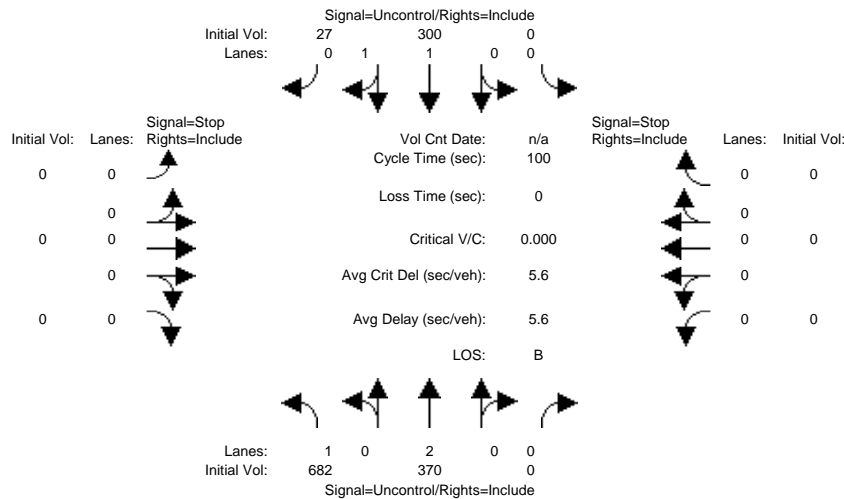


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module data such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values across different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	682	370		0		0	300		27		0	0		0		0	0		0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	682	370		0		0	300		27		0	0		0		0	0		0	

Major Street Volume: 1379  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 174

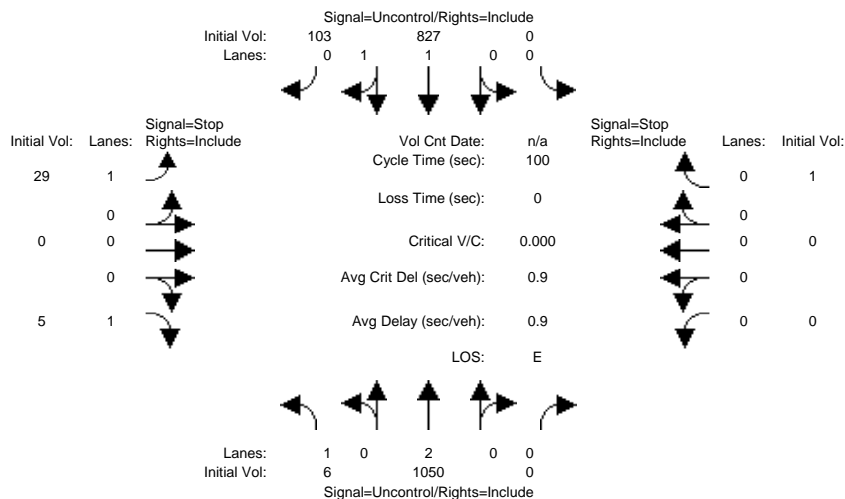
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2016AM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	6	1050	0	0	827	103	29	0	5	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1050	0	0	827	103	29	0	5	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1050	0	0	827	103	29	0	5	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1050	0	0	827	103	29	0	5	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	1050	0	0	827	103	29	0	5	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	930	xxxx	xxxxx	xxxx	xxxx	xxxxx	1416	xxxx	465	xxxx	xxxx	525
Potent Cap.:	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	xxxx	550	xxxx	xxxx	502
Move Cap.:	744	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	xxxx	550	xxxx	xxxx	502
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.01	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	0.0	xxxx	xxxx	0.0
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	56.2	xxxx	11.6	xxxxx	xxxx	12.2
LOS by Move:	A	*	*	*	*	*	F	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			49.6			12.2		
ApproachLOS:	*			*			E			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	6 1050 0	0 827 103	29 0 5	0 0 1
ApproachDel:	xxxxxx	xxxxxx	49.6	12.2

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.5]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=34]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2021]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2021]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 0 1 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	6 1050 0	0 827 103	29 0 5	0 0 1

Major Street Volume: 1986  
Minor Approach Volume: 34  
Minor Approach Volume Threshold: 79 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2016P PM

Intersection #14: Harbor/3rd

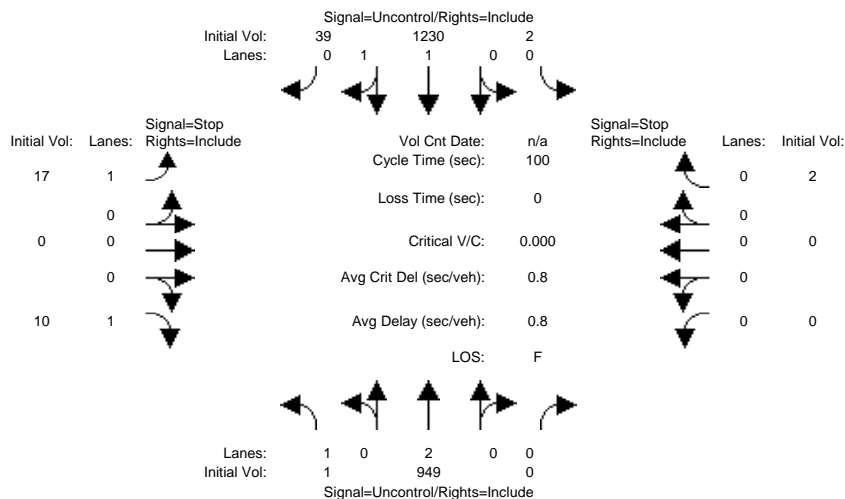


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	1 949 0	2 1230 39	17 0 10	0 0 2
ApproachDel:	xxxxxx	xxxxxx	63.1	11.7

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=27]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=2250]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=2250]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 0 0	0 1 0 1 0	1 0 0 0 1	0 0 0 0 1
Initial Vol:	1 949 0	2 1230 39	17 0 10	0 0 2

Major Street Volume: 2221  
 Minor Approach Volume: 27  
 Minor Approach Volume Threshold: 31 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

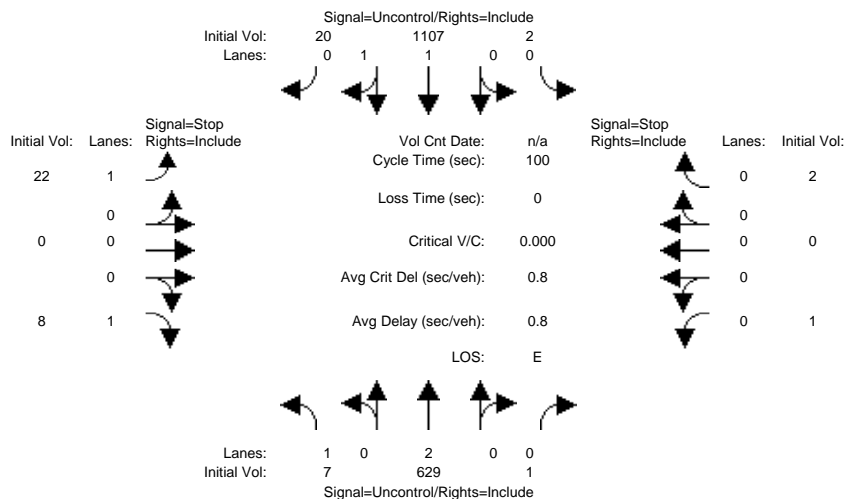
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2016PSAT

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	7	629	1	2	1107	20	22	0	8	1	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	629	1	2	1107	20	22	0	8	1	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	629	1	2	1107	20	22	0	8	1	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	629	1	2	1107	20	22	0	8	1	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	629	1	2	1107	20	22	0	8	1	0	2

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	xxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	xxxx	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1127	xxxx	xxxxxx	630	xxxx	xxxxxx	1450	xxxx	564	1201	1775	315
Potent Cap.:	627	xxxx	xxxxxx	962	xxxx	xxxxxx	94	xxxx	474	143	84	687
Move Cap.:	627	xxxx	xxxxxx	962	xxxx	xxxxxx	92	xxxx	474	139	83	687
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.24	xxxx	0.02	0.01	0.00	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.9	xxxx	0.1	xxxx	xxxx	xxxxxx
Control Del:	10.8	xxxx	xxxxxx	8.7	xxxx	xxxxxx	55.7	xxxx	12.7	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	297	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	17.3	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			44.3			17.3		
ApproachLOS:	*			*			E			C		

Note: Queue reported is the number of cars per lane.  
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	0 1 0 1 0	1 0 0 0 1	0 0 1 0 0
Initial Vol:	7 629 1	2 1107 20	22 0 8	1 0 2
ApproachDel:	xxxxxx	xxxxxx	44.3	17.3

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1799]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=3]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1799]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 1 1 0	0 1 0 1 0	1 0 0 0 1	0 0 1 0 0
Initial Vol:	7 629 1	2 1107 20	22 0 8	1 0 2
Major Street Volume:	1766			
Minor Approach Volume:	30			
Minor Approach Volume Threshold:	130 [less than minimum of 150]			

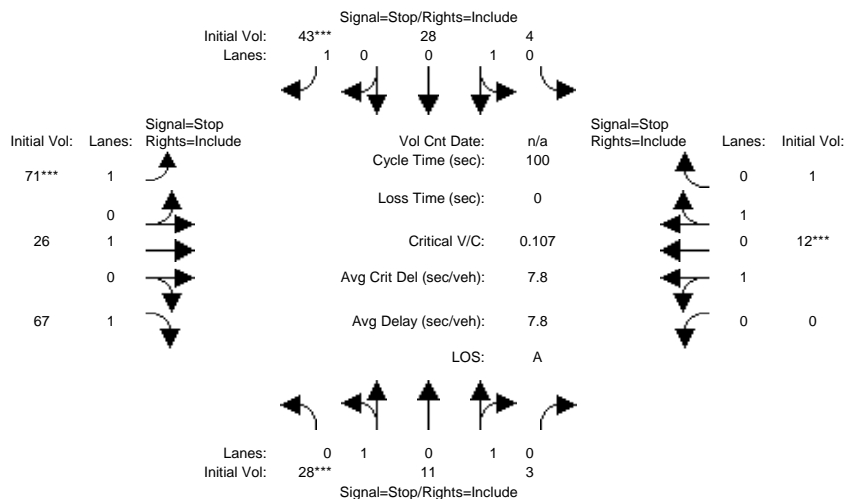
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016AM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	28	11	3	4	28	43	71	26	67	0	12	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	11	3	4	28	43	71	26	67	0	12	1
Added Vol:	0	0	0	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	11	3	4	28	43	71	26	67	0	12	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	11	3	4	28	43	71	26	67	0	12	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	11	3	4	28	43	71	26	67	0	12	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	11	3	4	28	43	71	26	67	0	12	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.86	0.14	0.12	0.88	1.00	1.00	1.00	1.00	0.00	1.85	0.15
Final Sat.:	638	611	102	87	608	815	661	729	848	0	1324	112
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.03	0.05	0.05	0.05	0.11	0.04	0.08	xxxx	0.01	0.01
Crit Moves:	****					****	****				****	
Delay/Veh:	8.4	7.7	7.7	7.9	7.9	7.2	8.7	7.7	7.2	0.0	7.6	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:	8.4	7.7	7.7	7.9	7.9	7.2	8.7	7.7	7.2	0.0	7.6	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.2			7.5			7.9			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.5			7.9			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	28		11		3	4		28		43	71		26		67	0		12		1
Major Street Volume:											177									
Minor Approach Volume:											75									
Minor Approach Volume Threshold:	1119																			

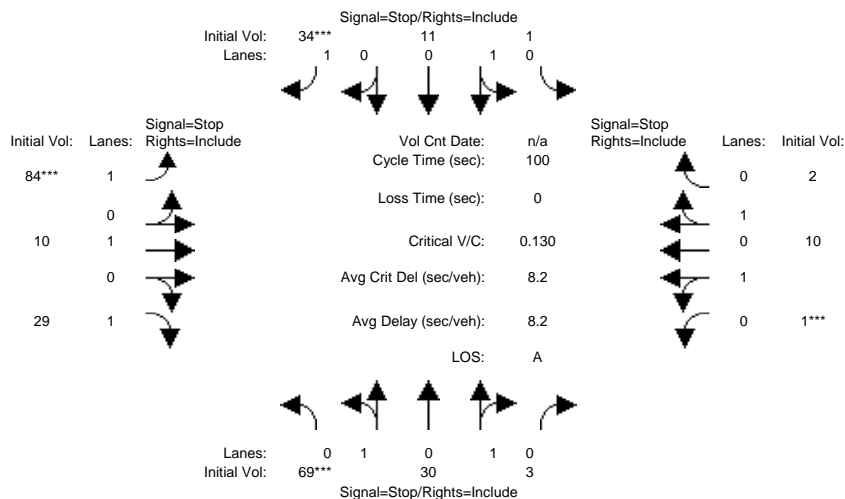
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016P PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	69	30	3	1	11	34	84	10	29	1	10	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	30	3	1	11	34	84	10	29	1	10	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	30	3	1	11	34	84	10	29	1	10	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	30	3	1	11	34	84	10	29	1	10	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	30	3	1	11	34	84	10	29	1	10	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	30	3	1	11	34	84	10	29	1	10	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.08	0.92	1.00	1.00	1.00	1.00	0.15	1.54	0.31
Final Sat.:	654	682	43	59	645	823	647	710	824	106	1089	225
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.07	0.02	0.02	0.04	0.13	0.01	0.04	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.7	7.8	7.8	7.8	7.8	7.1	8.9	7.7	7.1	7.8	7.7	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:	8.7	7.8	7.8	7.8	7.8	7.1	8.9	7.7	7.1	7.8	7.7	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.4			7.3			8.4			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			7.3			8.4			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	69		30		3	1		11		34	84		10		29	1		10		2
Major Street Volume:											148									
Minor Approach Volume:																123				
Minor Approach Volume Threshold:	1196																			

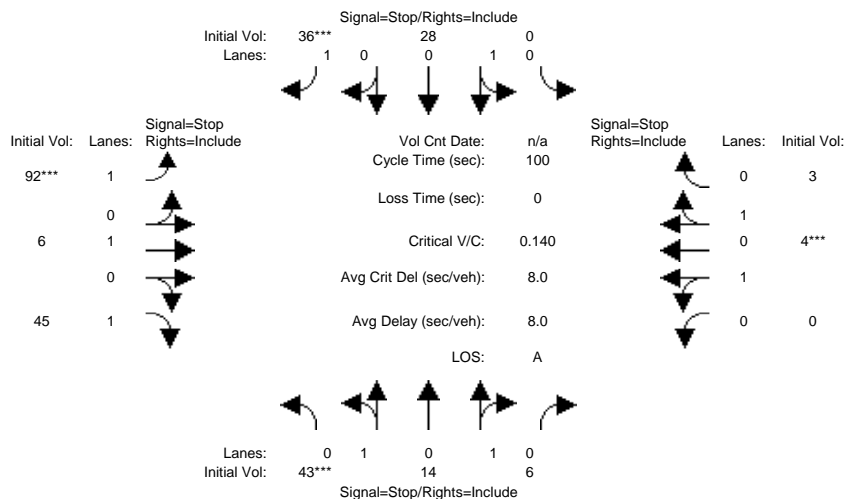
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2016PSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	14	6	0	28	36	92	6	45	0	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	14	6	0	28	36	92	6	45	0	4	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	14	6	0	28	36	92	6	45	0	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	14	6	0	28	36	92	6	45	0	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	14	6	0	28	36	92	6	45	0	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	14	6	0	28	36	92	6	45	0	4	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.81	0.19	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.14	0.86
Final Sat.:	647	591	139	0	710	824	659	724	844	0	822	688
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	xxxx	0.04	0.04	0.14	0.01	0.05	xxxx	0.00	0.00
Crit Moves:	****					****	****				****	
Delay/Veh:	8.5	7.6	7.6	0.0	7.8	7.1	8.9	7.6	7.1	0.0	7.6	7.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	7.6	7.6	0.0	7.8	7.1	8.9	7.6	7.1	0.0	7.6	7.0
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.2			7.4			8.3			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.4			8.3			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	43		14		6	0		28		36	92		6		45	0		4		3
Major Street Volume:											150									
Minor Approach Volume:											64									
Minor Approach Volume Threshold:	1190																			

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2024NPAM

Intersection #10: Harbor/SR-47

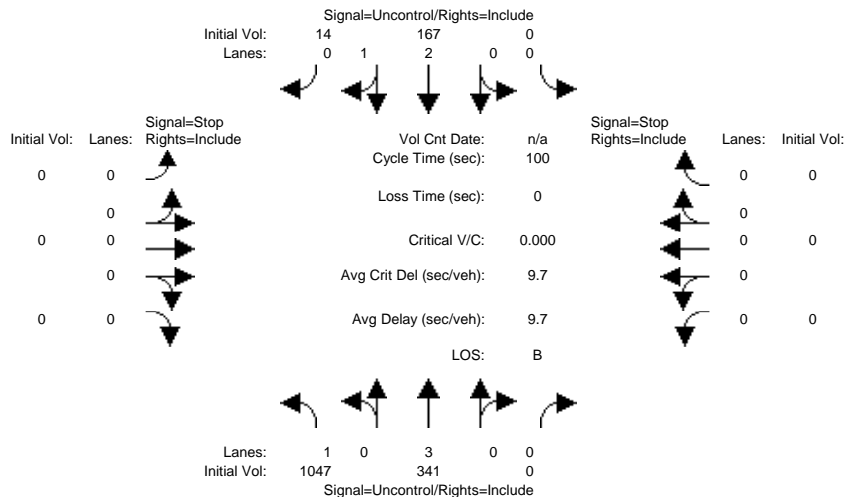


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table showing Critical Gp and FollowUpTim values for various movements.

Capacity Module table showing Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
Intersection #10 Harbor/SR-47
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1047 341 0	0 167 14	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

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Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1047 341 0	0 167 14	0 0 0 0	0 0 0 0

Major Street Volume: 1569  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 130

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2042NP PM

Intersection #10: Harbor/SR-47

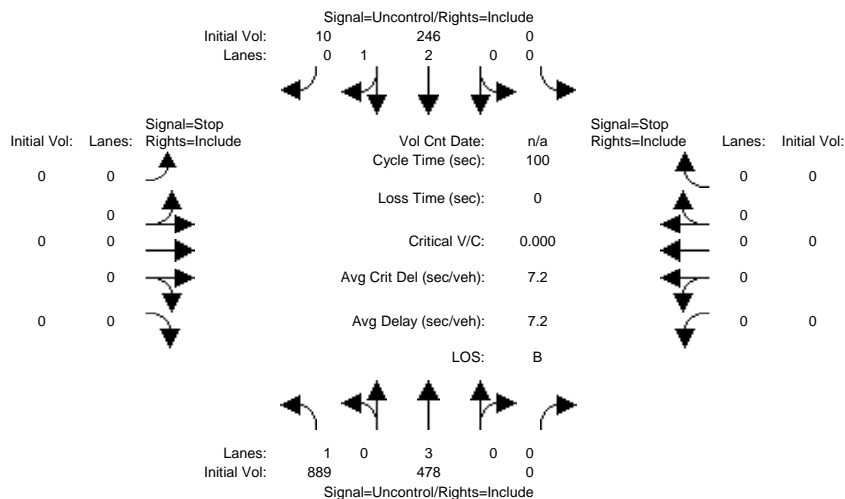


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module data such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with columns for Critical Gp and FollowUpTim, showing values like 4.1 and 2.2.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., showing values like 256 and 0.67.

Level Of Service Module table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	889 478 0	0 246 10	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

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Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	889 478 0	0 246 10	0 0 0	0 0 0
Major Street Volume:	1623			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	118			

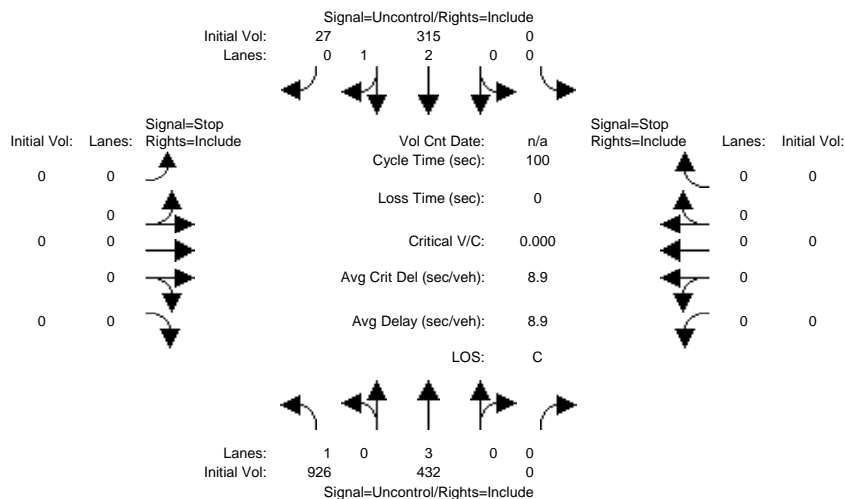
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2024NPSAT

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:																
Base Vol:	926	432	0	0	0	315	27	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	926	432	0	0	0	315	27	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	926	432	0	0	0	315	27	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	926	432	0	0	0	315	27	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	926	432	0	0	0	315	27	0	0	0	0	0	0	0	0	0

Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:																
Cnflct Vol:	342	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	1228	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	1228	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.75	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx

Level Of Service Module:																		
2Way95thQ:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Control Del:	16.3	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx					
ApproachLOS:	*				*				*				*					

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
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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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	926 432 0	0 315 27	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	926 432 0	0 315 27	0 0 0	0 0 0
Major Street Volume:	1700			
Minor Approach Volume:	0			
Minor Approach Volume Threshold:	102			

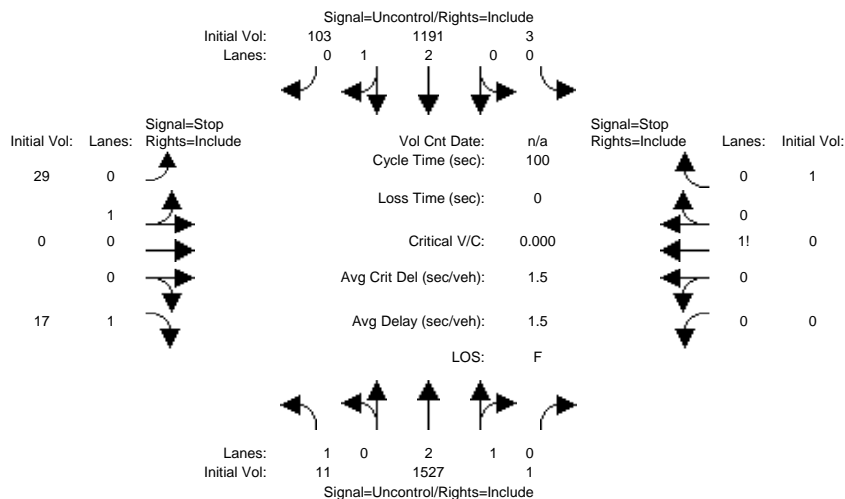
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2024NPAM

Intersection #14: Harbor/3rd



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	11	1527	1	3	1191	103	29	0	17	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1527	1	3	1191	103	29	0	17	0	0	1
Added Vol:	0	0	0	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	1527	1	3	1191	103	29	0	17	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1527	1	3	1191	103	29	0	17	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1527	1	3	1191	103	29	0	17	0	0	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1294	xxxx	xxxxxx	1528	xxxx	xxxxxx	1780	2799	449	xxxx	xxxx	510
Potent Cap.:	542	xxxx	xxxxxx	442	xxxx	xxxxxx	53	19	563	xxxx	xxxx	514
Move Cap.:	542	xxxx	xxxxxx	442	xxxx	xxxxxx	52	18	563	xxxx	xxxx	514
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.56	0.00	0.03	xxxx	xxxx	0.00

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	11.8	xxxx	xxxxxx	13.2	xxxx	xxxxxx	xxxxxx	xxxx	11.6	xxxxxx	xxxx	12.0
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	52	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	13.2	xxxx	xxxxxx	140.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			92.8			12.0		
ApproachLOS:	*			*			F			B		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1527 1	3 1191 103	29 0 17	0 0 1
ApproachDel:	xxxxxx	xxxxxx	92.8	12.0

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=46]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2883]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2883]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1527 1	3 1191 103	29 0 17	0 0 1

Major Street Volume: 2836  
Minor Approach Volume: 46  
Minor Approach Volume Threshold: -74 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

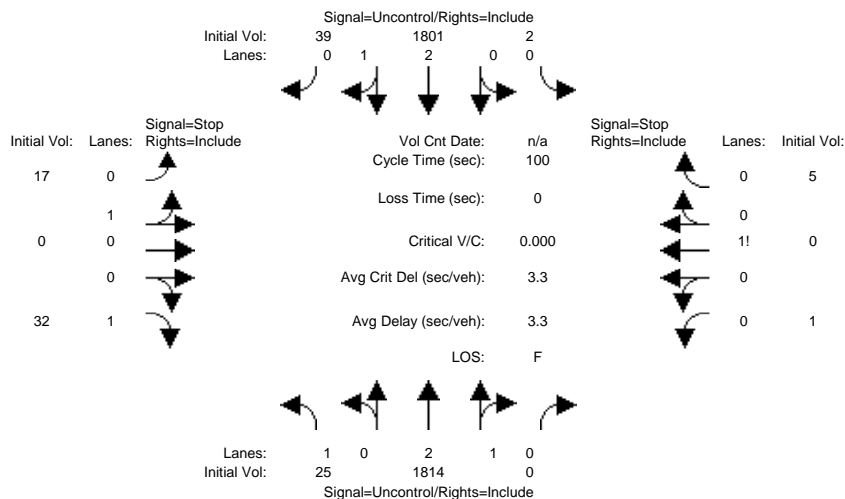
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2042NP PM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	1814	0	2	1801	39	17	0	32	1	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1814	0	2	1801	39	17	0	32	1	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1814	0	2	1801	39	17	0	32	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1814	0	2	1801	39	17	0	32	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	1814	0	2	1801	39	17	0	32	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1840	xxxx	xxxxxx	1814	xxxx	xxxxxx	2479	3689	620	2468	3708	605
Potent Cap.:	335	xxxx	xxxxxx	343	xxxx	xxxxxx	16	5	436	16	5	446
Move Cap.:	335	xxxx	xxxxxx	343	xxxx	xxxxxx	14	4	436	14	4	446
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	1.18	0.00	0.07	0.07	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxxx
Control Del:	16.6	xxxx	xxxxxx	15.6	xxxx	xxxxxx	xxxxxx	xxxx	13.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	14	xxxx	xxxxxx	xxxx	72	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	2.7	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.6	xxxx	xxxxxx	659.5	xxxx	xxxxxx	xxxxxx	59.7	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			237.9			59.7		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met  
-----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 1 0 0
Initial Vol:	25 1814 0	2 1801 39	17 0 32	1 0 5
ApproachDel:	xxxxxx	xxxxxx	237.9	59.7

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=3.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=49]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3736]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=6]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3736]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 1 0 0
Initial Vol:	25 1814 0	2 1801 39	17 0 32	1 0 5
Major Street Volume:	3681			
Minor Approach Volume:	49			
Minor Approach Volume Threshold:	-186 [less than minimum of 150]			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2024NPSAT

Intersection #14: Harbor/3rd

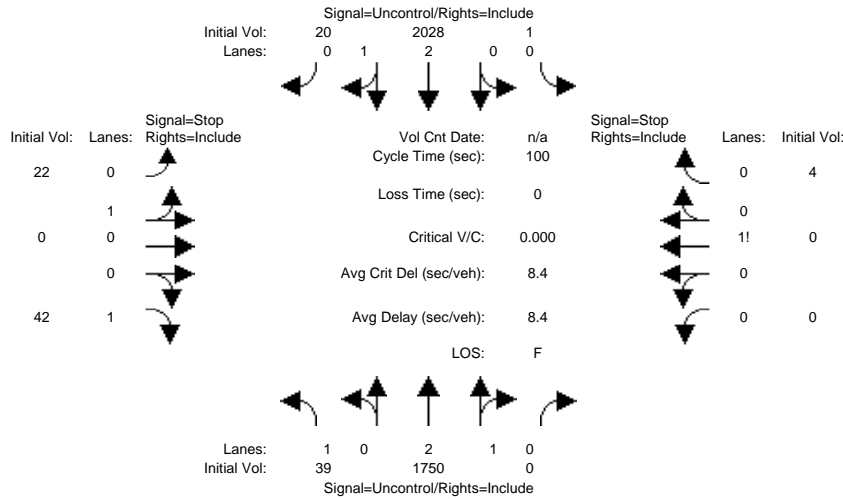


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1750 0	1 2028 20	22 0 42	0 0 4
ApproachDel:	xxxxxx	xxxxxx	498.4	12.9

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=8.9]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=64]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3906]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=4]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3906]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1750 0	1 2028 20	22 0 42	0 0 4
Major Street Volume:	3838			
Minor Approach Volume:	64			
Minor Approach Volume Threshold:	-204 [less than minimum of 150]			

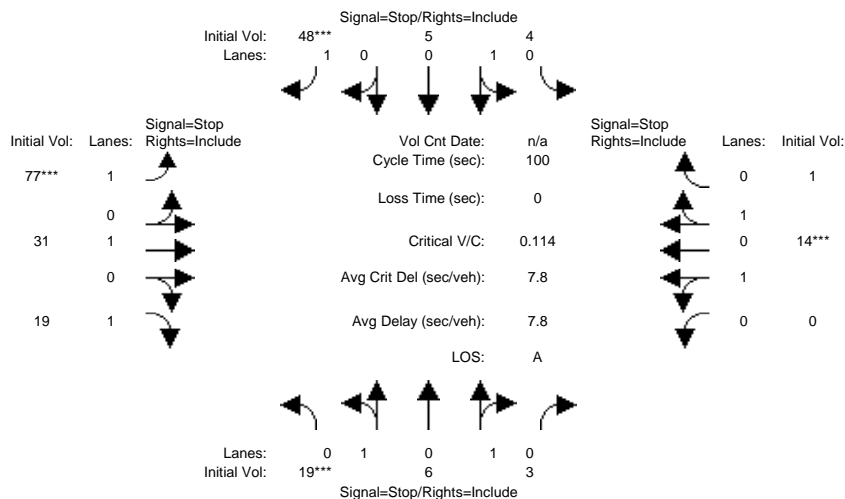
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2024NPAM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	6	3	4	5	48	77	31	19	0	14	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	6	3	4	5	48	77	31	19	0	14	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	6	3	4	5	48	77	31	19	0	14	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	6	3	4	5	48	77	31	19	0	14	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	6	3	4	5	48	77	31	19	0	14	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	6	3	4	5	48	77	31	19	0	14	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	0.44	0.56	1.00	1.00	1.00	1.00	0.00	1.87	0.13
Final Sat.:	652	580	158	306	383	836	676	745	872	0	1381	100
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.01	0.01	0.06	0.11	0.04	0.02	xxxx	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.2	7.5	7.5	7.9	7.9	7.1	8.6	7.7	6.8	0.0	7.5	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:	8.2	7.5	7.5	7.9	7.9	7.1	8.6	7.7	6.8	0.0	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.0			7.2			8.1			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			7.2			8.1			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #19 Signal St & 22nd St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	19		6		3	4		5		48	77		31		19	0		14		1
Major Street Volume:											142									
Minor Approach Volume:											57									
Minor Approach Volume Threshold:	1213																			

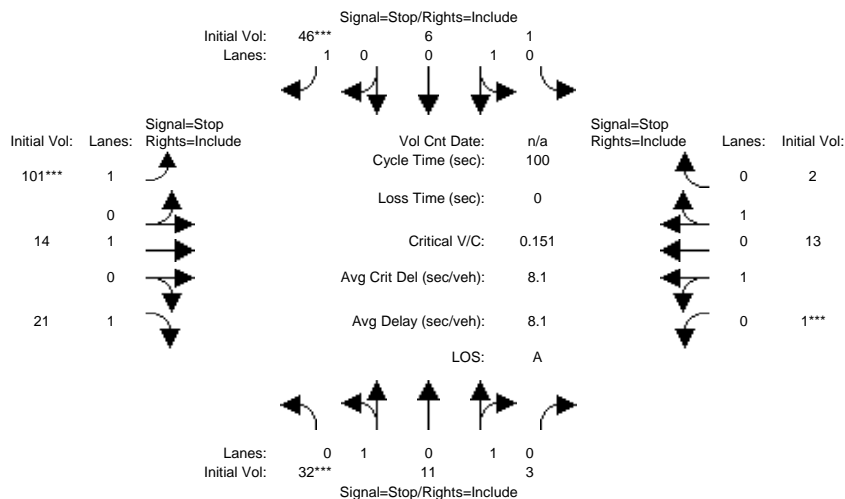
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042NP PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	11	3	1	6	46	101	14	21	1	13	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	11	3	1	6	46	101	14	21	1	13	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	11	3	1	6	46	101	14	21	1	13	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	11	3	1	6	46	101	14	21	1	13	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	11	3	1	6	46	101	14	21	1	13	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	11	3	1	6	46	101	14	21	1	13	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	0.14	0.86	1.00	1.00	1.00	1.00	0.12	1.63	0.25
Final Sat.:	647	629	94	100	600	825	669	737	859	89	1188	187
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.01	0.06	0.15	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.4	7.6	7.6	7.7	7.7	7.2	8.9	7.6	6.9	7.7	7.6	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	7.6	7.6	7.7	7.7	7.2	8.9	7.6	6.9	7.7	7.6	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			7.2			8.5			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.2			8.5			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	32		11		3	1		6		46	101		14		21	1		13		2
Major Street Volume:											152									
Minor Approach Volume:											53									
Minor Approach Volume Threshold:	1184																			

SIGNAL WARRANT DISCLAIMER

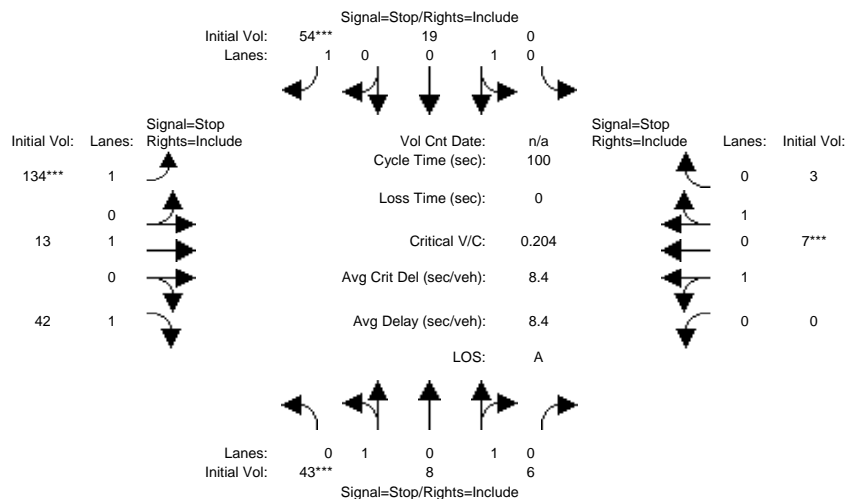
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2024NPSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St																	
Approach:	North Bound			South Bound			East Bound			West Bound														
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Volume Module:	43	8	6	0	19	54	134	13	42	0	7	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Base Vol:	43	8	6	0	19	54	134	13	42	0	7	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Growth Adj:	43	8	6	0	19	54	134	13	42	0	7	3	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	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PasserByVol:	43	8	6	0	19	54	134	13	42	0	7	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Fut:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	43	8	6	0	19	54	134	13	42	0	7	3	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	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Reduct Vol:	43	8	6	0	19	54	134	13	42	0	7	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	43	8	6	0	19	54	134	13	42	0	7	3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	627	557	148	0	687	794	657	722	840	0	1001	456	0.07	0.01	0.04	xxxx	0.03	0.07	0.20	0.02	0.05	xxxx	0.01	0.01
Saturation Flow Module:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adjustment:	1.00	0.79	0.21	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.40	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	627	557	148	0	687	794	657	722	840	0	1001	456	0.07	0.01	0.04	xxxx	0.03	0.07	0.20	0.02	0.05	xxxx	0.01	0.01
Final Sat.:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity Analysis Module:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vol/Sat:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crit Moves:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	A	A	A	*	A	A	A	A	A	*	A	A	A	A	A	A	A	A	A	A	A	A	A	A
LOS by Move:	8.4			7.5			8.8			7.5			8.4			7.5			8.8			7.5		
ApproachDel:	1.00			1.00			1.00			1.00			1.00			1.00			1.00			1.00		
Delay Adj:	8.4			7.5			8.8			7.5			8.4			7.5			8.8			7.5		
ApprAdjDel:	A			A			A			A			A			A			A			A		
LOS by Appr:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
AllWayAvgQ:	Note: Queue reported is the number of cars per lane.																							

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	43		8		6	0		19		54	134		13		42	0		7		3
Major Street Volume:											199									
Minor Approach Volume:											73									
Minor Approach Volume Threshold:	1068																			

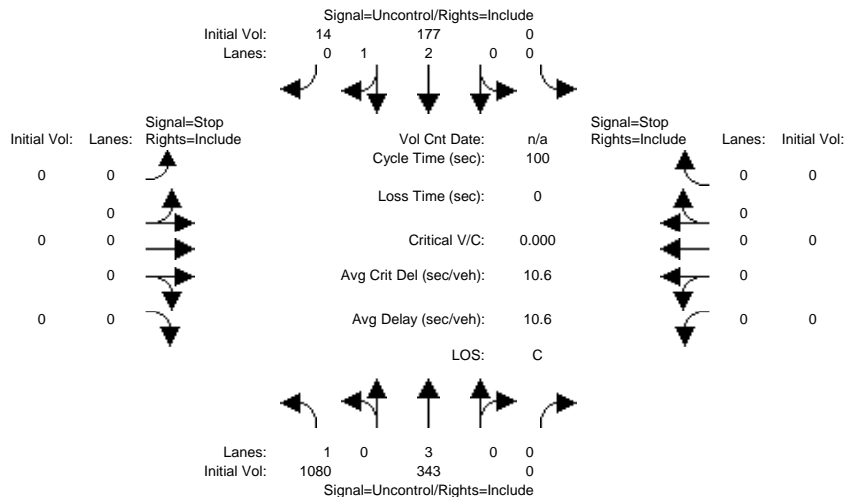
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2024AM

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1080	343	0	0	177	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	343	0	0	177	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	343	0	0	177	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	343	0	0	177	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1080	343	0	0	177	14	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	191	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	1395	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	1395	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.77	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

Level Of Service Module:															
2Way95thQ:	8.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	15.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	*			*			*			*					

Note: Queue reported is the number of cars per lane.  
Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #10 Harbor/SR-47  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1080 343 0	0 177 14	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1080 343 0	0 177 14	0 0 0	0 0 0

Major Street Volume: 1614  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 120

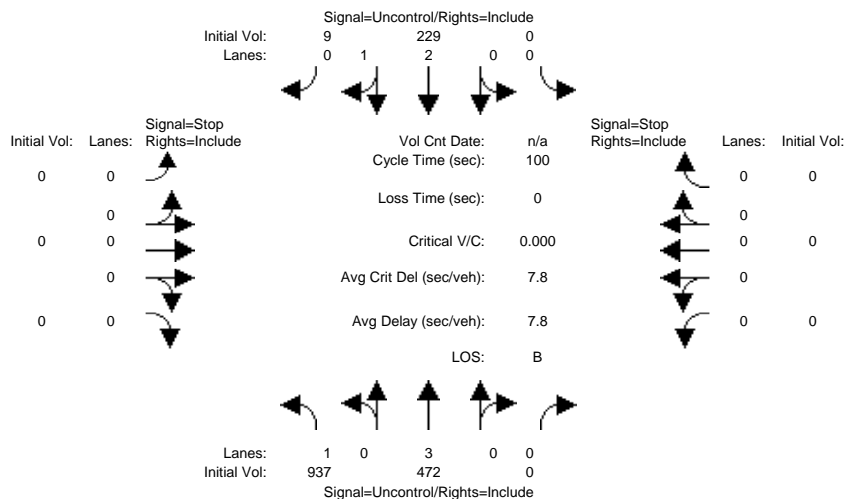
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2024P PM

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:																
Base Vol:	937	472	0	0	0	229	9	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	937	472	0	0	0	229	9	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	937	472	0	0	0	229	9	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	937	472	0	0	0	229	9	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	937	472	0	0	0	229	9	0	0	0	0	0	0	0	0	0

Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:																
Cnflct Vol:	238	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	1341	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	1341	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.70	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx

Level Of Service Module:																
2Way95thQ:	6.2	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Control Del:	13.7	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	937 472 0	0 229 9	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	937 472 0	0 229 9	0 0 0	0 0 0

Major Street Volume: 1647  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 113

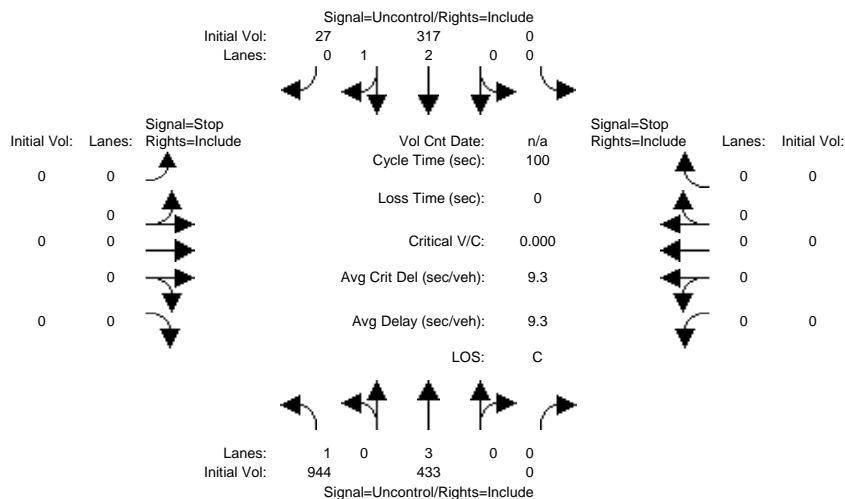
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2024PSAT

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	944	433	0	0	317	27	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	944	433	0	0	317	27	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	944	433	0	0	317	27	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	944	433	0	0	317	27	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	944	433	0	0	317	27	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	344	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1226	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1226	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.77	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	8.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	17.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	944 433 0	0 317 27	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	944 433 0	0 317 27	0 0 0	0 0 0

Major Street Volume: 1721  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 98 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2024AM

Intersection #14: Harbor/3rd

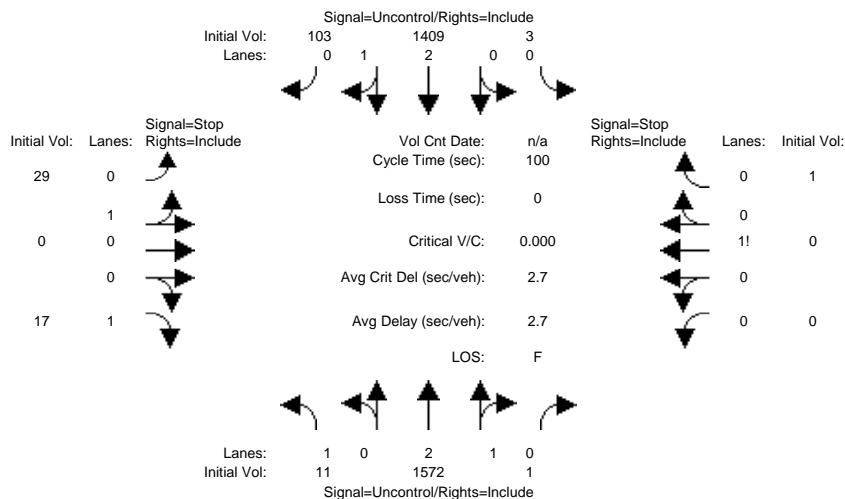


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1572 1	3 1409 103	29 0 17	0 0 1
ApproachDel:	xxxxxx	xxxxxx	178.4	12.2

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=2.3]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=46]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3146]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3146]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1572 1	3 1409 103	29 0 17	0 0 1

Major Street Volume: 3099  
Minor Approach Volume: 46  
Minor Approach Volume Threshold: -112 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER  
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2024P PM

Intersection #14: Harbor/3rd

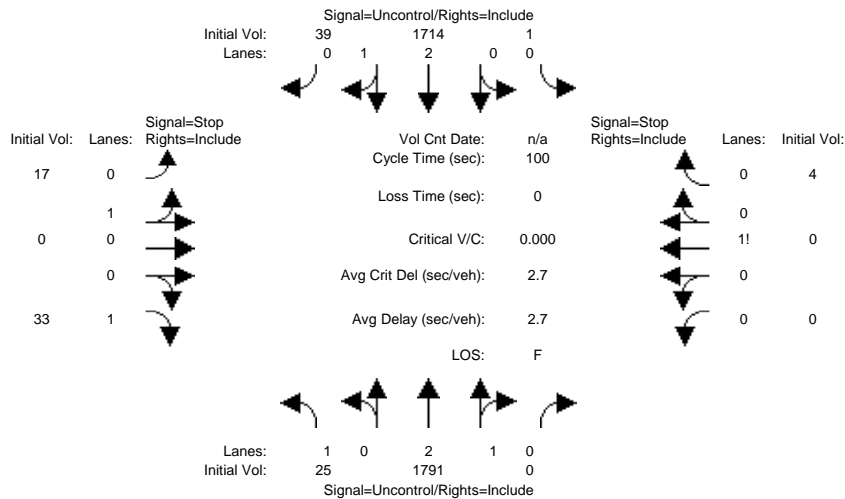


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #14 Harbor/3rd
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	25 1791 0	1 1714 39	17 0 33	0 0 4
ApproachDel:	xxxxxx	xxxxxx	183.2	13.1

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=2.5]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=50]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3624]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=4]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3624]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	25 1791 0	1 1714 39	17 0 33	0 0 4
Major Street Volume:	3570			
Minor Approach Volume:	50			
Minor Approach Volume Threshold:	-173 [less than minimum of 150]			

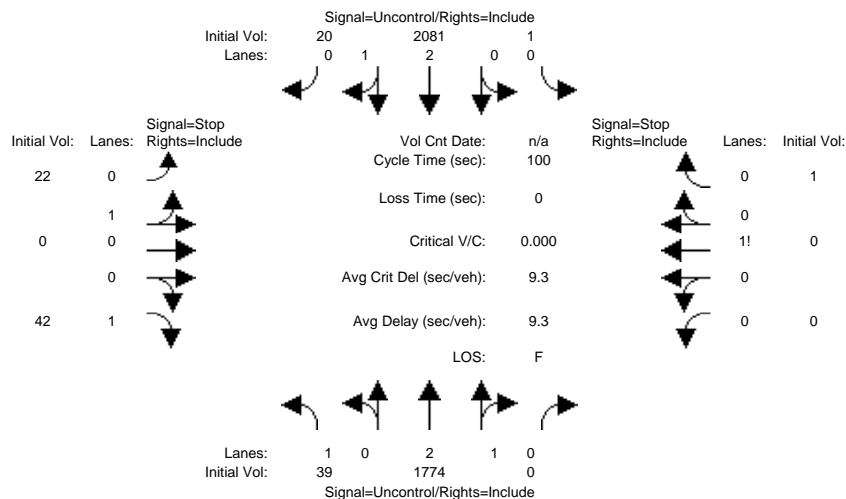
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2024PSAT

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	39	1774	0	1	2081	20	22	0	42	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1774	0	1	2081	20	22	0	42	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1774	0	1	2081	20	22	0	42	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1774	0	1	2081	20	22	0	42	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	1774	0	1	2081	20	22	0	42	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	2101	xxxx	xxxxxx	1774	xxxx	xxxxxx	2762	3945	704	xxxx	xxxx	591
Potent Cap.:	266	xxxx	xxxxxx	355	xxxx	xxxxxx	9	3	384	xxxx	xxxx	455
Move Cap.:	266	xxxx	xxxxxx	355	xxxx	xxxxxx	8	3	384	xxxx	xxxx	455
Volume/Cap:	0.15	xxxx	xxxx	0.00	xxxx	xxxx	2.65	0.00	0.11	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.0
Control Del:	20.9	xxxx	xxxxxx	15.2	xxxx	xxxxxx	xxxxxx	xxxx	15.5	xxxxxx	xxxx	12.9
LOS by Move:	C	*	*	C	*	*	*	*	C	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	8	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	3.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.2	xxxx	xxxxxx	1621	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			567.3					12.9
ApproachLOS:	*			*			F					B

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1774 0	1 2081 20	22 0 42	0 0 1
ApproachDel:	xxxxxx	xxxxxx	567.3	12.9

Approach[eastbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=10.1]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=64]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3980]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=1]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3980]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1774 0	1 2081 20	22 0 42	0 0 1

Major Street Volume: 3915  
 Minor Approach Volume: 64  
 Minor Approach Volume Threshold: -213 [less than minimum of 150]

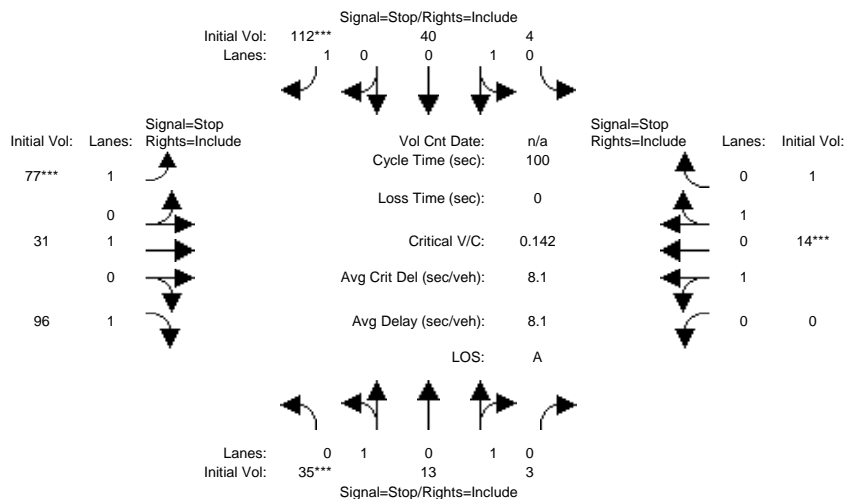
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2024AM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	13	3	4	40	112	77	31	96	0	14	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	13	3	4	40	112	77	31	96	0	14	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	13	3	4	40	112	77	31	96	0	14	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	13	3	4	40	112	77	31	96	0	14	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	13	3	4	40	112	77	31	96	0	14	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	13	3	4	40	112	77	31	96	0	14	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	0.09	0.91	1.00	1.00	1.00	1.00	0.00	1.87	0.13
Final Sat.:	613	600	80	62	617	791	627	686	792	0	1249	90
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.06	0.06	0.14	0.12	0.05	0.12	xxxx	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.7	7.9	7.9	8.2	8.2	7.8	9.0	8.0	7.6	0.0	7.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.9	7.9	8.2	8.2	7.8	9.0	8.0	7.6	0.0	7.9	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.4			7.9			8.2			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			7.9			8.2			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.1	0.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	35		13		3	4		40		112	77		31		96	0		14		1
Major Street Volume:											219									
Minor Approach Volume:											156									
Minor Approach Volume Threshold:	1027																			

SIGNAL WARRANT DISCLAIMER

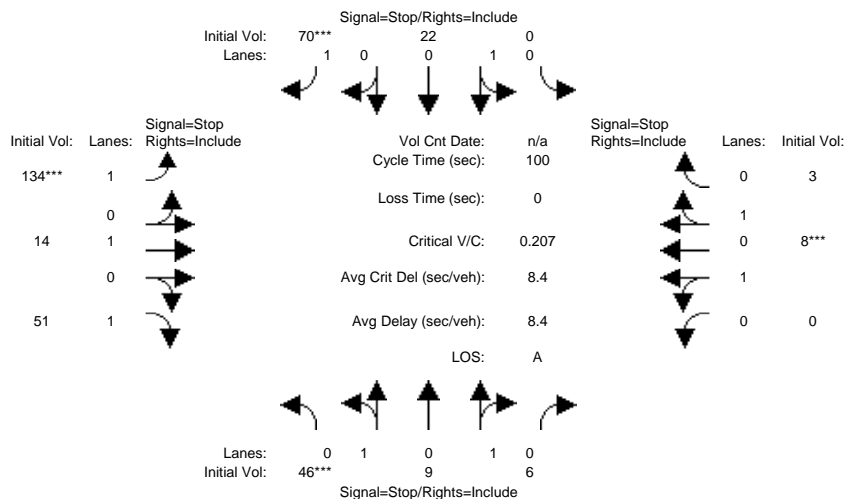
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2024P PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	9	6	0	22	70	134	14	51	0	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	9	6	0	22	70	134	14	51	0	8	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	9	6	0	22	70	134	14	51	0	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	9	6	0	22	70	134	14	51	0	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	9	6	0	22	70	134	14	51	0	8	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	9	6	0	22	70	134	14	51	0	8	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.45	0.55
Final Sat.:	621	559	137	0	683	787	648	710	825	0	1021	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	xxxx	0.03	0.09	0.21	0.02	0.06	xxxx	0.01	0.01
Crit Moves:	****				****	****	****			****		
Delay/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.5			7.6			8.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			7.6			8.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	46		9		6	0		22		70	134		14		51	0		8		3
Major Street Volume:											210									
Minor Approach Volume:											92									
Minor Approach Volume Threshold:	1045																			

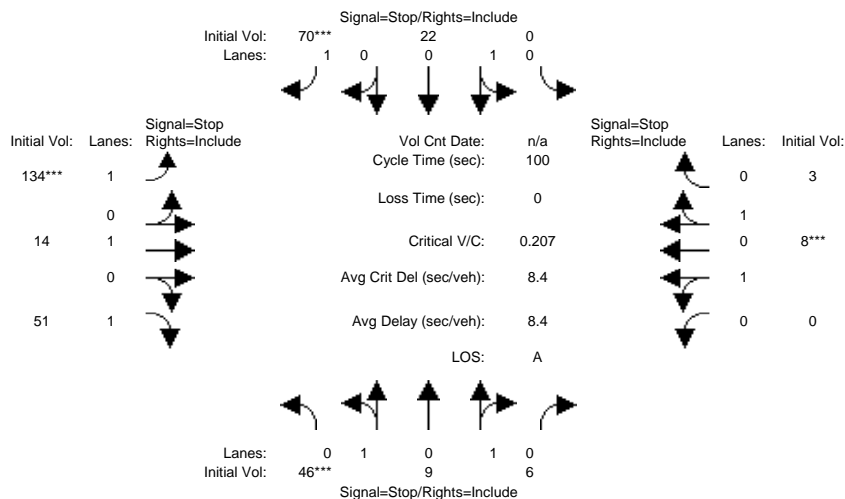
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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2024PSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	9	6	0	22	70	134	14	51	0	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	9	6	0	22	70	134	14	51	0	8	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	9	6	0	22	70	134	14	51	0	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	9	6	0	22	70	134	14	51	0	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	9	6	0	22	70	134	14	51	0	8	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	9	6	0	22	70	134	14	51	0	8	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.45	0.55
Final Sat.:	621	559	137	0	683	787	648	710	825	0	1021	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	xxxx	0.03	0.09	0.21	0.02	0.06	xxxx	0.01	0.01
Crit Moves:	****				****	****	****			****		
Delay/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.5			7.6			8.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			7.6			8.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	46		9		6	0		22		70	134		14		51	0		8		3
Major Street Volume:											210									
Minor Approach Volume:											92									
Minor Approach Volume Threshold:	1045																			

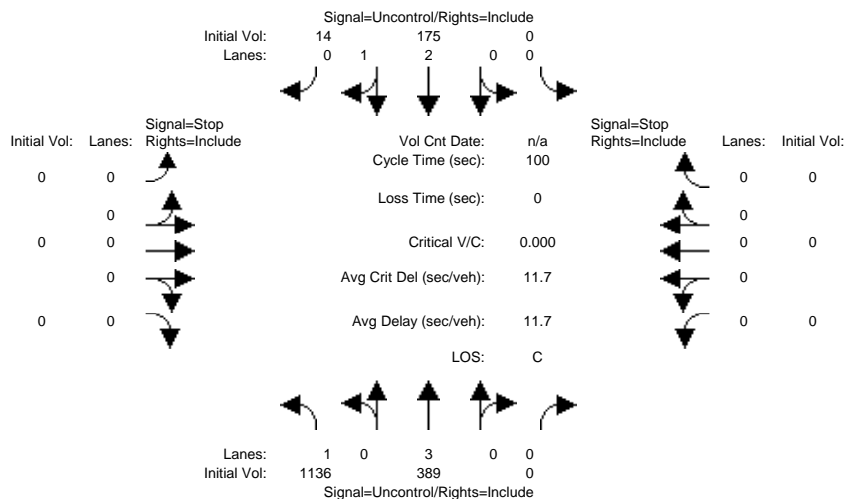
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2042NPAM

Intersection #10: Harbor/SR-47



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1136	389	0	0	175	14	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1136	389	0	0	175	14	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1136	389	0	0	175	14	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1136	389	0	0	175	14	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1136	389	0	0	175	14	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflict Vol:	189	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	1397	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	1397	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.81	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

Level Of Service Module:												
2Way95thQ:	10.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	17.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1136 389 0	0 175 14	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1136 389 0	0 175 14	0 0 0 0	0 0 0 0

Major Street Volume: 1714  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 99 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2042NP PM

Intersection #10: Harbor/SR-47

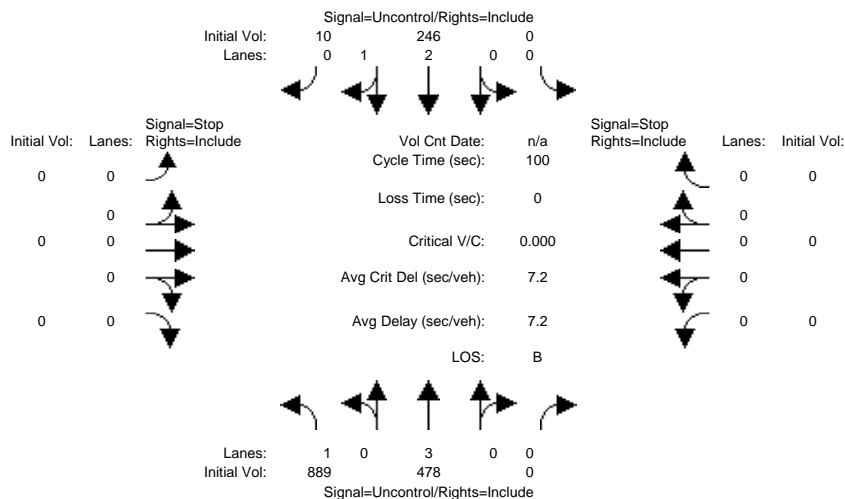


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values across different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	889 478 0	0 246 10	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	889 478 0	0 246 10	0 0 0	0 0 0

Major Street Volume: 1623  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 118

SIGNAL WARRANT DISCLAIMER

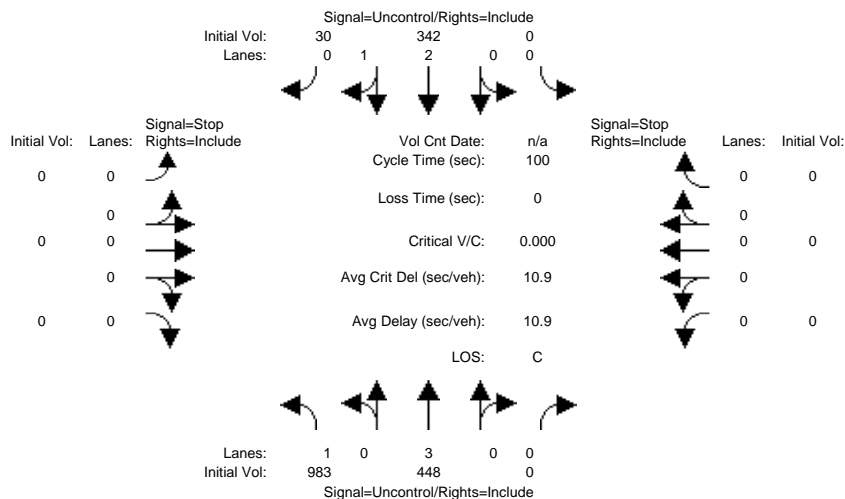
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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2042NPSAT

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:	----- ----- ----- ----- -----															
Base Vol:	983	448	0	0	0	342	30	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	983	448	0	0	0	342	30	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	983	448	0	0	0	342	30	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	983	448	0	0	0	342	30	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	983	448	0	0	0	342	30	0	0	0	0	0	0	0	0	0

Critical Gap Module:	----- ----- ----- ----- -----															
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx

Capacity Module:	----- ----- ----- ----- -----															
Cnflct Vol:	372	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Potent Cap.:	1198	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Move Cap.:	1198	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Volume/Cap:	0.82	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx

Level Of Service Module:	----- ----- ----- ----- -----																	
2Way95thQ:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
Control Del:	20.0	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx					
ApproachLOS:	*				*				*				*					

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----|-----|-----|-----|-----|

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	983 448 0	0 342 30	0 0 0	0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	983 448 0	0 342 30	0 0 0	0 0 0

Major Street Volume: 1803  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 82 [less than minimum of 100]

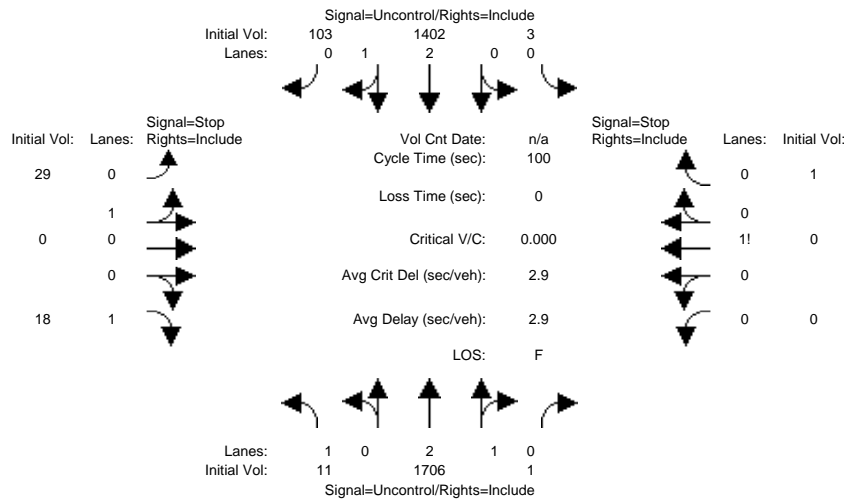
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042NPAM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1706	1	3	1402	103	29	0	18	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1706	1	3	1402	103	29	0	18	0	0	1
Added Vol:	0	0	0	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	1706	1	3	1402	103	29	0	18	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1706	1	3	1402	103	29	0	18	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1706	1	3	1402	103	29	0	18	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1505	xxxx	xxxxxx	1707	xxxx	xxxxxx	2050	3189	519	xxxx	xxxx	569
Potent Cap.:	451	xxxx	xxxxxx	377	xxxx	xxxxxx	33	10	507	xxxx	xxxx	470
Move Cap.:	451	xxxx	xxxxxx	377	xxxx	xxxxxx	32	10	507	xxxx	xxxx	470
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.90	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	13.2	xxxx	xxxxxx	14.6	xxxx	xxxxxx	xxxxxx	xxxx	12.4	xxxxxx	xxxx	12.7
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	32	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	3.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	14.6	xxxx	xxxxxx	307.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			194.6					12.7
ApproachLOS:	*			*			F					B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1706 1	3 1402 103	29 0 18	0 0 1
ApproachDel:	xxxxxx	xxxxxx	194.6	12.7

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=2.5]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=47]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3274]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3274]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1706 1	3 1402 103	29 0 18	0 0 1

Major Street Volume: 3226  
Minor Approach Volume: 47  
Minor Approach Volume Threshold: -130 [less than minimum of 150]

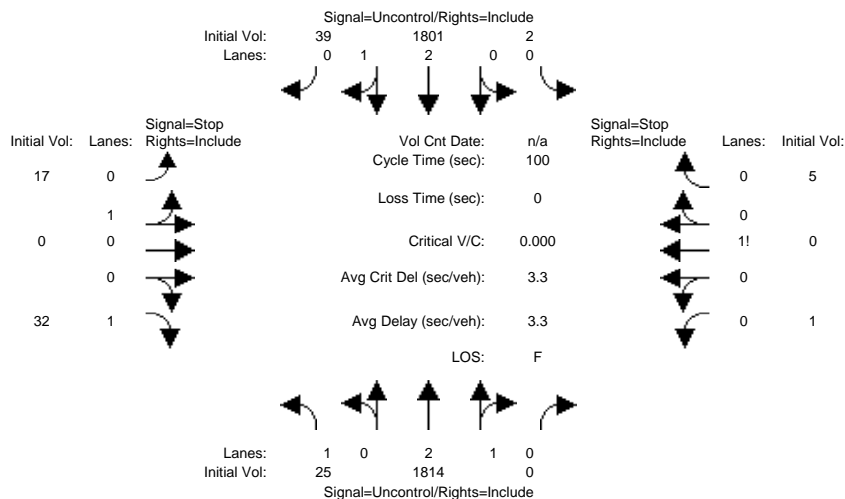
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042NP PM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	1814	0	2	1801	39	17	0	32	1	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1814	0	2	1801	39	17	0	32	1	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1814	0	2	1801	39	17	0	32	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1814	0	2	1801	39	17	0	32	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	1814	0	2	1801	39	17	0	32	1	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1840	xxxx	xxxxxx	1814	xxxx	xxxxxx	2479	3689	620	2468	3708	605
Potent Cap.:	335	xxxx	xxxxxx	343	xxxx	xxxxxx	16	5	436	16	5	446
Move Cap.:	335	xxxx	xxxxxx	343	xxxx	xxxxxx	14	4	436	14	4	446
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	1.18	0.00	0.07	0.07	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxxx
Control Del:	16.6	xxxx	xxxxxx	15.6	xxxx	xxxxxx	xxxxxx	xxxx	13.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	14	xxxx	xxxxxx	xxxx	72	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	2.7	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.6	xxxx	xxxxxx	659.5	xxxx	xxxxxx	xxxxxx	59.7	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			237.9			59.7		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 1 0 0
Initial Vol:	25 1814 0	2 1801 39	17 0 32	1 0 5
ApproachDel:	xxxxxx	xxxxxx	237.9	59.7

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=3.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=49]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3736]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=6]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3736]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 1 0 0
Initial Vol:	25 1814 0	2 1801 39	17 0 32	1 0 5
Major Street Volume:	3681			
Minor Approach Volume:	49			
Minor Approach Volume Threshold:	-186 [less than minimum of 150]			

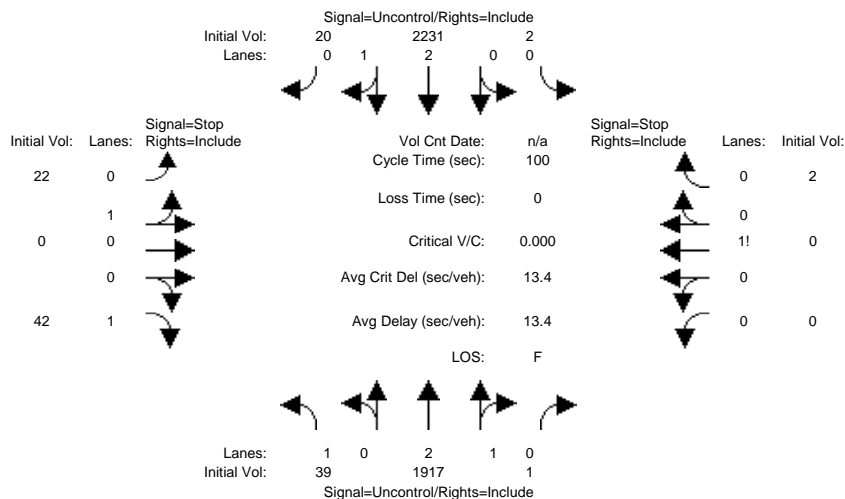
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042NPSAT

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	39	1917	1	2	2231	20	22	0	42	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1917	1	2	2231	20	22	0	42	0	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1917	1	2	2231	20	22	0	42	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1917	1	2	2231	20	22	0	42	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	1917	1	2	2231	20	22	0	42	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	2251	xxxx	xxxxxx	1918	xxxx	xxxxxx	2962	4241	754	xxxx	xxxx	640
Potent Cap.:	232	xxxx	xxxxxx	313	xxxx	xxxxxx	7	2	356	xxxx	xxxx	423
Move Cap.:	232	xxxx	xxxxxx	313	xxxx	xxxxxx	6	2	356	xxxx	xxxx	423
Volume/Cap:	0.17	xxxx	xxxx	0.01	xxxx	xxxx	3.89	0.00	0.12	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.0
Control Del:	23.6	xxxx	xxxxxx	16.6	xxxx	xxxxxx	xxxxxx	xxxx	16.4	xxxxxx	xxxx	13.5
LOS by Move:	C	*	*	C	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	16.6	xxxx	xxxxxx	2531	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			880.9			13.5		
ApproachLOS:	*			*			F			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1917 1	2 2231 20	22 0 42	0 0 2
ApproachDel:	xxxxxx	xxxxxx	880.9	13.5

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=15.7]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=64]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=4276]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=2]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=4276]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1917 1	2 2231 20	22 0 42	0 0 2
Major Street Volume:	4210			
Minor Approach Volume:	64			
Minor Approach Volume Threshold:	-244 [less than minimum of 150]			

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2042NPAM

Intersection #19: Signal St & 22nd St

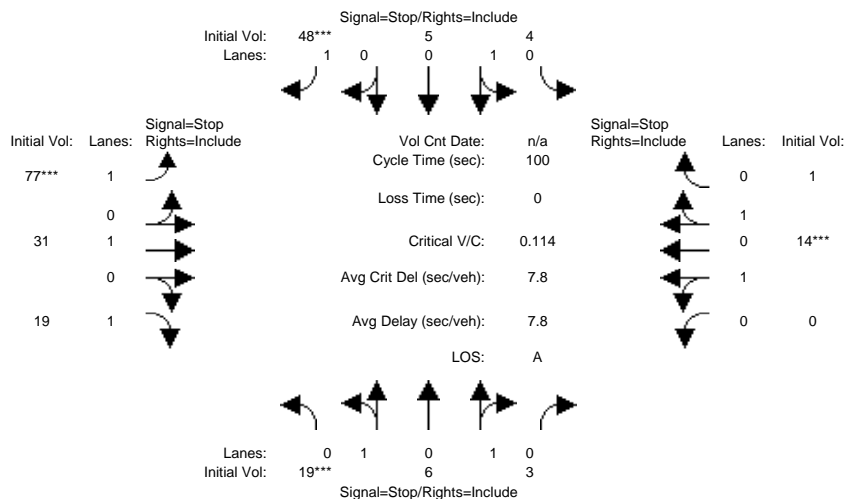


Table with columns for Street Name (Signal St, 22nd St), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Min. Green, Volume Module (Base Vol, Growth Adj, etc.), Saturation Flow Module (Adjustment, Lanes, Final Sat.), and Capacity Analysis Module (Vol/Sat, Crit Moves, Delay/Veh, etc.).

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]
\*\*\*\*\*
Intersection #19 Signal St & 22nd St
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	19		6		3	4		5		48	77		31		19	0		14		1
Major Street Volume:											142									
Minor Approach Volume:											57									
Minor Approach Volume Threshold:	1213																			

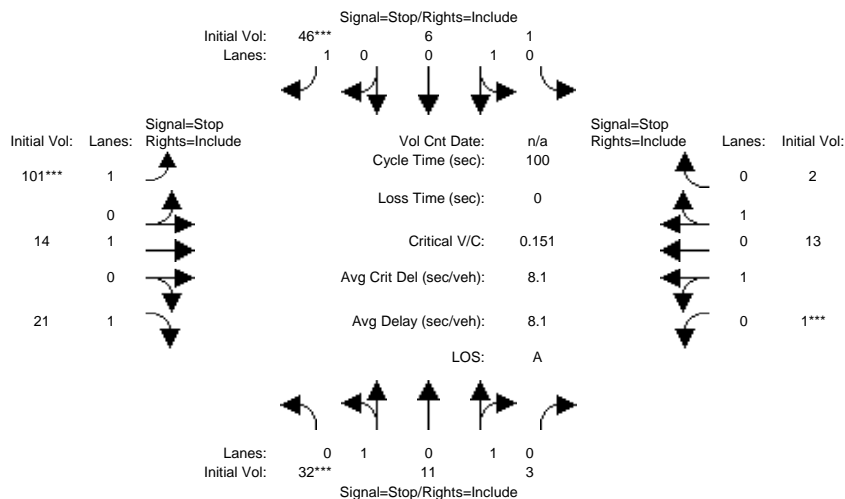
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042NP PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	11	3	1	6	46	101	14	21	1	13	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	11	3	1	6	46	101	14	21	1	13	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	11	3	1	6	46	101	14	21	1	13	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	11	3	1	6	46	101	14	21	1	13	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	11	3	1	6	46	101	14	21	1	13	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	11	3	1	6	46	101	14	21	1	13	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	0.14	0.86	1.00	1.00	1.00	1.00	0.12	1.63	0.25
Final Sat.:	647	629	94	100	600	825	669	737	859	89	1188	187
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.03	0.01	0.01	0.06	0.15	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	8.4	7.6	7.6	7.7	7.7	7.2	8.9	7.6	6.9	7.7	7.6	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	7.6	7.6	7.7	7.7	7.2	8.9	7.6	6.9	7.7	7.6	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.2			7.2			8.5			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.2			8.5			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	32		11		3	1		6		46	101		14		21	1		13		2
Major Street Volume:											152									
Minor Approach Volume:											53									
Minor Approach Volume Threshold:	1184																			

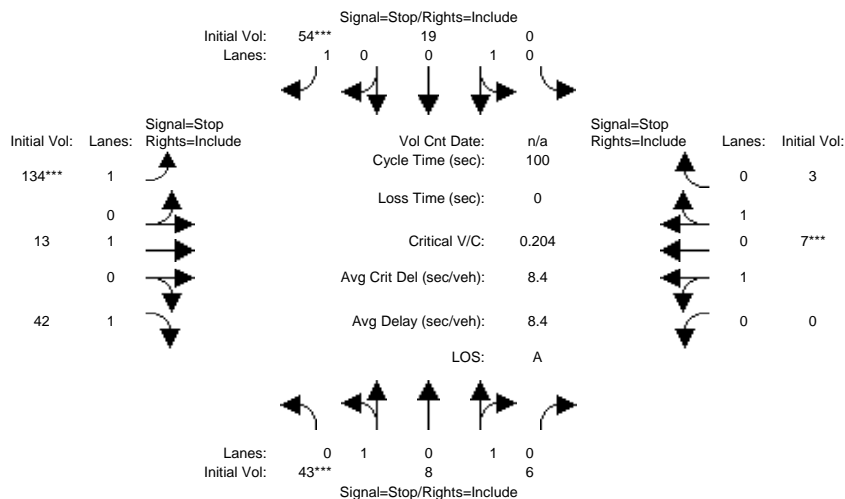
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042NPSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	8	6	0	19	54	134	13	42	0	7	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	8	6	0	19	54	134	13	42	0	7	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	8	6	0	19	54	134	13	42	0	7	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	8	6	0	19	54	134	13	42	0	7	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	8	6	0	19	54	134	13	42	0	7	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	8	6	0	19	54	134	13	42	0	7	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.40	0.60
Final Sat.:	627	557	148	0	687	794	657	722	840	0	1001	456
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.04	xxxx	0.03	0.07	0.20	0.02	0.05	xxxx	0.01	0.01
Crit Moves:	****				****	****	****			****		
Delay/Veh:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.7	7.7	0.0	7.9	7.4	9.4	7.7	7.1	0.0	7.6	7.3
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.4			7.5			8.8			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			7.5			8.8			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	43		8		6	0		19		54	134		13		42	0		7		3
Major Street Volume:											199									
Minor Approach Volume:											73									
Minor Approach Volume Threshold:	1068																			

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2042AM

Intersection #10: Harbor/SR-47

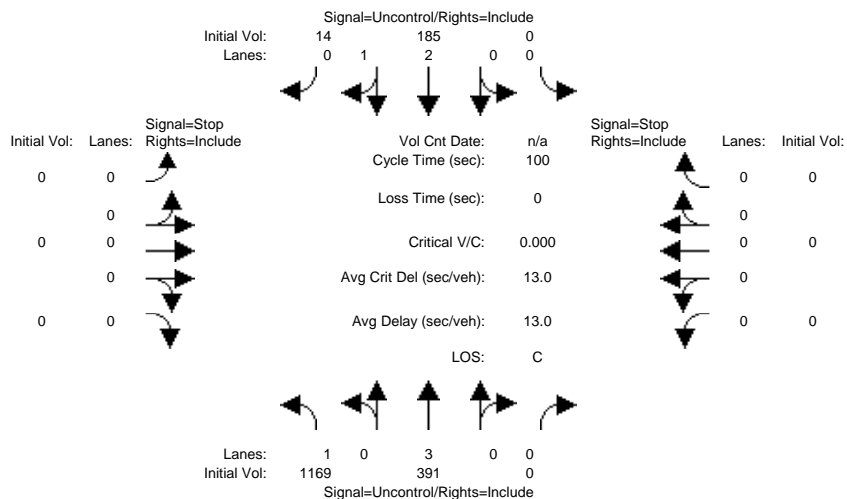


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table showing Critical Gp and FollowUpTim values for various movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	1169	391	0			0	185	14			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				xxxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #10 Harbor/SR-47

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	1169	391	0			0	185	14			0	0	0	0		0	0	0	0	

Major Street Volume: 1759  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 90 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2042P PM

Intersection #10: Harbor/SR-47

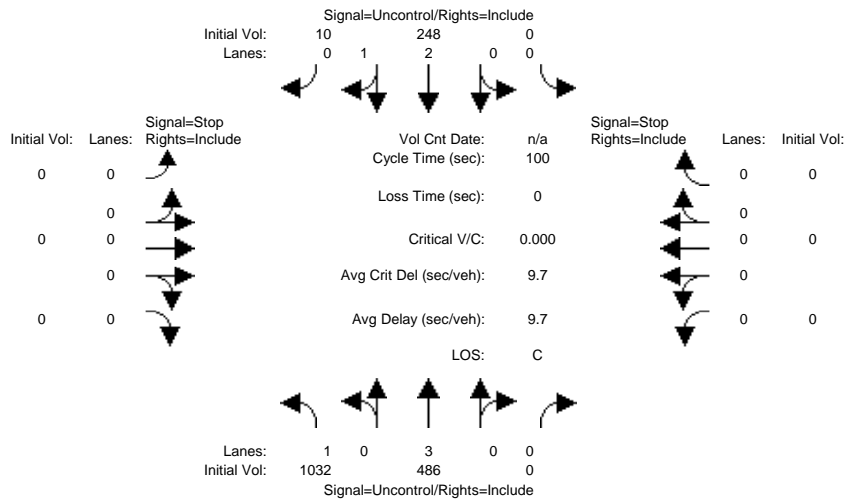


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values across different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, Approach Del, and Approach LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #10 Harbor/SR-47
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	1032	486		0		0	248		10		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

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Future Volume Alternative: Peak Hour Warrant NOT Met

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							
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	1032	486		0		0	248		10		0	0		0		0	0		0	

Major Street Volume: 1776  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 87 [less than minimum of 100]

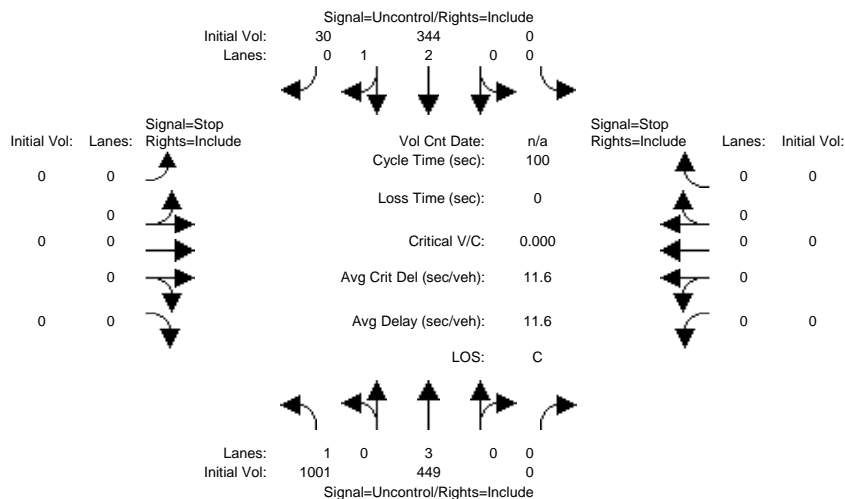
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2042PSAT

Intersection #10: Harbor/SR-47



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Volume Module:																
Base Vol:	1001	449	0	0	0	344	30	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1001	449	0	0	0	344	30	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1001	449	0	0	0	344	30	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1001	449	0	0	0	344	30	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1001	449	0	0	0	344	30	0	0	0	0	0	0	0	0	0

Critical Gap Module:	North Bound				South Bound				East Bound				West Bound			
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx

Capacity Module:	North Bound				South Bound				East Bound				West Bound			
Cnflct Vol:	374	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Potent Cap.:	1196	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Move Cap.:	1196	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Volume/Cap:	0.84	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx

Level Of Service Module:	North Bound				South Bound				East Bound				West Bound			
2Way95thQ:	10.7	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	21.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #10 Harbor/SR-47  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1001 449 0	0 344 30	0 0 0 0	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #10 Harbor/SR-47

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Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 3 0 0	0 0 2 1 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	1001 449 0	0 344 30	0 0 0 0	0 0 0 0

Major Street Volume: 1824  
 Minor Approach Volume: 0  
 Minor Approach Volume Threshold: 78 [less than minimum of 100]

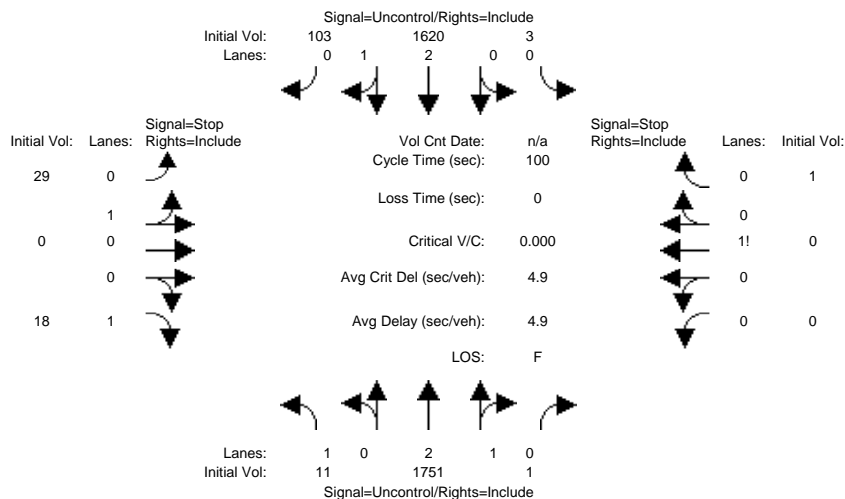
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042AM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	1751	1	3	1620	103	29	0	18	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1751	1	3	1620	103	29	0	18	0	0	1
Added Vol:	0	0	0	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	1751	1	3	1620	103	29	0	18	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1751	1	3	1620	103	29	0	18	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	1751	1	3	1620	103	29	0	18	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1723	xxxx	xxxxxx	1752	xxxx	xxxxxx	2283	3452	592	xxxx	xxxx	584
Potent Cap.:	372	xxxx	xxxxxx	362	xxxx	xxxxxx	22	7	455	xxxx	xxxx	460
Move Cap.:	372	xxxx	xxxxxx	362	xxxx	xxxxxx	21	7	455	xxxx	xxxx	460
Volume/Cap:	0.03	xxxx	xxxx	0.01	xxxx	xxxx	1.36	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.0
Control Del:	15.0	xxxx	xxxxxx	15.0	xxxx	xxxxxx	xxxxxx	xxxx	13.2	xxxxxx	xxxx	12.8
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	21	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	3.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	15.0	xxxx	xxxxxx	586.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			366.7					12.8
ApproachLOS:	*			*			F					B

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1751 1	3 1620 103	29 0 18	0 0 1
ApproachDel:	xxxxxx	xxxxxx	366.7	12.8

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=4.8]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=47]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3537]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=1]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3537]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	11 1751 1	3 1620 103	29 0 18	0 0 1

Major Street Volume: 3489  
Minor Approach Volume: 47  
Minor Approach Volume Threshold: -163 [less than minimum of 150]

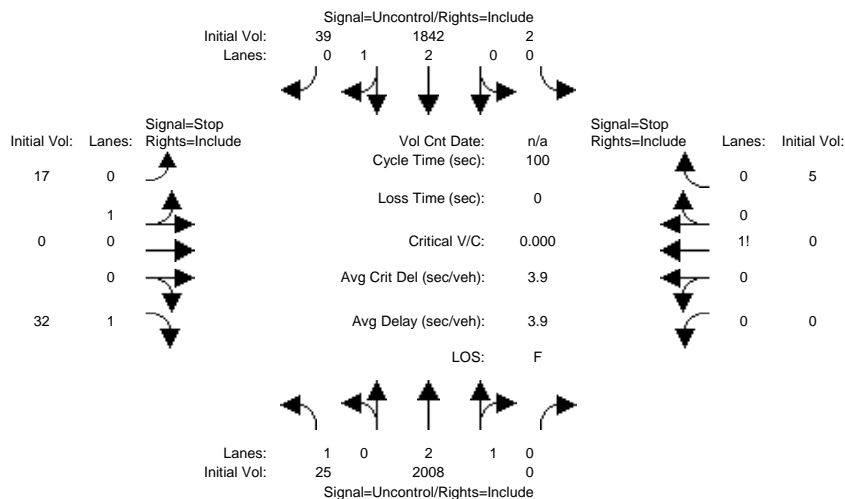
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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042P PM

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	2008	0	2	1842	39	17	0	32	0	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2008	0	2	1842	39	17	0	32	0	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	2008	0	2	1842	39	17	0	32	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	2008	0	2	1842	39	17	0	32	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	2008	0	2	1842	39	17	0	32	0	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1881	xxxx	xxxxxx	2008	xxxx	xxxxxx	2585	3924	634	xxxx	xxxx	669
Potent Cap.:	323	xxxx	xxxxxx	289	xxxx	xxxxxx	13	3	427	xxxx	xxxx	405
Move Cap.:	323	xxxx	xxxxxx	289	xxxx	xxxxxx	12	3	427	xxxx	xxxx	405
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	1.43	0.00	0.07	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	17.1	xxxx	xxxxxx	17.6	xxxx	xxxxxx	xxxxxx	xxxx	14.1	xxxxxx	xxxx	14.0
LOS by Move:	C	*	*	C	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	12	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	2.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	17.6	xxxx	xxxxxx	853.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			305.4					14.0
ApproachLOS:	*			*			F					B

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	25 2008 0	2 1842 39	17 0 32	0 0 5
ApproachDel:	xxxxxx	xxxxxx	305.4	14.0

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=4.2]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=49]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3970]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=5]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=3970]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	25 2008 0	2 1842 39	17 0 32	0 0 5

Major Street Volume: 3916  
Minor Approach Volume: 49  
Minor Approach Volume Threshold: -213 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

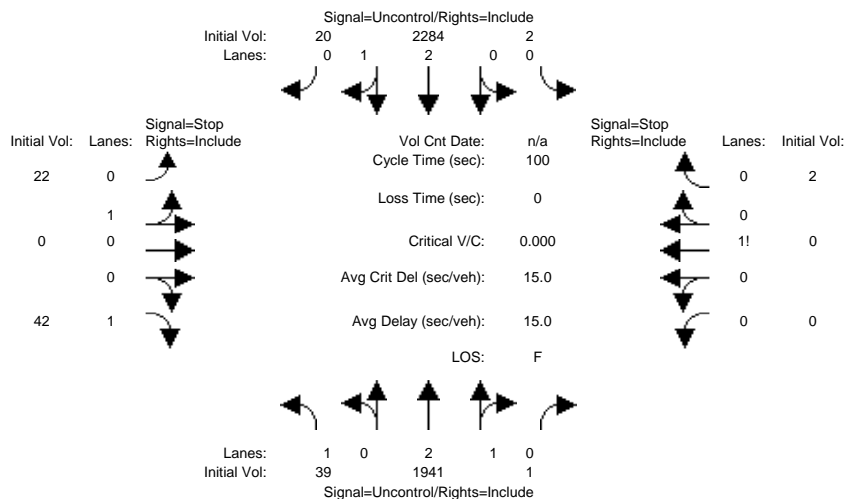
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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2042PSAT

Intersection #14: Harbor/3rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	39	1941	1	2	2284	20	22	0	42	0	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1941	1	2	2284	20	22	0	42	0	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1941	1	2	2284	20	22	0	42	0	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1941	1	2	2284	20	22	0	42	0	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	1941	1	2	2284	20	22	0	42	0	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	2304	xxxx	xxxxxx	1942	xxxx	xxxxxx	3023	4318	771	xxxx	xxxx	648
Potent Cap.:	221	xxxx	xxxxxx	306	xxxx	xxxxxx	6	2	347	xxxx	xxxx	418
Move Cap.:	221	xxxx	xxxxxx	306	xxxx	xxxxxx	5	1	347	xxxx	xxxx	418
Volume/Cap:	0.18	xxxx	xxxx	0.01	xxxx	xxxx	4.37	0.00	0.12	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.0
Control Del:	24.7	xxxx	xxxxxx	16.8	xxxx	xxxxxx	xxxxxx	xxxx	16.8	xxxxxx	xxxx	13.7
LOS by Move:	C	*	*	C	*	*	*	*	C	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	16.8	xxxx	xxxxxx	2889	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	C	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1004.3			13.7		
ApproachLOS:	*			*			F			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #14 Harbor/3rd  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1941 1	2 2284 20	22 0 42	0 0 2
ApproachDel:	xxxxxx	xxxxxx	1004.3	13.7

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=17.9]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=64]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=4353]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=2]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=4353]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #14 Harbor/3rd  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 2 1 0	0 1 1 1 0	0 1 0 0 1	0 0 0 0 1
Initial Vol:	39 1941 1	2 2284 20	22 0 42	0 0 2
Major Street Volume:	4287			
Minor Approach Volume:	64			
Minor Approach Volume Threshold:	-252 [less than minimum of 150]			

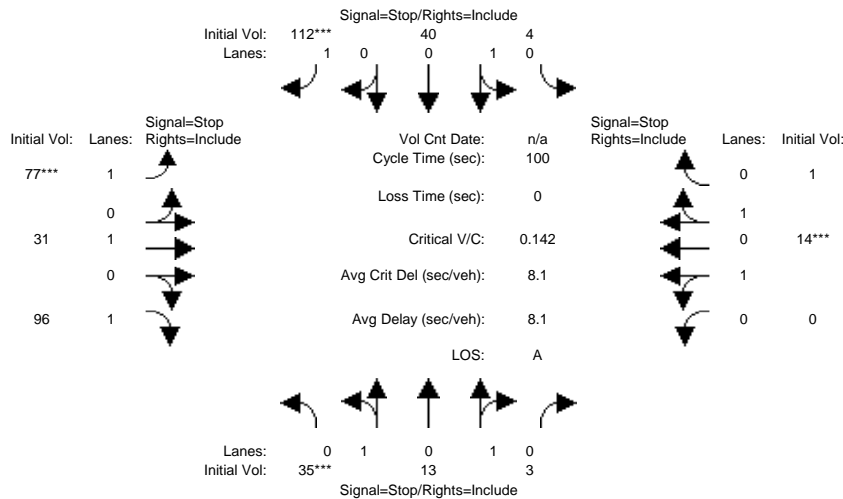
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042AM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St					22nd St						
Approach:	North Bound		South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	13	3	4	40	112	77	31	96	0	14	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	13	3	4	40	112	77	31	96	0	14	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	13	3	4	40	112	77	31	96	0	14	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	13	3	4	40	112	77	31	96	0	14	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	13	3	4	40	112	77	31	96	0	14	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	13	3	4	40	112	77	31	96	0	14	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	0.09	0.91	1.00	1.00	1.00	1.00	0.00	1.87	0.13
Final Sat.:	613	600	80	62	617	791	627	686	792	0	1249	90
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.06	0.06	0.14	0.12	0.05	0.12	xxxx	0.01	0.01
Crit Moves:	****					****	****				****	
Delay/Veh:	8.7	7.9	7.9	8.2	8.2	7.8	9.0	8.0	7.6	0.0	7.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.9	7.9	8.2	8.2	7.8	9.0	8.0	7.6	0.0	7.9	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		8.4			7.9			8.2			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			7.9			8.2			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.1	0.1	0.2	0.1	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	35		13		3	4		40		112	77		31		96	0		14		1
Major Street Volume:											219									
Minor Approach Volume:											156									
Minor Approach Volume Threshold:	1027																			

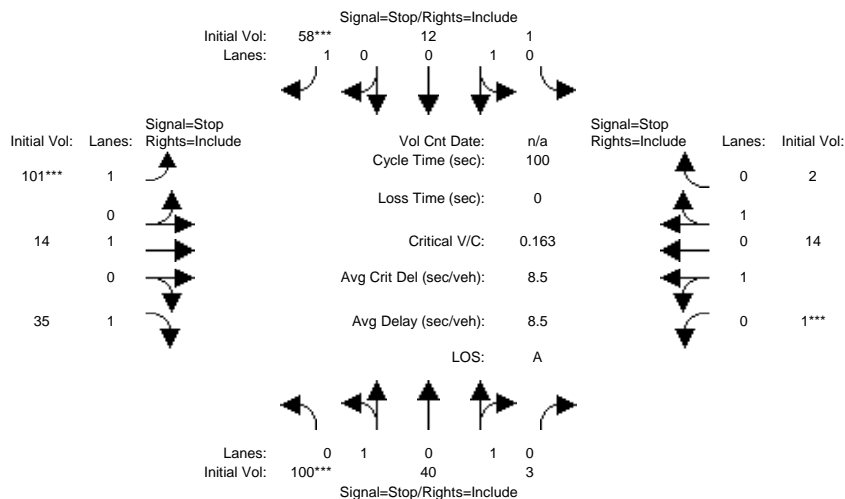
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042P PM

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	40	3	1	12	58	101	14	35	1	14	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	40	3	1	12	58	101	14	35	1	14	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	40	3	1	12	58	101	14	35	1	14	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	40	3	1	12	58	101	14	35	1	14	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	40	3	1	12	58	101	14	35	1	14	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	40	3	1	12	58	101	14	35	1	14	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	0.08	0.92	1.00	1.00	1.00	1.00	0.12	1.65	0.23
Final Sat.:	639	675	30	52	629	792	620	677	780	77	1103	161
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.10	0.02	0.02	0.07	0.16	0.02	0.04	0.01	0.01	0.01
Crit Moves:	****					****	****			****		
Delay/Veh:	9.2	8.0	8.0	7.9	7.9	7.4	9.4	7.9	7.3	8.0	7.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	8.0	8.0	7.9	7.9	7.4	9.4	7.9	7.3	8.0	7.9	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			7.5			8.8			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			7.5			8.8			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	100		40		3	1		12		58	101		14		35	1		14		2
Major Street Volume:											214									
Minor Approach Volume:											150									
Minor Approach Volume Threshold:	1037																			

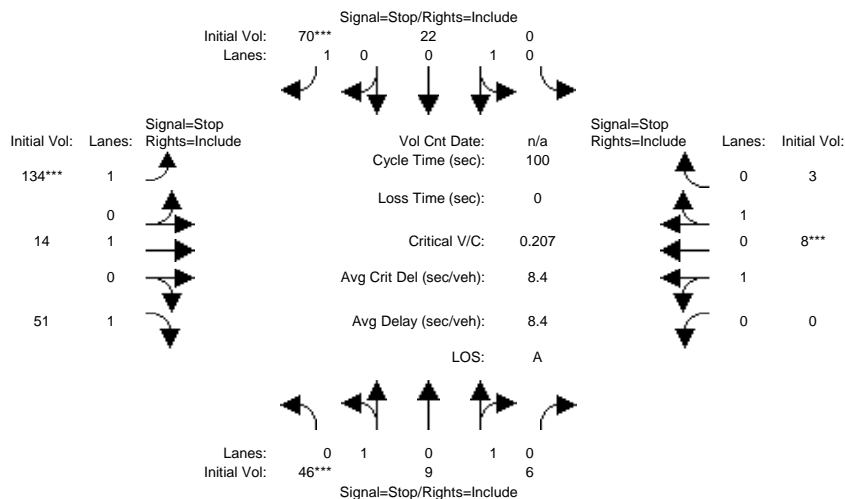
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2042PSAT

Intersection #19: Signal St & 22nd St



Street Name:	Signal St						22nd St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	9	6	0	22	70	134	14	51	0	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	9	6	0	22	70	134	14	51	0	8	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	9	6	0	22	70	134	14	51	0	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	9	6	0	22	70	134	14	51	0	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	9	6	0	22	70	134	14	51	0	8	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	9	6	0	22	70	134	14	51	0	8	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.45	0.55
Final Sat.:	621	559	137	0	683	787	648	710	825	0	1021	403
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	xxxx	0.03	0.09	0.21	0.02	0.06	xxxx	0.01	0.01
Crit Moves:	****				****	****	****			****		
Delay/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.8	7.8	0.0	7.9	7.5	9.5	7.7	7.2	0.0	7.7	7.4
LOS by Move:	A	A	A	*	A	A	A	A	A	*	A	A
ApproachDel:		8.5			7.6			8.8			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			7.6			8.8			7.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #19 Signal St & 22nd St  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	1	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0
Initial Vol:	46		9		6	0		22		70	134		14		51	0		8		3
Major Street Volume:											210									
Minor Approach Volume:											92									
Minor Approach Volume Threshold:	1045																			

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