

Traffic Count Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015						
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS						
No. of Phases		0		0		0		0		0		0		0						
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-- 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					
ATSAC-1 or ATSAC+ATCS-2?		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					
Override Capacity		1500		#####		1500		1500		1500		1500		1500						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	1	215	215	0	214	1	214	1	215	1	215	0	215	1	215	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	220	1	0	1	221	0	0	220	1	0	1	221	1	0	0	221	1	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	231	1	231	0	231	231	0	231	1	231	0	231	1	231	0	231	1	231	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	931	2	466	0	931	466	0	931	2	466	0	931	2	466	0	931	2	466	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1033	2	402	-4	1029	400	0	1033	2	402	-4	1029	2	400	0	1029	2	400	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 26	172	0	172	-2	170	170	0	172	0	172	-2	170	0	170	0	170	0	170	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 214		North-South: 215		North-South: 214		North-South: 215		North-South: 215		North-South: 215		North-South: 215		North-South: 215		North-South: 215		
		East-West: 868		East-West: 866		East-West: 868		East-West: 866		East-West: 866		East-West: 866		East-West: 866		East-West: 866		East-West: 866		
		SUM: 1082		SUM: 1081		SUM: 1082		SUM: 1081		SUM: 1081		SUM: 1081		SUM: 1081		SUM: 1081		SUM: 1081		
VOLUME/CAPACITY (V/C) RATIO:		0.721		0.721		0.721		0.721		0.721		0.721		0.721		0.721		0.721		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621		0.621		0.621		0.621		0.621		0.621		0.621		0.621		0.621		
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		B		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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			
ATSAC-1 or ATSAC+ATCS-2?																				
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	233	1	233	0	233	233	0	233	1	233	0	233	1	233	233	1	233	233	
	Left-Through 9																			
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																			
	Right 12	245	1	14	-1	244	0	0	245	1	14	-1	244	1	0	244	1	0	244	0
	Left-Through-Ri 13																			
EASTBOUND	Left 15	231	1	231	13	244	244	0	231	1	231	13	244	1	244	244	1	244	244	
	Left-Through 16																			
	Through 17	886	2	443	-9	877	439	0	886	2	443	-9	877	2	439	877	2	439	439	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20																			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																			
	Through 24	813	2	357	-1	812	357	0	813	2	357	-1	812	2	357	812	2	357	357	
	Through-Right 25																			
	Right 26	257	0	257	1	258	258	0	257	0	257	1	258	0	258	258	0	258	258	
	Left-Through-Ri 27																			
CRITICAL VOLUMES	North-South:	233		233		233		233		233		233		233		233		233		
	East-West:	800		796		800		796		800		796		800		796		800		
	SUM:	1033		1029		1033		1029		1033		1029		1033		1029		1033		
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.686		0.689		0.686		0.689		0.686		0.689		0.686		0.686		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.586		0.589		0.586		0.589		0.586		0.589		0.586		0.586		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.003**
t impacted? **NO**

PROJECT IMPACT

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

Δv/c after mitigation: **-0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
No. of Phases		0	0		0		0		0												
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-- 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-- 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												
Override Capacity		1500	#####		1500		1500		1500												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2		0						0				0				0			0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 4		0							0				0				0			0
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0							0				0				0			0
	Left-Right 7		0							0				0				0			0
SOUTHBOUND	Left 8	192	1	192	0	192	#	0	192	1	192	0	192	1	192	192	1	192	192		
	Left-Through 9		0							0				0				0		0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 11		0							0				0				0			0
	Right 12	301	1	56	-2	299	#	0	301	1	56	-2	299	1	55	299	1	55	299		
	Left-Through-Ri 13		0							0				0				0			0
Left-Right 14		0							0				0				0			0	
EASTBOUND	Left 15	245	1	245	-1	244	#	0	245	1	245	-1	244	1	244	244	1	244	244		
	Left-Through 16		0							0				0				0		0	
	Through 17	1191	2	596	-2	1189	#	0	1191	2	596	-2	1189	2	595	1189	2	595	1189		
	Through-Right 18		0							0				0				0		0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 20		0							0				0				0			0
Left-Right 21		0							0				0				0			0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 23		0							0				0				0		0	
	Through 24	997	2	407	13	1010	#	0	997	2	407	13	1010	2	412	1010	2	412	1010		
	Through-Right 25		1							1				1				1		1	
	Right 26	225	0	225	0	225	#	0	225	0	225	0	225	0	225	225	0	225	225		
Left-Through-Ri 27		0							0				0				0			0	
Left-Right 28		0							0				0				0			0	
CRITICAL VOLUMES		North-South: 192	North-South: 192		North-South: 192		North-South: 192		North-South: 192		North-South: 192		North-South: 192		North-South: 192		North-South: 192		North-South: 192		
		East-West: 1003	East-West: 1007		East-West: 1007		East-West: 1003		East-West: 1003		East-West: 1007		East-West: 1007		East-West: 1007		East-West: 1007		East-West: 1007		
		SUM: 1195	SUM: 1199		SUM: 1199		SUM: 1195		SUM: 1195		SUM: 1199		SUM: 1199		SUM: 1199		SUM: 1199		SUM: 1199		
VOLUME/CAPACITY (V/C) RATIO:		0.797		0.799		0.797		0.799		0.799		0.799		0.799		0.799		0.799			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697		0.699		0.697		0.697		0.699		0.699		0.699		0.699		0.699			
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

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:	Alameda St		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	1							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	0							
Override Capacity		3		3		3		3		3		3							
		1		1		1		1		1		1							
		0		0		0		0		0		0							
		3		3		3		3		3		3							
		2		2		2		2		2		2							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	315	2	141	4	319	142	0	315	2	141	4	319	2	142	0	319	2	142
	Through-Right 4	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 5	108	0	108	0	108	108	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	314	1	314	1	315	315	0	314	1	314	1	315	1	315	0	315	1	315
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	699	3	233	-4	695	232	0	699	3	233	-4	695	3	232	0	695	3	232
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	102	1	102	0	102	102	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	299	1	0	-1	298	0	0	299	1	0	-1	298	1	0	0	298	1	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 455		North-South: 457		North-South: 455				North-South: 457				North-South: 457					
		East-West: 102		East-West: 102		East-West: 102				East-West: 102				East-West: 102					
		SUM: 557		SUM: 559		SUM: 557				SUM: 559				SUM: 559					
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392		0.391				0.392				0.392					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292		0.291				0.292				0.292					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015					
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	441	2	193	1	442	194	0	441	2	193	1	442	2	194	442	2	194	
	Through-Right 4		1						1				1				1		
	Right 5	139	0	139	0	139	139	0	139	0	139	0	139	0	139	139	0	139	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	199	1	199	-1	198	198	0	199	1	199	-1	198	1	198	198	1	198	
	Left-Through 9		0						0				0				0		
	Through 10	476	3	159	7	483	161	0	476	3	159	7	483	3	161	483	3	161	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	105	1	105	0	105	105	0	105	1	105	0	105	1	105	105	1	105	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	256	1	57	13	269	71	0	256	1	57	13	269	1	71	269	1	71	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES	North-South:	392		392		392		392		392		392		392		392		392	
	East-West:	105		105		105		105		105		105		105		105		105	
	SUM:	497		497		497		497		497		497		497		497		497	
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.349		0.349		0.349		0.349		0.349		0.349		0.349		
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.249		0.249		0.249		0.249		0.249		0.249		0.249		
LEVEL OF SERVICE (LOS):	A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
	No. of Phases	3		3		3		3		3								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1								
	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								
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3								
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0														0	
	Through 3	704	2	285	-1	703	#	0	704	2	285	-1	703	2	284	703	2	284
	Through-Right 4		1							1				1			1	
	Right 5	150	0	150	0	150	#	0	150	0	150	0	150	0	150	150	0	150
	Left-Through-R 6		0							0				0			0	
	Left-Right 7		0							0				0			0	
SOUTHBOUND	Left 8	279	1	279	-1	278	#	0	279	1	279	-1	278	1	278	278	1	278
	Left-Through 9		0							0				0			0	
	Through 10	967	3	322	11	978	#	0	967	3	322	11	978	3	326	978	3	326
	Through-Right 11		0							0				0			0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0			0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0	
Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	99	1	99	0	99	#	0	99	1	99	0	99	1	99	99	1	99
	Left-Through 23		0							0				0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0			0	
	Right 26	359	1	80	-1	358	#	0	359	1	80	-1	358	1	80	358	1	80
	Left-Through-R 27		0							0				0			0	
	Left-Right 28		0							0				0			0	
CRITICAL VOLUMES		North-South: 607 East-West: 99 SUM: 706		North-South: 610 East-West: 99 SUM: 709		North-South: 607 East-West: 99 SUM: 706		North-South: 610 East-West: 99 SUM: 709		North-South: 607 East-West: 99 SUM: 706		North-South: 610 East-West: 99 SUM: 709		North-South: 610 East-West: 99 SUM: 709		North-South: 610 East-West: 99 SUM: 709		
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.498		0.495		0.498		0.495		0.498		0.495		0.498		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.398		0.395		0.398		0.395		0.398		0.395		0.398		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.003**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3	3									
	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? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	280	2	140	1	281	141	0	280	2	140	1	281	2	141	0	281	2	
	Through-Right 4		0						0				0				0		
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	
	Left-Through 9		1						1				1				1		
	Through 10	304	0	158	-11	293	159	0	304	0	158	-11	293	0	159	0	293	0	
	Through-Right 11		1						1				1				1		
	Right 12	0	0	158	0	0	159	0	0	0	158	0	0	0	159	0	0	0	
	Left-Through-F 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	32	1	32	2	34	34	0	32	1	32	2	34	1	34	0	34	1	
	Left-Through 16		0						0				0				0		
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	
	Through-Right 18		1						1				1				1		
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-F 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	
	Left-Through-F 27		1						1				1				1		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199	North-South: 158 East-West: 38 SUM: 196	North-South: 159 East-West: 40 SUM: 199		
VOLUME/CAPACITY (V/C) RATIO:			0.138		0.140		0.138		0.140		0.138		0.140		0.138		0.140		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.069		0.070		0.069		0.070		0.069		0.070		0.069		0.070		
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015							
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left 1	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 3	593	2	297	12	605	303	0	593	2	297	12	605	2	303	0	593	2	303	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	→	Left 8	7	0	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7		
		Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
		Through 10	317	0	173	-2	315	172	0	317	0	173	-2	315	0	172	0	315	0	172	
		Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
		Right 12	0	0	173	0	0	172	0	0	0	173	0	0	0	172	0	0	0	172	
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	→	Left 15	92	1	-8	84	84	0	92	1	92	-8	84	1	84	0	84	1	84		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8	
		Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	←	Left 22	8	0	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29	
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
		Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	304	North-South:	310	North-South:	304	North-South:	310	North-South:	310	North-South:	310	North-South:	310	North-South:	310	North-South:	310		
		East-West:	121	East-West:	113	East-West:	121	East-West:	113	East-West:	113	East-West:	113	East-West:	113	East-West:	113	East-West:	113		
		SUM:	425	SUM:	423	SUM:	425	SUM:	423	SUM:	423	SUM:	423	SUM:	423	SUM:	423	SUM:	423		
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.298		0.297		0.297		0.297		0.297		0.297		0.297			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.198		0.197		0.197		0.197		0.197		0.197		0.197			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0									
ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		2	2	2	2	2	2									
NB--		0	SB--		0	NB--		0	SB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	573	2	287	6	579	290	0	573	2	287	6	579	2	290	0	287	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	
	Left-Through	9	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	
	Through	10	347	0	185	7	354	199	0	347	0	185	7	354	0	199	0	185	
	Through-Right	11	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	
	Right	12	3	0	185	0	3	185	0	3	0	185	0	3	0	185	0	185	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	83	1	83	-5	78	78	0	83	1	83	-5	78	1	78	0	78	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	16	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	
	Right	19	11	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	4	0	67	0	4	67	0	4	0	67	0	4	0	67	0	67	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	52	0	0	0	52	0	52	0	0	0	0	52	0	0	0	0	
	Left-Through-R	27	0	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297	East-West: 150	SUM: 447	North-South: 300	East-West: 145	SUM: 445	North-South: 297	East-West: 150	SUM: 447	North-South: 300	East-West: 145	SUM: 445	North-South: 300	East-West: 145	SUM: 445	North-South: 300	East-West: 145	SUM: 445
VOLUME/CAPACITY (V/C) RATIO:		0.314			0.312			0.314				0.312				0.312			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.212			0.214				0.212				0.212			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
	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										
	EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	37	0	55	1	36	0	55	1	37	0	55	1	37	
	Left-Through	2	1						1				1				1		
	Through	3	36	3	57	37	0	54	1	36	3	57	1	37	0	57	1	37	
	Through-Right	4	0						0				0				0		
	Right	5	35	-3	63	32	0	66	1	35	-3	63	1	32	0	63	1	32	
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	109	-3	106	106	0	109	1	109	-3	106	1	106	0	106	1	106	
	Left-Through	9	0						0				0				0		
	Through	10	74	-3	185	73	0	188	2	74	-3	185	2	73	0	185	2	73	
	Through-Right	11	1						1				1				1		
	Right	12	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34	
	Left-Through-R	13	0						0				0				0		
EASTBOUND	Left	15	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61	
	Left-Through	16	0						0				0				0		
	Through	17	354	0	707	354	0	707	2	354	0	707	2	354	0	707	2	354	
	Through-Right	18	0						0				0				0		
	Right	19	0	5	550	0	0	545	1	0	5	550	1	0	0	550	1	0	
	Left-Through-R	20	0						0				0				0		
WESTBOUND	Left	22	63	-1	62	62	0	63	1	63	-1	62	1	62	0	62	1	62	
	Left-Through	23	0						0				0				0		
	Through	24	409	5	823	412	0	818	2	409	5	823	2	412	0	823	2	412	
	Through-Right	25	0						0				0				0		
	Right	26	42	3	99	46	0	96	1	42	3	99	1	46	0	99	1	46	
	Left-Through-R	27	0						0				0				0		
Left-Right	28	0						0				0				0			
CRITICAL VOLUMES		North-South: 145	North-South: 143	North-South: 145	North-South: 143	North-South: 143	North-South: 145	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	North-South: 143	
		East-West: 470	East-West: 473	East-West: 470	East-West: 473	East-West: 473	East-West: 470	East-West: 470	East-West: 470	East-West: 473	East-West: 473	East-West: 473	East-West: 473	East-West: 473	East-West: 473	East-West: 473	East-West: 473	East-West: 473	
		SUM: 615	SUM: 616	SUM: 615	SUM: 616	SUM: 616	SUM: 615	SUM: 615	SUM: 615	SUM: 616	SUM: 616	SUM: 616	SUM: 616	SUM: 616	SUM: 616	SUM: 616	SUM: 616	SUM: 616	
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		0.447		0.447		0.448		0.448		0.448		0.448		0.448	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.348		0.347		0.347		0.348		0.348		0.348		0.348		0.348	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:		10/1/2015				
	East-West Street:	Anaheim Street	Projection Year:		2038	Peak Hour:		MD	Reviewed by:		0	Project:		Everport Draft EIR/EIS				
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1					
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	141	1	142	89	0	141	1	84	1	142	1	89		142	1	89
	Left-Through	2		1					1				1				1	
	Through	3	112	1	126	89	0	112	1	84	14	126	1	89		126	1	89
	Through-Right	4		0					0				0				0	
	Right	5	71	1	70	52	0	71	1	53	-1	70	1	52		70	1	52
	Left-Through-R	6		0					0				0				0	
	Left-Right	7		0					0				0				0	
SOUTHBOUND	Left	8	163	1	163	163	0	163	1	163	0	163	1	163		163	1	163
	Left-Through	9		0					0				0				0	
	Through	10	234	2	234	97	0	234	2	97	0	234	2	97		234	2	97
	Through-Right	11		1					1				1				1	
	Right	12	56	0	56	56	0	56	0	56	0	56	0	56		56	0	56
	Left-Through-R	13		0					0				0				0	
EASTBOUND	Left	15	126	1	126	126	0	126	1	126	0	126	1	126		126	1	126
	Left-Through	16		0					0				0				0	
	Through	17	750	2	756	378	0	750	2	375	6	756	2	378		756	2	378
	Through-Right	18		0					0				0				0	
	Right	19	172	1	180	0	0	172	1	0	8	180	1	0		180	1	0
WESTBOUND	Left-Through-R	20		0					0				0				0	
	Left-Right	21		0					0				0				0	
	Left	22	36	1	37	37	0	36	1	36	1	37	1	37		37	1	37
	Left-Through	23		0					0				0				0	
CRITICAL VOLUMES	North-South:		247	North-South:		252	North-South:		247	North-South:		252	North-South:		252	North-South:		252
	East-West:		443	East-West:		441	East-West:		443	East-West:		441	East-West:		441	East-West:		441
	SUM:		690	SUM:		693	SUM:		690	SUM:		693	SUM:		693	SUM:		693
	VOLUME/CAPACITY (V/C) RATIO:			0.502	VOLUME/CAPACITY (V/C) RATIO:		0.504	VOLUME/CAPACITY (V/C) RATIO:		0.502	VOLUME/CAPACITY (V/C) RATIO:		0.504	VOLUME/CAPACITY (V/C) RATIO:		0.504	VOLUME/CAPACITY (V/C) RATIO:	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.402	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.404	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.404	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.404	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.404
LEVEL OF SERVICE (LOS):			A	LEVEL OF SERVICE (LOS):		A	LEVEL OF SERVICE (LOS):		A	LEVEL OF SERVICE (LOS):		A	LEVEL OF SERVICE (LOS):		A	LEVEL OF SERVICE (LOS):		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	111	5	189	116	0	184	1	111	5	189	1	116		189	1	116	
	Left-Through	2	1	1	9	158	116	0	149	1	111	9	158	1	116		158	1	116
	Through	3	0	0	2	56	34	0	54	1	32	2	56	1	34		56	1	34
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Right	5	1	32	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
SOUTHBOUND	Left	8	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through	9	0	0	9	297	114	0	288	2	111	9	297	2	114		297	2	114
	Through	10	2	111	0	46	46	0	46	0	46	0	46	0	46		46	0	46
	Through-Right	11	1	46	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND	Left	15	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through	16	0	0	7	959	480	0	952	2	476	7	959	2	480		959	2	480
	Through	17	2	476	0	249	0	0	249	1	0	11	260	1	0		260	1	0
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Right	19	1	0	11	260	0	0	249	1	0	11	260	1	0		260	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
WESTBOUND	Left	22	44	0	44	44	0	44	1	44	0	44	1	44		44	1	44	
	Left-Through	23	0	0	-4	850	425	0	854	2	427	-4	850	2	425		850	2	425
	Through	24	2	427	0	243	176	0	243	1	176	0	243	1	176		243	1	176
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Right	26	1	176	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809
VOLUME/CAPACITY (V/C) RATIO:		0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588
W/C LESS ATSAC/ATCS ADJUSTMENT:		0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	1	6	0	6	6	0	6	1	6	6	0	6	1	6	6	0	6	
	Left-Through 2		0							0					0					
	Through 3	46	2	23	2	48	24	0	46	2	23	24	2	48	2	24	0	48	2	24
	Through-Right 4		0							0					0					
	Right 5	32	1	0	0	32	0	0	32	1	0	0	32	1	0	0	32	1	0	0
	Left-Through-R 6		0							0					0					
	Left-Right 7		0							0					0					
SOUTHBOUND	Left 8	69	2	38	0	69	38	0	69	2	38	38	0	69	2	38	0	69	2	38
	Left-Through 9		0							0					0					
	Through 10	649	1	336	1	650	336	0	649	1	336	336	1	650	1	336	0	650	1	336
	Through-Right 11		1							1					1					
	Right 12	22	0	22	0	22	22	0	22	0	22	22	0	22	0	22	0	22	0	22
	Left-Through-R 13		0							0					0					
	Left-Right 14		0							0					0					
EASTBOUND	Left 15	35	1	35	0	35	35	0	35	1	35	35	0	35	1	35	0	35	1	35
	Left-Through 16		0							0					0					
	Through 17	8	0	28	0	8	28	0	8	0	28	28	0	8	0	28	0	8	0	28
	Through-Right 18		1							1					1					
	Right 19	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	0
	Left-Through-R 20		0							0					0					
	Left-Right 21		0							0					0					
WESTBOUND	Left 22	19	0	19	0	19	19	0	19	0	19	19	0	19	0	19	0	19	0	19
	Left-Through 23		1							1					1					
	Through 24	17	0	36	0	17	36	0	17	0	36	36	0	17	0	36	0	17	0	36
	Through-Right 25		0							0					0					
	Right 26	13	1	0	-2	11	0	0	13	1	0	0	11	1	0	0	11	1	0	0
	Left-Through-R 27		0							0					0					
	Left-Right 28		0							0					0					
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	221	2	111	14	235	118	0	221	2	111	14	235	2	118	0	221	2	118	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	20	1	0	0	20	0	0	20	1	0	0	20	1	0	0	20	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	27	2	15	0	27	15	0	27	2	15	0	27	2	15	0	27	2	15	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	362	1	197	8	370	201	0	362	1	197	8	370	1	201	0	362	1	201	
	Through-Right	11	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	32	0	32	0	32	32	0	32	0	32	0	32	0	32	0	32	0	32	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	51	1	51	0	51	51	0	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	0	20	0	5	20	0	5	0	20	0	5	0	20	0	5	0	20	
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	4	0	11	0	4	11	0	4	0	11	0	4	0	11	0	4	0	11	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	33	1	0	1	34	0	0	33	1	0	1	34	1	0	0	34	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 220 East-West: 62 SUM: 282		North-South: 216 East-West: 62 SUM: 278		North-South: 220 East-West: 62 SUM: 282				North-South: 220 East-West: 62 SUM: 282									
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.205		0.202		0.205				0.205								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.105		0.102		0.105				0.105								
LEVEL OF SERVICE (LOS):		A		A		A		A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

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

Level of Service Workheet (Circular 212 Method)



I/S #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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		4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 2 0	4 2 2 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	17	0	17	17	0	17	1	17	0	17	1	17		17	1	17	
	Left-Through	2							0				0				0		
	Through	3	303	152	15	318	159	0	303	2	152	15	318	2	159	15	318	2	159
	Through-Right	4							0				0				0		
	Right	5	50	0	-2	48	0	0	50	1	0	-2	48	1	0		48	1	0
	Left-Through-R	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	137	75	2	139	76	0	137	2	75	2	139	2	76		139	2	76
	Left-Through	9							0				0				0		
	Through	10	439	237	20	459	247	0	439	1	237	20	459	1	247	20	459	1	247
	Through-Right	11							1				1				1		
	Right	12	34	34	0	34	34	0	34	0	34	0	34	0	34		34	0	34
	Left-Through-R	13							0				0				0		
Left-Right	14							0				0				0			
EASTBOUND	Left	15	41	41	0	41	41	0	41	1	41	0	41	1	41		41	1	41
	Left-Through	16							0				0				0		
	Through	17	4	19	0	4	19	0	4	0	19	0	4	0	19		4	0	19
	Through-Right	18							1				1				1		
	Right	19	15	0	0	15	0	0	15	0	0	0	15	0	0		15	0	0
	Left-Through-R	20							0				0				0		
Left-Right	21							0				0				0			
WESTBOUND	Left	22	17	17	-1	16	16	0	17	0	17	-1	16	0	16		16	0	16
	Left-Through	23							1				1				1		
	Through	24	4	21	0	4	20	0	4	0	21	0	4	0	20		4	0	20
	Through-Right	25							0				0				0		
	Right	26	51	0	1	52	0	0	51	1	0	1	52	1	0		52	1	0
	Left-Through-R	27							0				0				0		
Left-Right	28							0				0				0			
CRITICAL VOLUMES		North-South: 254 East-West: 62 SUM: 316	North-South: 264 East-West: 61 SUM: 325	North-South: 254 East-West: 62 SUM: 316	North-South: 264 East-West: 61 SUM: 325	North-South: 254 East-West: 62 SUM: 316	North-South: 264 East-West: 61 SUM: 325	North-South: 264 East-West: 61 SUM: 325											
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.236		0.230		0.236											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.136		0.130		0.136											
LEVEL OF SERVICE (LOS):		A		A		A		A											

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.006**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street: East-West Street:	Navy Way Seaside Avenue	Year of Count: 2013 Projection Year: 2038	Ambient Growth: (%) Peak Hour: AM	Conducted by: Reviewed by:	Date: 10/1/2015 Project: Everport Draft EIR/EIS													
	No. of Phases: 2 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-- 1 SB-- 0 EB-- 3 WB-- 1 2 0		NB-- 1 SB-- 0 EB-- 3 WB-- 1 2 0		NB-- 1 SB-- 0 EB-- 3 WB-- 1 2 0		NB-- 1 SB-- 0 EB-- 3 WB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	0	30	2	17	0	30	2	17	0	30	2	17
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	77	165	0	0	88	1	0	77	165	1	0	0	165	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	-40	1932	644	0	1972	3	657	-40	1932	3	644	0	1932	3	644
	Through-Right 18		0							0				0				0	
	Right 19	274	1	257	71	345	328	0	274	1	257	71	345	1	328	0	345	1	328
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	0	66	2	36	0	66	2	36	0	66	2	36
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	24	2200	733	0	2176	3	725	24	2200	3	733	0	2200	3	733
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 733 SUM: 750			North-South: 17 East-West: 725 SUM: 742				North-South: 17 East-West: 733 SUM: 750							
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.500			0.495				0.500							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.400			0.395				0.400							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

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



Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street: Navy Way	Year of Count: 2013		Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015													
	East-West Street: Seaside Avenue	Projection Year: 2038		Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS													
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 1 SB-- 0 EB-- 3 WB-- 0 ATSC-1 or ATSC+ATCS-2? 2 Override Capacity 0																			
Existing Plus Project: NB-- 1 SB-- 0 EB-- 3 WB-- 1 Future Condition w/o Project: NB-- 1 SB-- 0 EB-- 3 WB-- 1 Future Condition w/ Project: NB-- 1 SB-- 0 EB-- 3 WB-- 1 Future w/ Project w/ Mitigation: NB-- 1 SB-- 0 EB-- 3 WB-- 1																			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	257	2	141	0	257	141	0	257	2	141	0	257	2	141	0	257	2	141
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	68	948	0	0	880	1	0	68	948	1	0	0	948	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 16	1503	3	501	-43	1460	487	0	1503	3	501	-43	1460	3	487	0	1460	3	487
	Through-Right 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 18	113	1	0	112	225	84	0	113	1	0	112	225	1	84	0	225	1	84
WESTBOUND	Left-Through-R 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left 21	34	2	19	0	34	19	0	34	2	19	0	34	2	19	0	34	2	19
	Left-Through 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 23	1447	3	482	46	1493	498	0	1447	3	482	46	1493	3	498	0	1493	3	498
CRITICAL VOLUMES	Through-Right 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO:			0.441			0.431			0.441		0.431			0.441		0.431			0.431
V/C LESS ATSC/ATCS ADJUSTMENT:			0.341			0.331			0.341		0.331			0.341		0.331			0.331
LEVEL OF SERVICE (LOS):			A			A			A		A			A		A			A
REMARKS:																			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **-0.010**
Significant impacted? **NO**

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:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2										
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	190	0	346	190	0	346	2	190	0	346	2	190	0	346	2	190	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	48	989	0	0	941	1	0	48	989	1	0	0	989	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	-19	2122	707	0	2141	3	714	-19	2122	3	707	0	2122	3	707
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	19	1	210	20	0	209	1	19	1	210	1	20	0	210	1	20
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	23	0	41	23	0	41	2	23	0	41	2	23	0	41	2	23
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	655	27	1992	664	0	1965	3	655	27	1992	3	664	0	1992	3	664
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920										
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.613	0.618	0.613	0.613	0.613	0.613	0.613	0.613										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.513	0.518	0.513	0.513	0.513	0.513	0.513	0.513										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A										

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.005**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.005**
Significant impacted? **NO**

Δv/c after mitigation: **-0.005**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:														
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015														
No. of Phases		3	3	3	3	3														
Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1	1	1	1	1														
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														
ATSAC-1 or ATSAC-ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	44	1	44	44	88	88	0	44	1	44	44	88	1	88	0	88	1	88	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	32	1	0	-14	18	0	0	32	1	0	-14	18	1	0	0	18	1	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	5	1	5	5	10	10	0	5	1	5	5	10	1	10	0	10	1	10	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	280	2	140	34	314	157	0	280	2	140	34	314	2	157	0	314	2	157	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	328	1	328	-13	315	315	0	328	1	328	-13	315	1	315	0	315	1	315	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	3	1	1	0	3	0	0	3	1	1	0	3	1	0	0	3	1	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	North-South: 184	North-South: 245	
		East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	East-West: 328	East-West: 315	
		SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	SUM: 512	SUM: 560	
VOLUME/CAPACITY (V/C) RATIO:		0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	0.359	0.393	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	0.259	0.293	
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.034**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	48	285	285	0	237	1	237	48	285	1	285	285	1	285
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	5	359	267	0	354	1	214	5	359	1	267	359	1	267
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	-27	-24	-24	0	3	1	3	-27	-24	1	-24	-24	1	-24
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	81	304	152	0	223	2	112	81	304	2	152	304	2	152
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	-48	92	92	0	140	1	140	-48	92	1	92	92	1	92
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	22	0	10	1	9	0	10	1	22	10	1	22
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 437 East-West: 92 SUM: 529			North-South: 349 East-West: 140 SUM: 489				North-South: 437 East-West: 92 SUM: 529						
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.371			0.343				0.371						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.243			0.271			0.243				0.271						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.028**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015													
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS													
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSA-1 or ATSA+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	376	1	376	38	414	#	0	376	1	376	38	414	1	414	414	1	414
	Through-Right 4		0						0				0				0	
	Right 5	289	1	146	35	324	#	0	289	1	146	35	324	1	158	324	1	158
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	0	6	1	6	0	6	1	6	6	1	6
	Left-Through 9		0						0				0				0	
	Through 10	150	2	75	54	204	#	0	150	2	75	54	204	2	102	204	2	102
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	143	1	143	23	166	#	0	143	1	143	23	166	1	166	166	1	166
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 516 East-West: 166 SUM: 682			North-South: 451 East-West: 143 SUM: 594				North-South: 516 East-West: 166 SUM: 682						
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.479			0.417				0.479						
V/C LESS ATSA/ATCS ADJUSTMENT:		0.317			0.379			0.317				0.379						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.062**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.062** Δv/c after mitigation: **0.062**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:			Ambient Growth: (%):			Conducted by:			Date:	10/1/2015						
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS					
No. of Phases						2								2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0								0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0						
Override Capacity						2								2						
						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	1	110	60	170	170	0	110	1	110	60	170	1	170	0	170	1	170	
	Left-Through	2	0							0				0				0		
	Through	3	2	2	5	8	4	0	3	2	2	5	8	2	4	0	8	2	4	
	Through-Right	4	0							0				0				0		
	Right	5	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Through-R	6	0							0				0				0		
Left-Right	7	0							0				0				0			
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	9	0							0				0				0		
	Through	10	1	12	-28	-16	-16	0	12	1	12	-28	-16	1	-16	0	-16	1	-16	
	Through-Right	11	0							0				0				0		
	Right	12	1	491	11	545	502	0	534	1	491	11	545	1	502	0	545	1	502	
	Left-Through-R	13	0							0				0				0		
Left-Right	14	0							0				0				0			
EASTBOUND	Left	15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
	Left-Through	16	1							1				1				1		
	Through	17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43	
	Through-Right	18	0							0				0				0		
	Right	19	1	0	64	75	0	0	11	1	0	64	75	1	0	0	75	1	0	
	Left-Through-R	20	0							0				0				0		
Left-Right	21	0							0				0				0			
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0							0				0				0		
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	25	0							0				0				0		
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0							0				0				0		
Left-Right	28	0							0				0				0			
CRITICAL VOLUMES		North-South: 601		North-South: 672		North-South: 601		North-South: 672		North-South: 672		North-South: 672		North-South: 672		North-South: 672		North-South: 672		
		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		
		SUM: 644		SUM: 715		SUM: 644		SUM: 644		SUM: 715		SUM: 715		SUM: 715		SUM: 715		SUM: 715		
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.477		0.429		0.477		0.477		0.477		0.477		0.477		0.477		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.377		0.329		0.377		0.377		0.377		0.377		0.377		0.377		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.048**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.048** Δv/c after mitigation: **0.048**
Significant impacted? **NO** Fully mitigated? **N/A**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2		2		2		2		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?		NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	112	1	112	56	168	168	0	112	1	112	56	168	1	168	0	168	1	168
	Left-Through 2		0							0				0				0	
	Through 3	12	2	6	8	20	10	0	12	2	6	8	20	2	10	0	20	2	10
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	6	1	6	-6	0	0	0	6	1	6	-37	-31	1	-31	-37	-31	1	-31
	Through-Right 11		0							0				0				0	
	Right 12	259	1	45	48	307	76	0	259	1	45	48	307	1	76	0	307	1	76
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	427	1	214	35	462	231	0	427	1	214	35	462	1	231	0	462	1	231
	Left-Through 16		1							1				1				1	
	Through 17	0	0	214	0	0	231	0	0	0	214	0	0	0	231	0	0	0	231
	Through-Right 18		0							0				0				0	
	Right 19	80	1	0	71	151	0	0	80	1	0	71	151	1	0	0	151	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 157		North-South: 244			North-South: 157				North-South: 244				North-South: 244				
		East-West: 214		East-West: 231			East-West: 214				East-West: 231				East-West: 231				
		SUM: 371		SUM: 475			SUM: 371				SUM: 475				SUM: 475				
VOLUME/CAPACITY (V/C) RATIO:		0.247		0.317			0.247				0.317				0.317				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147		0.217			0.147				0.217				0.217				
LEVEL OF SERVICE (LOS):		A		A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.070**
Significantly impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.070**
Significantly impacted? **NO**

Δ v/c after mitigation: **0.070**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street: Ferry Street		Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015												
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: PM		Reviewed by: 0		Project: Everport Draft EIR/EIS												
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?			3		3		3		3												
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0												
Override Capacity			2		2		2		2												
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↔	Left 1	85	1	85	20	105	105	0	85	1	85	20	105	1	105		105	1	105	
		Left-Through 2		0						0		0			0				0		0
		Through 3	55	2	28	-15	40	20	0	55	2	28	-15	40	2	20		40	2	20	
		Through-Right 4		0						0		0			0				0		0
		Right 5	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0		0	1	0
		Left-Through-R 6		0						0		0			0		0		0		0
		Left-Right 7		0						0		0			0		0		0		0
SOUTHBOUND	↔	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
		Left-Through 9		0						0		0			0				0		0
		Through 10	37	1	37	0	37	37	0	37	1	37	0	37	1	37		37	1	37	
		Through-Right 11		0						0		0			0				0		0
		Right 12	217	1	27	8	225	10	0	217	1	27	8	225	1	10		225	1	10	
		Left-Through-R 13		0						0		0			0				0		0
Left-Right 14		0						0		0			0				0		0		
EASTBOUND	↔	Left 15	380	1	190	50	430	215	0	380	1	190	50	430	1	215		430	1	215	
		Left-Through 16		1						1		1			1				1		1
		Through 17	0	0	190	0	0	215	0	0	0	190	0	0	0	215		0	0	215	
		Through-Right 18		0						0		0			0				0		0
		Right 19	92	1	0	70	162	0	0	92	1	0	70	162	1	0		162	1	0	
		Left-Through-R 20		0						0		0			0				0		0
Left-Right 21		0						0		0			0				0		0		
WESTBOUND	↔	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through 23		0						0		0			0				0		0
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Through-Right 25		0						0		0			0				0		0
		Right 26	2	0	0	0	0	2	0	0	2	0	0	2	0	0		2	0	0	
Left-Through-R 27		0						0		0			0				0		0		
Left-Right 28		0						0		0			0				0		0		
CRITICAL VOLUMES			North-South: 122		North-South: 142		North-South: 122				North-South: 142				North-South: 142						
			East-West: 190		East-West: 215		East-West: 190				East-West: 215				East-West: 215						
			SUM: 312		SUM: 357		SUM: 312				SUM: 357				SUM: 357						
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.238		0.208				0.238				0.238						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.138		0.108				0.138				0.138						
LEVEL OF SERVICE (LOS):			A		A		A				A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.030**
 Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015										
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
16	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?		0		0		0		0										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	2	0	0	2	0	0	2	0	0	2	0	0	0	2	2	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	
	Left-Through-Right	6	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	1	1	43	44	44	0	1	1	43	44	1	44	0	44	1	44	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	1	
	Through-Right	11	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	
	Right	12	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	3	1	3	3	3	0	3	1	3	3	1	3	0	3	1	3	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	53	1	27	53	27	0	53	1	27	53	1	27	0	53	1	27	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	29	0	29	29	29	0	29	0	29	29	0	29	0	29	0	29	
	Left-Through	23	1	1	1	1	1	0	1	1	1	1	1	0	1	1	1	1	
	Through	24	259	1	144	259	144	0	259	1	144	259	1	144	0	259	1	144	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	74	4	26	69	143	28	0	74	4	26	69	143	4	28	0	28	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 3		46		46		North-South: 3		46		46		North-South: 3		46		46	
		East-West: 147		147		147		East-West: 147		147		147		East-West: 147		147		147	
		SUM: 150		193		193		SUM: 150		193		193		SUM: 150		193		193	
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.129		0.129		0.100		0.129		0.129		0.100		0.129		0.129	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.129		0.129		0.100		0.129		0.129		0.100		0.129		0.129	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.029**
Significant impacted? **NO**

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 #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:		0	Ambient Growth: (%):		0	Conducted by:		0	Date:		10/1/2015				
	East-West Street:	Terminal Way	Projection Year:		0	Peak Hour:		MD	Reviewed by:		0	Project:		Everport Draft EIR/EIS				
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-- 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-- 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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	1	0	1	1	0	1	0	1	0	1	0	1		1	0	1
	Left-Through 2	0		0			0		0		0		0			0		
	Through 3	0	8	0	0	8	0	0	0	8	0	0	0	8		0	0	8
	Through-Right 4																	
	Right 5	7	0	0	0	7	0	7	0	0	0	7	0	0		7	0	0
	Left-Through-R 6		1						1					1				1
Left-Right 7		0						0					0				0	
SOUTHBOUND	Left 8	318	1	93	411	411	0	318	1	318	93	411	1	411		411	1	411
	Left-Through 9		0						0				0				0	
	Through 10	3	14	0	3	14	0	3	0	14	0	3	0	14		3	0	14
	Through-Right 11		1						1				1				1	
	Right 12	11	0	0	0	11	0	11	0	0	0	11	0	0		11	0	0
	Left-Through-R 13		0						0				0				0	
Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	4	1	0	4	4	0	4	1	4	0	4	1	4		4	1	4
	Left-Through 16		0						0				0				0	
	Through 17	189	96	0	189	96	0	189	1	96	0	189	1	96		189	1	96
	Through-Right 18		1						1				1				1	
	Right 19	2	2	0	2	2	0	2	0	2	0	2	0	2		2	0	2
	Left-Through-R 20		0						0				0				0	
Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	10	0	0	10	10	0	10	0	10	0	10	0	10		10	0	10
	Left-Through 23		1						1				1				1	
	Through 24	60	35	0	60	35	0	60	1	35	0	60	1	35		60	1	35
	Through-Right 25		0						0				0				0	
	Right 26	298	0	94	392	0	0	298	4	0	94	392	4	0		392	4	0
	Left-Through-R 27		0						0				0				0	
Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 326		North-South: 419		North-South: 326		North-South: 419		North-South: 326		North-South: 419		North-South: 326		North-South: 419		
		East-West: 106		East-West: 106		East-West: 106		East-West: 106		East-West: 106		East-West: 106		East-West: 106		East-West: 106		
		SUM: 432		SUM: 525		SUM: 432		SUM: 525		SUM: 432		SUM: 525		SUM: 432		SUM: 525		
VOLUME/CAPACITY (V/C) RATIO:		0.288		0.350		0.288		0.350		0.288		0.350		0.288		0.350		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.288		0.350		0.288		0.350		0.288		0.350		0.288		0.350		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.062**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.062** Δv/c after mitigation: **0.062**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24
	Through-Right 4																		
	Right 5	24	0	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-R 6		1							1					1				1
	Left-Right 7		0							0					0				0
SOUTHBOUND	Left 8	130	1	130	64	194	194	0	130	1	130	64	194	1	194		194	1	194
	Left-Through 9		0							0				0				0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	0	3	0	5
	Through-Right 11		1							1				1				1	
	Right 12	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1		1	1	1
	Left-Through 16		0							0				0				0	
	Through 17	228	1	114	0	228	114	0	228	1	114	0	228	1	114	0	228	1	114
	Through-Right 18		1							1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2		2	0	2
	Left-Through 23		1							1				1				1	
	Through 24	42	1	22	0	42	22	0	42	1	22	0	42	1	22	0	42	1	22
	Through-Right 25		0							0				0				0	
	Right 26	194	4	3	62	256	0	0	194	4	3	62	256	4	0	0	256	4	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 154			<i>North-South:</i> 218			<i>North-South:</i> 154				<i>North-South:</i> 218				<i>North-South:</i> 218			
		<i>East-West:</i> 116			<i>East-West:</i> 116			<i>East-West:</i> 116				<i>East-West:</i> 116				<i>East-West:</i> 116			
		SUM: 270			SUM: 334			SUM: 270				SUM: 334				SUM: 334			
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.223			0.180				0.223				0.223			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.180			0.223			0.180				0.223				0.223			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.043**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.043** Δv/c after mitigation: **0.043**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
17	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
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		3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1							1				1			1		
	Through 3	1	0	8	0	1	8	0	1	0	8	0	1	0	8	0	1	0	8
	Through-Right 4		1							1				1			1		
	Right 5	52	0	0	0	52	0	0	52	0	0	0	52	0	0	52	0	0	0
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1							1				1			1		
	Through 10	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Through-Right 11		1							1				1			1		
	Right 12	5	0	2	0	5	2	0	5	0	2	0	5	0	2	0	5	0	2
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0							0				0			0		
	Through 17	46	1	25	43	89	46	0	46	1	25	43	89	1	46	0	89	1	46
	Through-Right 18		1							1				1			1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	245	1	245	0	245	245	0	245	1	245	0	245	1	245	0	245	1	245
	Left-Through 23		0							0				0			0		
	Through 24	384	2	192	69	453	227	0	384	2	192	69	453	2	227	0	453	2	227
	Through-Right 25		0							0				0			0		
	Right 26	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES	<i>North-South:</i> 9			<i>North-South:</i> 9			<i>North-South:</i> 9				<i>North-South:</i> 9				<i>North-South:</i> 9				
	<i>East-West:</i> 270			<i>East-West:</i> 291			<i>East-West:</i> 270				<i>East-West:</i> 291				<i>East-West:</i> 291				
	SUM: 279			SUM: 300			SUM: 279				SUM: 300				SUM: 300				
VOLUME/CAPACITY (V/C) RATIO:	0.196			0.211			0.196				0.211				0.211				
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.098			0.111			0.098				0.111				0.111				
LEVEL OF SERVICE (LOS):	A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.013**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
	No. of Phases		3		3		3		3											
	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											
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↔	Left	1	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	
		Left-Through	2	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	
		Through	3	31	0	31	36	0	31	0	36	0	31	0	36	0	31	0	36	
		Through-Right	4	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	
		Right	5	96	0	96	12	0	96	0	12	0	96	0	12	0	96	0	12	
		Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left	8	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
		Left-Through	9	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	
		Through	10	25	0	25	27	0	25	0	27	0	25	0	27	0	25	0	27	
		Through-Right	11	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	
		Right	12	43	0	43	17	0	43	0	17	0	43	0	17	0	43	0	17	
		Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left	15	52	1	52	52	0	52	1	52	0	52	1	52	0	52	1	52	
		Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	17	368	1	186	233	93	461	1	233	93	461	1	233	93	461	1	233	
		Through-Right	18	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	
		Right	19	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
		Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left	22	109	1	109	168	59	168	1	168	59	168	1	168	59	168	1	168	
		Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	24	226	2	113	160	94	320	2	160	94	320	2	160	94	320	2	160	
		Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	26	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
		Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	44	North-South:	38	North-South:	44	North-South:	38	North-South:	38	North-South:	38	North-South:	38	North-South:	38	North-South:	38	
		East-West:	295	East-West:	401	East-West:	295	East-West:	401	East-West:	401	East-West:	401	East-West:	401	East-West:	401	East-West:	401	
		SUM:	339	SUM:	439	SUM:	339	SUM:	439	SUM:	439	SUM:	439	SUM:	439	SUM:	439	SUM:	439	
VOLUME/CAPACITY (V/C) RATIO:			0.238		0.308		0.238		0.308		0.308		0.308		0.308		0.308		0.308	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.138		0.208		0.138		0.208		0.208		0.208		0.208		0.208		0.208	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.070**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.070** Δv/c after mitigation: **0.070**
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:										
17	Earle Street		0		0		0		10/1/2015										
	Terminal Way		0		PM		0		Everport Draft EIR/EIS										
No. of Phases			3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	0 0		0 0		0 0		0 0										
Override Capacity			2		2		2		2										
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	1	
	Through 3	4	0	4	0	4	4	0	4	0	4	4	0	4	0	4	4	4	
	Through-Right 4	1	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	
	Right 5	179	0	130	0	179	130	0	179	0	179	130	0	179	0	179	0	130	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	4	0	4	0	4	0	4	
	Left-Through 9	1	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	
	Through 10	3	0	7	0	3	7	0	3	0	7	7	0	3	0	7	0	7	
	Through-Right 11	1	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	
	Right 12	8	0	6	0	8	6	0	8	0	6	6	0	8	0	6	0	6	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	4	1	4	0	4	4	0	4	1	4	4	0	4	1	4	1	4	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	64	344	172	0	280	1	140	64	344	1	172	0	344	1	
	Through-Right 18	1	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	0	98	98	0	98	1	98	98	0	98	1	98	1	98	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	62	252	126	0	190	2	95	62	252	2	126	0	252	2	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	7	0	7	1	7	1	7	
Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 134	134		North-South: 134	134		North-South: 134	134		North-South: 134	134		North-South: 134	134		North-South: 134	134	
		East-West: 238	298		East-West: 298	238		East-West: 238	298		East-West: 298	238		East-West: 298	238		East-West: 298	298	
		SUM: 372	432		SUM: 432	372		SUM: 372	432		SUM: 432	372		SUM: 432	372		SUM: 432	432	
VOLUME/CAPACITY (V/C) RATIO:			0.261			0.303			0.261			0.303			0.303			0.303	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161			0.203			0.161			0.203			0.203			0.203	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

Δe in v/c due to project: **0.042**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.042** Δv/c after mitigation: **0.042**
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:										
	18	East-West Street:	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	10/1/2015 Everport Draft EIR/EIS										
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			2		2		2		2										
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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through	2	1						1				1				1		
	Through	3	1	23	0	42	23	0	42	1	23	0	42	1	23	0	42	1	23
	Through-Right	4	0						0				0				0		
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0						0				0				0		
	Through	10	272	148	0	272	148	0	272	1	148	0	272	1	148	0	272	1	148
	Through-Right	11	1						1				1				1		
	Right	12	24	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-R	13	0						0				0				0		
EASTBOUND	Left	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	16	0						0				0				0		
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	18	0						0				0				0		
	Right	19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R	20	0						0				0				0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0						0				0				0		
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0						0				0				0		
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0						0				0				0		
Left-Right	28	0						0				0				0			
CRITICAL VOLUMES			North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167	North-South: 152 East-West: 15 SUM: 167										
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111 0.111	0.111 0.111	0.111 0.111	0.111 0.111	0.111 0.111	0.111 0.111	0.111 0.111										
LEVEL OF SERVICE (LOS):			A	A	A	A	A	A	A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significantly impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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	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									
ATSC-1 or ATSC+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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	34	0	61	1	34	0	61	1	34	0	61	1	34
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	84	0	123	1	84	0	123	1	84	0	123	1	84
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	0	45	45	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-R 13		0						0				0				0		
Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		<i>North-South:</i> 90			<i>North-South:</i> 90			<i>North-South:</i> 90				<i>North-South:</i> 90							
		<i>East-West:</i> 83			<i>East-West:</i> 83			<i>East-West:</i> 83				<i>East-West:</i> 83							
		SUM: 173			SUM: 173			SUM: 173				SUM: 173							
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.115			0.115				0.115							
V/C LESS ATSC/ATCS ADJUSTMENT:		0.115			0.115			0.115				0.115							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1					1					
	Through 3	143	1	73	0	143	73	0	143	1	73	0	143	1	73	0	143	1	73	
	Through-Right 4		0							0					0					
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0							0					0					
	Left-Right 7		0							0					0					
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0					0					
	Through 10	85	1	48	0	85	48	0	85	1	48	0	85	1	48	0	85	1	48	
	Through-Right 11		1							1					1					
	Right 12	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through-R 13		0							0					0					
EASTBOUND	Left 15	30	1	30	0	30	30	0	30	1	30	0	30	1	30	0	30	1	30	
	Left-Through 16		0							0				0						
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0						
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0						
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0						
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0						
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0						
Left-Right 28		0							0				0							
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 73 East-West: 30 SUM: 103			North-South: 73 East-West: 30 SUM: 103				North-South: 73 East-West: 30 SUM: 103				North-South: 73 East-West: 30 SUM: 103				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.069			0.069				0.069				0.069				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.069			0.069				0.069				0.069				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Δe in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

I/S #:
17

PROJECT TITLE: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
North-South Street: Earle Street **East-West Street:** Terminal Way
Scenario: CEQA Baseline
Count Date:

Analyst: Iteris, Inc.

Date: 10/1/2015

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
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				3			3			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		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	←	7	0	7	5	0	5	0	0	0
	←		1			1		1		
	←	1	0	8	31	0	36	4	0	4
	←		1			1		1	1	
	←	52	0	0	96	0	42	179	0	130
	←		0			0		0	0	
SOUTHBOUND	→	0	0	0	2	0	2	4	0	4
	→		1			1		1	1	
	→	1	0	1	25	0	27	3	0	7
	→		1			1		1	1	
	→	5	0	2	43	0	17	8	0	6
	→		0			0		0	0	
EASTBOUND	←	7	1	7	52	1	52	4	1	4
	←		0			0		0	0	
	←	46	1	25	368	1	186	280	1	140
	←		1			1		1	1	
	←	3	0	3	4	0	4	0	0	0
	←		0			0		0	0	
WESTBOUND	→	245	1	245	109	1	109	98	1	98
	→		0			0		0	0	
	→	384	2	192	226	2	113	190	2	95
	→		0			0		0	0	
	→	4	1	4	0	1	0	7	1	7
	→		0			0		0	0	
CRITICAL VOLUMES			North-South: 9 East-West: 270 SUM: 279		North-South: 44 East-West: 295 SUM: 339		North-South: 134 East-West: 238 SUM: 372			
VOLUME/CAPACITY (V/C) RATIO:			0.196		0.238		0.261			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.098		0.138		0.161			
LEVEL OF SERVICE (LOS):			A		A		A			

I/S #:
18

PROJECT TITLE: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
North-South Street: Earle Street **East-West Street:** Cannery Street
Scenario: CEQA Baseline
Count Date:

Analyst: Iteris, Inc.

Date: 10/1/2015

		AM PEAK HOUR			MD PEAK HOUR			PM PEAK HOUR		
		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
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				2			2			2
<i>NB --</i> 0 <i>SB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0					<i>NB --</i> 0 <i>SB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0			<i>NB --</i> 0 <i>SB --</i> 0 <i>EB --</i> 0 <i>WB --</i> 0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	4	0	4	6	0	6	3	0	3
	↔		1			1		1	1	
	↔	42	1	23	61	1	34	143	1	73
	↔		0			0			0	
	↔	0	0	0	0	0	0	0	0	0
	↔	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	0	0	0	0	0	0	0	0	0
	↔		0			0			0	
	↔	272	1	148	123	1	84	85	1	48
	↔		1			1			1	
	↔	24	0	24	45	0	45	11	0	11
	↔		0			0			0	
EASTBOUND	↔	15	1	15	83	1	83	30	1	30
	↔		0			0			0	
	↔	0	0	0	0	0	0	0	0	0
	↔		0			0			0	
	↔	4	1	4	9	1	9	4	1	4
	↔		0			0			0	
WESTBOUND	↔	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	0	0	0	0	0
	↔		0			0			0	
CRITICAL VOLUMES				<i>North-South:</i> 152 <i>East-West:</i> 15 <i>SUM:</i> 167			<i>North-South:</i> 90 <i>East-West:</i> 83 <i>SUM:</i> 173			<i>North-South:</i> 73 <i>East-West:</i> 30 <i>SUM:</i> 103
VOLUME/CAPACITY (V/C) RATIO:				0.111			0.115			0.069
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.111			0.115			0.069
LEVEL OF SERVICE (LOS):				A			A			A

CEQA Baseline

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.085 *	
	TH	0.29	32	472	0.068	N-S(2): 0.000	
	LT	1.71	185	2,455	0.075 *	E-W(1): 0.144	
Westbound	RT	1.00	174	1,600	0.041	E-W(2): 0.499 *	
	TH	1.00	602	1,600	0.376 *	V/C: 0.584	
	LT	1.00	4	1,600	0.003	Lost Time: 0.180	
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.764	
	TH	2.00	447	3,200	0.141		
	LT	1.00	196	1,600	0.123 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	236	1,600	0.093	E-W(2): 0.333 *	
	TH	1.00	326	1,600	0.204 *	V/C: 0.399	
	LT	1.00	2	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.579	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	186	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.223	
Westbound	RT	1.00	267	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *	V/C: 0.499	
	LT	1.00	1	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	14	0	0.000		
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	707	3,200	0.222		
	LT	1.00	233	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.205 E-W(1): 0.030 * E-W(2): 0.003	
	TH	3.00	985	4,800	0.205		
	LT	1.00	306	1,600	0.191 *		
Westbound	RT	2.00	317	3,200	0.003	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	85	2,880	0.030 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	525	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 * N-S(2): 0.174 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	834	4,800	0.174		
	LT	1.00	186	1,600	0.116 *		
Westbound	RT	2.00	334	3,200	0.046	V/C: 0.352 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.472	
	TH	3.00	771	4,800	0.190 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,078	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.075 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	612	3,200	0.196	
	LT	2.00	179	2,880	0.062 *	V/C: 0.333
Northbound	RT	2.00	75	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	407	1,600	0.196 *	ICU: 0.513
	TH	2.00	269	3,200	0.084	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.260 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	249	3,200	0.078	
	LT	2.00	83	2,880	0.029 *	V/C: 0.452
Northbound	RT	2.00	123	3,200	0.025	Lost Time: 0.180
	TH	0.01	3	14	0.216	
	LT	1.99	687	2,867	0.240 *	
Eastbound	RT	1.00	605	1,600	0.163 *	ICU: 0.632
	TH	2.00	330	3,200	0.103	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.222 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.271 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.093
	TH	2.00	276	3,200	0.087	
	LT	2.00	117	2,880	0.041 *	V/C: 0.493
Northbound	RT	2.00	196	3,200	0.043	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	587	2,880	0.204 *	
Eastbound	RT	1.00	496	1,600	0.127	ICU: 0.673
	TH	2.00	735	3,200	0.230 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	592	3,200	0.185 *	N-S(1): 0.075
	TH	2.00	202	3,200	0.063	N-S(2): 0.189 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	61	1,600	0.000	E-W(2): 0.059 *
	TH	2.00	189	3,200	0.059 *	V/C: 0.248
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	239	3,200	0.075	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.368
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	722	3,200	0.226 *	N-S(1): 0.221
	TH	2.00	167	3,200	0.052	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	189	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	195	3,200	0.061 *	V/C: 0.288
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	706	3,200	0.221	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.181	N-S(1): 0.217 *
	TH	2.00	138	3,200	0.043	N-S(2): 0.183
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.052 *
	TH	2.00	166	3,200	0.052 *	V/C: 0.269
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	695	3,200	0.217 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.389
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.065 *
	TH	0.05	5	87	0.057	N-S(2): 0.000
	LT	1.95	178	2,801	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.090 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.155
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.275
	TH	2.00	241	3,200	0.076	
	LT	2.00	259	2,880	0.090 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.13	13	214	0.061	N-S(2): 0.000
	LT	1.87	181	2,687	0.067 *	E-W(1): 0.092
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.400
Northbound	RT	1.00	9	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	30	3,200	0.009	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.520
	TH	2.00	290	3,200	0.092	
	LT	2.00	932	2,880	0.324 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.17	13	275	0.047	N-S(2): 0.000
	LT	1.83	138	2,632	0.052 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.241 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.301
Northbound	RT	1.00	12	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.421
	TH	2.00	326	3,200	0.103	
	LT	2.00	695	2,880	0.241 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	174	3,200	0.054	E-W(2): 0.178 *
	TH	2.00	569	3,200	0.178 *	
	LT	0.00	0	0	0.000	V/C: 0.231
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	101	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.331
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.027
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	636	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	82	3,200	0.027	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	147	3,200	0.046	E-W(2): 0.182 *
	TH	2.00	583	3,200	0.182 *	
	LT	0.00	0	0	0.000	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	90	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.369
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.112 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.155
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.275
	TH	2.00	359	3,200	0.112 *	
	LT	1.00	97	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.229 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.302
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.422
	TH	2.00	733	3,200	0.229 *	
	LT	1.00	95	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.231 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.063
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	2.00	739	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

CEQA Alternative 3

Intersection Analysis

City of Los Angeles Locations

Level of Service Workheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
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				0 2 3 3 2 1500	0 2 3 3 2 #####	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND <i>→</i>	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND <i>←</i>	Left	8	214	1	214	214	0	214	1	214	1	215	1	215	0	215	1	215
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	220	1	0	0	0	220	1	0	1	221	1	0	0	221	1	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND <i>→</i>	Left	15	231	1	231	231	0	231	1	231	0	231	1	231	0	231	1	231
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	931	2	466	466	0	931	2	466	0	931	2	466	0	931	2	466
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND <i>←</i>	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1033	2	402	400	0	1033	2	402	-4	1029	2	400	0	1029	2	400
	Through-Right	25	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0
	Right	26	172	0	172	170	0	172	0	172	-2	170	0	170	0	170	0	170
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: East-West: SUM:	214 868 1082	North-South: East-West: SUM:	215 866 1081	North-South: East-West: SUM:	214 868 1082	North-South: East-West: SUM:	215 866 1081	North-South: East-West: SUM:	214 868 1082	North-South: East-West: SUM:	215 866 1081	North-South: East-West: SUM:	215 866 1081	North-South: East-West: SUM:	215 866 1081	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.721 0.621 B		0.721 0.621 B		0.721 0.621 B		0.721 0.621 B		0.721 0.621 B		0.721 0.621 B		0.721 0.621 B		0.721 0.621 B	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		3			3		3		3		3		3		3				
Override Capacity		2			2		2		2		2		2		2				
		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0																
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	192	1	192	0	192	#	0	192	1	192	0	192	1	192	192	1	192	
	Left-Through 9		0							0				0			0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0																
	Right 12	301	1	56	-2	299	#	0	301	1	56	-2	299	1	55	299	1	55	
	Left-Through-Ri 13		0																
EASTBOUND	Left 15	245	1	245	-1	244	#	0	245	1	245	-1	244	1	244	244	1	244	
	Left-Through 16		0							0				0			0		
	Through 17	1191	2	596	-2	1189	#	0	1191	2	596	-2	1189	2	595	1189	2	595	
	Through-Right 18		0																
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0																
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		
	Through 24	997	2	407	13	1010	#	0	997	2	407	13	1010	2	412	1010	2	412	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	0	225	0	225	0	225	0	225	225	0	225	
	Left-Through-Ri 27		0																
CRITICAL VOLUMES	North-South:	192			192			192				192				192			
	East-West:	1003			1007			1003				1007				1007			
	SUM:	1195			1199			1195				1199				1199			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.799			0.797				0.799				0.799			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.699			0.697				0.699				0.699			
LEVEL OF SERVICE (LOS):		B			B			B				B				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:				Ambient Growth: (%):				Conducted by:				Date:	10/1/2015		
4	East-West Street:	O St		Projection Year:	0			Peak Hour:	AM			Reviewed by:				Project:	Everport Draft EIR/EIS		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		NB--		0		SB--		0		NB--		0		SB--		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		NB--		0		SB--		0		NB--		0		SB--		0	
ATSAC-1 or ATSAC+ATCS-2?		3		NB--		0		SB--		0		NB--		0		SB--		0	
Override Capacity		2		NB--		0		SB--		0		NB--		0		SB--		0	
		0		NB--		0		SB--		0		NB--		0		SB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	315	2	141	4	319	142	0	315	2	4	319	2	142	0	319	2	142	
	Through-Right 4	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 5	108	0	108	0	108	108	0	108	0	0	108	0	108	0	108	0	108	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	0	314	1	1	315	1	315	0	315	1	315	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	699	3	233	-4	695	232	0	699	3	-4	695	3	232	0	695	3	232	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	102	1	102	0	102	102	0	102	1	0	102	1	102	0	102	1	102	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	299	1	0	-1	298	0	0	299	1	-1	298	1	0	0	298	1	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 455		North-South: 457		North-South: 455		North-South: 457		North-South: 457		North-South: 457		North-South: 457		North-South: 457			
		East-West: 102		East-West: 102		East-West: 102		East-West: 102		East-West: 102		East-West: 102		East-West: 102		East-West: 102			
		SUM: 557		SUM: 559		SUM: 557		SUM: 559		SUM: 559		SUM: 559		SUM: 559		SUM: 559			
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392		0.391		0.392		0.392		0.392		0.392		0.392			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292		0.291		0.292		0.292		0.292		0.292		0.292			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St			Year of Count:	0			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015			
	East-West Street:	O St			Projection Year:	0			Peak Hour:	MD			Reviewed by:	0			Project:	Everport Draft EIR/EIS			
	No. of Phases	3				3				3				3				3			
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1				1				1				1				1			
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	0			NB-- 0	SB-- 0	0			NB-- 0	SB-- 0	0			NB-- 0	SB-- 0	0		
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	WB-- 3	3			EB-- 0	WB-- 3	3			EB-- 0	WB-- 3	3			EB-- 0	WB-- 3	3		
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 2		0						0				0				0				
	Through 3	441	2	193	1	442	194	0	441	2	1	442	2	194	442	2	194				
	Through-Right 4		1						1				1				1				
	Right 5	139	0	139	0	139	139	0	139	0	0	139	0	139	139	0	139				
	Left-Through-R 6		0						0				0				0				
	Left-Right 7		0						0				0				0				
SOUTHBOUND	Left 8	199	1	199	-1	198	198	0	199	1	199	-1	198	1	198	198	1	198			
	Left-Through 9		0						0				0				0				
	Through 10	476	3	159	7	483	161	0	476	3	159	7	483	3	161	483	3	161			
	Through-Right 11		0						0				0				0				
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 13		0						0				0				0				
	Left-Right 14		0						0				0				0				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 16		0						0				0				0				
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right 18		0						0				0				0				
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 20		0						0				0				0				
	Left-Right 21		0						0				0				0				
WESTBOUND	Left 22	105	1	105	0	105	105	0	105	1	105	0	105	1	105	105	1	105			
	Left-Through 23		0						0				0				0				
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right 25		0						0				0				0				
	Right 26	256	1	57	13	269	71	0	256	1	57	13	269	1	71	269	1	71			
	Left-Through-R 27		0						0				0				0				
	Left-Right 28		0						0				0				0				
CRITICAL VOLUMES	North-South:	392			North-South:	392			North-South:	392			North-South:	392			North-South:	392			
	East-West:	105			East-West:	105			East-West:	105			East-West:	105			East-West:	105			
	SUM:	497			SUM:	497			SUM:	497			SUM:	497			SUM:	497			
VOLUME/CAPACITY (V/C) RATIO:		0.349			0.349			0.349				0.349				0.349					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249			0.249			0.249				0.249				0.249					
LEVEL OF SERVICE (LOS):		A			A			A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St			Year of Count:	0			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015			
	East-West Street:	O St			Projection Year:	0			Peak Hour:	PM			Reviewed by:	0			Project:	Everport Draft EIR/EIS			
	No. of Phases	3				3				3				3				3			
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1				1				1				1				1			
	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--	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			
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 2		0																		
	Through 3	704	2	285	-1	703	#	0	704	2	285	-1	703	2	284		703	2	284		
	Through-Right 4		1							1				1				1			
	Right 5	150	0	150	0	150	#	0	150	0	150	0	150	0	150		150	0	150		
	Left-Through-R 6		0							0				0				0			
	Left-Right 7		0							0				0				0			
SOUTHBOUND	Left 8	279	1	279	-1	278	#	0	279	1	279	-1	278	1	278		278	1	278		
	Left-Through 9		0							0				0				0			
	Through 10	967	3	322	11	978	#	0	967	3	322	11	978	3	326		978	3	326		
	Through-Right 11		0							0				0				0			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through-R 13		0							0				0				0			
	Left-Right 14		0							0				0				0			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 16		0							0				0				0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Through-Right 18		0							0				0				0			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through-R 20		0							0				0				0			
	Left-Right 21		0							0				0				0			
WESTBOUND	Left 22	99	1	99	0	99	#	0	99	1	99	0	99	1	99		99	1	99		
	Left-Through 23		0							0				0				0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Through-Right 25		0							0				0				0			
	Right 26	359	1	80	-1	358	#	0	359	1	80	-1	358	1	80		358	1	80		
	Left-Through-R 27		0							0				0				0			
	Left-Right 28		0							0				0				0			
CRITICAL VOLUMES		North-South: 607			North-South: 610			North-South: 607				North-South: 610				North-South: 610					
		East-West: 99			East-West: 99			East-West: 99				East-West: 99				East-West: 99					
		SUM: 706			SUM: 709			SUM: 706				SUM: 709				SUM: 709					
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.498			0.495				0.498				0.498					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.398			0.395				0.398				0.398					
LEVEL OF SERVICE (LOS):		A			A			A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.003**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 0		NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	280	2	140	1	281	141	0	280	2	140	1	281	2	141	0	281	2	141
	Through-Right 4		0							0				0				0	
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	-11	293	159	0	304	0	158	-11	293	0	159	0	293	0	159
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	159	0	0	0	158	0	0	0	159	0	0	0	159
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	2	34	34	0	32	1	32	2	34	1	34	0	34	1	34
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158		North-South: 159		North-South: 158		North-South: 159		North-South: 159		North-South: 159		North-South: 159		North-South: 159		North-South: 159	
		East-West: 38		East-West: 40		East-West: 38		East-West: 40		East-West: 40		East-West: 40		East-West: 40		East-West: 40		East-West: 40	
		SUM: 196		SUM: 199		SUM: 196		SUM: 199		SUM: 199		SUM: 199		SUM: 199		SUM: 199		SUM: 199	
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.138		0.140		0.140		0.140		0.140		0.140		0.140	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.069		0.070		0.070		0.070		0.070		0.070		0.070	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	593	2	297	12	605	303	0	593	2	297	12	605	2	303	0	593	2	303	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Through 10	317	0	173	-2	315	172	0	317	0	173	-2	315	0	172	0	315	0	172	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	173	0	0	172	0	0	0	173	0	0	0	172	0	0	0	172	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	92	1	92	-8	84	84	0	92	1	92	-8	84	1	84	0	84	1	84	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 310		North-South: 304		North-South: 310		North-South: 310		North-South: 310		North-South: 310		North-South: 310				
		East-West: 121		East-West: 113		East-West: 121		East-West: 113		East-West: 113		East-West: 113		East-West: 113		East-West: 113				
		SUM: 425		SUM: 423		SUM: 425		SUM: 423		SUM: 423		SUM: 423		SUM: 423		SUM: 423				
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.298		0.297		0.297		0.297		0.297		0.297				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.198		0.197		0.197		0.197		0.197		0.197				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	NB--		0	SB--		0	NB--		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	EB--		0	WB--		0	EB--		0								
ATSAC-1 or ATSAC+ATCS-2?		2	EB--		2	WB--		2	EB--		2								
Override Capacity		0	EB--		0	WB--		0	EB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	6	579	290	0	573	2	287	6	579	2	290	0	579	2	290
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through 9	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through 10	347	0	185	7	354	199	0	347	0	185	7	354	0	199	0	354	0	199
	Through-Right 11	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 12	3	0	185	0	3	199	0	3	0	185	0	3	0	199	0	3	0	199
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-5	78	78	0	83	1	83	-5	78	1	78	0	78	1	78
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	4	0	67	0	4	67	0	4	0	67	0	4	0	67	0	4	0	67
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-R 27	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 297	East-West: 150	SUM: 447	North-South: 300	East-West: 145	SUM: 445	North-South: 297	East-West: 150	SUM: 447	North-South: 300	East-West: 145	SUM: 445	North-South: 300	East-West: 145	SUM: 445	North-South: 300	East-West: 145	SUM: 445
VOLUME/CAPACITY (V/C) RATIO:		0.314		0.312	0.314		0.312	0.314		0.312	0.314		0.312	0.314		0.312	0.314		0.312
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214		0.212	0.214		0.212	0.214		0.212	0.214		0.212	0.214		0.212	0.214		0.212
LEVEL OF SERVICE (LOS):		A		A	A		A	A		A	A		A	A		A	A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
	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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	36	0	55	37	0	55	1	36	0	55	1	37	0	55	1	37
	Left-Through	2	1							1				1				1	
	Through	3	1	36	3	57	37	0	54	1	36	3	57	1	37	0	57	1	37
	Through-Right	4	0							0				0				0	
	Right	5	1	35	-3	63	32	0	66	1	35	-3	63	1	32	0	63	1	32
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	1	109	-3	106	106	0	109	1	109	-3	106	1	106	0	106	1	106
	Left-Through	9	0							0				0				0	
	Through	10	2	74	-3	185	73	0	188	2	74	-3	185	2	73	0	185	2	73
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13	0							0				0				0	
Left-Right	14	0							0				0				0		
EASTBOUND	Left	15	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through	16	0							0				0				0	
	Through	17	2	354	0	707	354	0	707	2	354	0	707	2	354	0	707	2	354
	Through-Right	18	0							0				0				0	
	Right	19	1	0	5	550	0	0	545	1	0	5	550	1	0	0	550	1	0
	Left-Through-R	20	0							0				0				0	
Left-Right	21	0							0				0				0		
WESTBOUND	Left	22	1	63	-1	62	62	0	63	1	63	-1	62	1	62	0	62	1	62
	Left-Through	23	0							0				0				0	
	Through	24	2	409	5	823	412	0	818	2	409	5	823	2	412	0	823	2	412
	Through-Right	25	0							0				0				0	
	Right	26	1	42	3	99	46	0	96	1	42	3	99	1	46	0	99	1	46
	Left-Through-R	27	0							0				0				0	
Left-Right	28	0							0				0				0		
CRITICAL VOLUMES		North-South:	145	North-South:	143	North-South:	145	North-South:	143	North-South:	143	North-South:	143	North-South:	143	North-South:	143	North-South:	143
		East-West:	470	East-West:	473	East-West:	470	East-West:	473	East-West:	473	East-West:	473	East-West:	473	East-West:	473	East-West:	473
		SUM:	615	SUM:	616	SUM:	615	SUM:	616	SUM:	616	SUM:	616	SUM:	616	SUM:	616	SUM:	616
VOLUME/CAPACITY (V/C) RATIO:			0.447		0.448		0.447		0.448		0.448		0.448		0.448		0.448		0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347		0.348		0.347		0.348		0.348		0.348		0.348		0.348		0.348
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:		10/1/2015				
	East-West Street:	Anaheim Street	Projection Year:		2038	Peak Hour:		MD	Reviewed by:		0	Project:		Everport Draft EIR/EIS				
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1					
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	84	1	142	89	0	141	1	84	1	142	1	89		142	1	89
	Left-Through	2							1				1				1	
	Through	3	84	14	126	89	0	112	1	84	14	126	1	89		126	1	89
	Through-Right	4							0				0				0	
	Right	5	53	-1	70	52	0	71	1	53	-1	70	1	52		70	1	52
	Left-Through-R	6							0				0				0	
	Left-Right	7							0				0				0	
SOUTHBOUND	Left	8	163	0	163	163	0	163	1	163	0	163	1	163		163	1	163
	Left-Through	9							0				0				0	
	Through	10	97	0	234	97	0	234	2	97	0	234	2	97		234	2	97
	Through-Right	11							1				1				1	
	Right	12	56	0	56	56	0	56	0	56	0	56	0	56		56	0	56
	Left-Through-R	13							0				0				0	
EASTBOUND	Left	15	126	0	126	126	0	126	1	126	0	126	1	126		126	1	126
	Left-Through	16							0				0				0	
	Through	17	375	6	756	378	0	750	2	375	6	756	2	378		756	2	378
	Through-Right	18							0				0				0	
	Right	19	0	8	180	0	0	172	1	0	8	180	1	0		180	1	0
WESTBOUND	Left-Through-R	20							0				0				0	
	Left-Right	21							0				0				0	
	Left	22	36	1	37	37	0	36	1	36	1	37	1	37		37	1	37
	Left-Through	23							0				0				0	
CRITICAL VOLUMES	Through	24	317	-4	630	315	0	634	2	317	-4	630	2	315		630	2	315
	Through-Right	25							0				0				0	
	Right	26	123	0	204	123	0	204	1	123	0	204	1	123		204	1	123
	Left-Through-R	27							0				0				0	
	Left-Right	28							0				0				0	
North-South: 247			North-South: 252			North-South: 247			North-South: 252			North-South: 252						
East-West: 443			East-West: 441			East-West: 443			East-West: 441			East-West: 441						
SUM: 690			SUM: 693			SUM: 690			SUM: 693			SUM: 693						
VOLUME/CAPACITY (V/C) RATIO:			0.502			0.504			0.502			0.504						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.402			0.404			0.402			0.404						
LEVEL OF SERVICE (LOS):			A			A			A			A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		4	No. of Phases		4	No. of Phases		4	No. of Phases		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	184	1	111	5	189	116	0	184	1	111	5	189	1	116		189	1	116
	Left-Through	2		1						1				1					1	
	Through	3	149	1	111	9	158	116	0	149	1	111	9	158	1	116		158	1	116
	Through-Right	4		0						0				0					0	
	Right	5	54	1	32	2	56	34	0	54	1	32	2	56	1	34		56	1	34
	Left-Through-R	6		0						0				0					0	
	Left-Right	7		0						0				0					0	
SOUTHBOUND	Left	8	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134
	Left-Through	9		0						0				0					0	
	Through	10	288	2	111	9	297	114	0	288	2	111	9	297	2	114		297	2	114
	Through-Right	11		1						1				1					1	
	Right	12	46	0	46	0	46	46	0	46	0	46	0	46	0	46		46	0	46
	Left-Through-R	13		0						0				0					0	
EASTBOUND	Left	15	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134
	Left-Through	16		0						0				0					0	
	Through	17	952	2	476	7	959	480	0	952	2	476	7	959	2	480		959	2	480
	Through-Right	18		0						0				0					0	
	Right	19	249	1	0	11	260	0	0	249	1	0	11	260	1	0		260	1	0
	Left-Through-R	20		0						0				0					0	
WESTBOUND	Left	22	44	1	44	0	44	44	0	44	1	44	0	44	1	44		44	1	44
	Left-Through	23		0						0				0					0	
	Through	24	854	2	427	-4	850	425	0	854	2	427	-4	850	2	425		850	2	425
	Through-Right	25		0						0				0					0	
	Right	26	243	1	176	0	243	176	0	243	1	176	0	243	1	176		243	1	176
	Left-Through-R	27		0						0				0					0	
Left-Right	28		0						0				0					0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809	
VOLUME/CAPACITY (V/C) RATIO:		0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	0.586	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	1	6	0	6	6	0	6	1	6	6	0	6	1	6	6	0	6	
	Left-Through 2		0							0					0					
	Through 3	46	2	23	2	48	24	0	46	2	23	24	2	48	2	24	0	48	2	24
	Through-Right 4		0							0					0					
	Right 5	32	1	0	0	32	0	0	32	1	0	0	32	1	0	0	32	1	0	0
	Left-Through-R 6		0							0					0					
	Left-Right 7		0							0					0					
SOUTHBOUND	Left 8	69	2	38	0	69	38	0	69	2	38	38	0	69	2	38	0	69	2	38
	Left-Through 9		0							0					0					
	Through 10	649	1	336	1	650	336	0	649	1	336	336	1	650	1	336	0	650	1	336
	Through-Right 11		1							1					1					
	Right 12	22	0	22	0	22	22	0	22	0	22	22	0	22	0	22	0	22	0	22
	Left-Through-R 13		0							0					0					
	Left-Right 14		0							0					0					
EASTBOUND	Left 15	35	1	35	0	35	35	0	35	1	35	35	0	35	1	35	0	35	1	35
	Left-Through 16		0							0					0					
	Through 17	8	0	28	0	8	28	0	8	0	28	28	0	8	0	28	0	8	0	28
	Through-Right 18		1							1					1					
	Right 19	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	0
	Left-Through-R 20		0							0					0					
	Left-Right 21		0							0					0					
WESTBOUND	Left 22	19	0	19	0	19	19	0	19	0	19	19	0	19	0	19	0	19	0	19
	Left-Through 23		1							1					1					
	Through 24	17	0	36	0	17	36	0	17	0	36	36	0	17	0	36	0	17	0	36
	Through-Right 25		0							0					0					
	Right 26	13	1	0	-2	11	0	0	13	1	0	0	11	1	0	0	11	1	0	0
	Left-Through-R 27		0							0					0					
	Left-Right 28		0							0					0					
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1					
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	19	19	0	19	19	0	19	1	19	19	0	19	1	19	19	1	19
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	221	111	14	235	118	0	221	2	111	118	14	235	2	118	118	2	118
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	20	0	0	20	0	0	20	1	0	0	20	1	0	0	20	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	27	15	0	27	15	0	27	2	15	15	0	27	2	15	15	2	15
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	362	197	8	370	201	0	362	1	197	201	8	370	1	197	201	1	197
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	12	32	32	0	32	32	0	32	0	32	32	0	32	0	32	32	0	32
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	51	51	0	51	51	0	51	1	51	51	0	51	1	51	51	1	51
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	5	20	0	5	20	0	5	0	20	20	0	5	0	20	20	0	20
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right	19	15	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	7	7	0	7	7	0	7	0	7	7	0	7	0	7	7	0	7
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through	24	4	11	0	4	11	0	4	0	11	11	0	4	0	11	11	0	11
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	33	0	1	34	0	0	33	1	0	0	34	1	0	0	34	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	216	216	North-South:	220	220	North-South:	216	216	216	220	North-South:	220	220	220	220	North-South:	220
		East-West:	62	62	East-West:	62	62	East-West:	62	62	62	62	East-West:	62	62	62	62	East-West:	62
		SUM:	278	278	SUM:	282	282	SUM:	278	278	278	282	SUM:	282	282	282	SUM:	282	
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.205		0.202		0.202		0.205		0.205		0.205		0.205		0.205	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.105		0.102		0.102		0.105		0.105		0.105		0.105		0.105	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases		4		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		Right Turns: FREE-1, NRTOR-2 or OLA-3?		4		ATSAC-1 or ATSAC+ATCS-2?		4					
Override Capacity		0		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2					
EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1					
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	17	1	17	0	17	17	0	17	1	17	0	17	1	17		17	1	17
	Left-Through 2		0							0				0				0	
	Through 3	303	2	152	15	318	159	0	303	2	152	15	318	2	159		318	2	159
	Through-Right 4		0							0				0				0	
	Right 5	50	1	0	-2	48	0	0	50	1	0	-2	48	1	0		48	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	137	2	75	2	139	76	0	137	2	75	2	139	2	76		139	2	76
	Left-Through 9		0							0				0				0	
	Through 10	439	1	237	20	459	247	0	439	1	237	20	459	1	247		459	1	247
	Through-Right 11		1							1				1				1	
	Right 12	34	0	34	0	34	34	0	34	0	34	0	34	0	34		34	0	34
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	41	1	41	0	41	41	0	41	1	41	0	41	1	41		41	1	41
	Left-Through 16		0							0				0				0	
	Through 17	4	0	19	0	4	19	0	4	0	19	0	4	0	19		4	0	19
	Through-Right 18		1							1				1				1	
	Right 19	15	0	0	0	15	0	0	15	0	0	0	15	0	0		15	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	17	0	17	-1	16	16	0	17	0	17	-1	16	0	16		16	0	16
	Left-Through 23		1							1				1				1	
	Through 24	4	0	21	0	4	20	0	4	0	21	0	4	0	20		4	0	20
	Through-Right 25		0							0				0				0	
	Right 26	51	1	0	1	52	0	0	51	1	0	1	52	1	0		52	1	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 254	East-West: 62	SUM: 316	North-South: 264	East-West: 61	SUM: 325	North-South: 254	East-West: 62	SUM: 316	North-South: 264	East-West: 61	SUM: 325	North-South: 264	East-West: 61	SUM: 325	North-South: 264	East-West: 61	SUM: 325
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.236		0.230		0.236		0.230		0.236		0.236		0.236		0.236	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.136		0.130		0.136		0.130		0.136		0.136		0.136		0.136	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.006**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street: Navy Way	East-West Street: Seaside Avenue	Year of Count: 2013	Projection Year: 2038	Ambient Growth: (%):	Conducted by:	Date: 10/1/2015												
					Peak Hour: AM	Reviewed by:	Project: Everport Draft EIR/EIS												
No. of Phases: 2 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-- 1 SB-- 0 EB-- 1 WB-- 1 2 0	NB-- 1 SB-- 0 EB-- 1 WB-- 1 2 0	NB-- 1 SB-- 0 EB-- 1 WB-- 1 2 0	NB-- 1 SB-- 0 EB-- 1 WB-- 1 2 0	NB-- 1 SB-- 0 EB-- 1 WB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	0	30	2	17	0	30	2	17	0	30	2	17
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	77	165	0	0	88	1	0	77	165	1	0	0	165	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	-40	1932	644	0	1972	3	657	-40	1932	3	644	0	1932	3	644
	Through-Right 18		0							0				0				0	
	Right 19	274	1	0	71	345	0	0	274	1	0	71	345	1	0	0	345	1	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	0	66	2	36	0	66	2	36	0	66	2	36
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	24	2200	733	0	2176	3	725	24	2200	3	733	0	2200	3	733
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 733 SUM: 750			North-South: 17 East-West: 725 SUM: 742				North-South: 17 East-West: 733 SUM: 750							
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.500			0.495				0.500							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.400			0.395				0.400							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Navy Way		Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Seaside Avenue		Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
No. of Phases 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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	0	257	2	141	0	257	2	141	0	257	2	141
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	68	948	0	0	880	1	0	68	948	1	0	0	948	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-43	1460	487	0	1503	3	501	-43	1460	3	487	0	1460	3	487
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	112	225	0	0	113	1	0	112	225	1	0	0	225	1	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	0	34	2	19	0	34	2	19	0	34	2	19
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1447	3	482	46	1493	498	0	1447	3	482	46	1493	3	498	0	1493	3	498
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CRITICAL VOLUMES		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 141
		<i>East-West:</i> 520		<i>East-West:</i> 506		<i>East-West:</i> 506		<i>East-West:</i> 520		<i>East-West:</i> 506		<i>East-West:</i> 506		<i>East-West:</i> 520		<i>East-West:</i> 506		<i>East-West:</i> 506	
		SUM: 661		SUM: 647		SUM: 647		SUM: 661		SUM: 647		SUM: 647		SUM: 661		SUM: 647		SUM: 647	
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.431		0.441		0.441		0.431		0.431		0.441		0.431		0.431	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.331		0.341		0.341		0.331		0.331		0.341		0.331		0.331	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.010**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2										
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	190	0	346	190	0	346	2	190	0	346	2	190	0	346	2	190	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	48	989	0	0	941	1	0	48	989	1	0	0	989	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	-19	2122	707	0	2141	3	714	-19	2122	3	707	0	2122	3	707
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	0	1	210	0	0	209	1	0	1	210	1	0	0	210	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	23	0	41	23	0	41	2	23	0	41	2	23	0	41	2	23
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	655	27	1992	664	0	1965	3	655	27	1992	3	664	0	1992	3	664
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920	North-South: 190 East-West: 730 SUM: 920										
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.613 0.513 A	0.618 0.518 A	0.613 0.513 A	0.618 0.518 A	0.613 0.513 A	0.618 0.518 A	0.613 0.513 A	0.613 0.513 A										

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.005**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.005**
Significant impacted? **NO**

Δv/c after mitigation: **-0.005**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
14	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																			
Opposed Ø'ing: N/S-1, EW-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--						
ATSAC-1 or ATSAC-ATCS-2?		EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--						
Override Capacity																			
		3	1	3	1	3	1	3	1	3	1	3	1						
		0	0	0	0	0	0	0	0	0	0	0	0						
		2	2	2	2	2	2	2	2	2	2	2	2						
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	44	88	88	0	44	1	44	44	88	1	88	0	88	1	88
	Through-Right 4																		
	Right 5	32	1	0	-14	18	0	0	32	1	0	-14	18	1	0	0	18	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	5	10	10	0	5	1	5	5	10	1	10	0	10	1	10
	Left-Through 9																		
	Through 10	280	2	140	34	314	157	0	280	2	140	34	314	2	157	0	314	2	157
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	-13	315	315	0	328	1	328	-13	315	1	315	0	315	1	315
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	1	0	3	1	0	0	3	1	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South:			North-South:			North-South:				North-South:				North-South:			
		East-West:			East-West:			East-West:				East-West:				East-West:			
		SUM:			SUM:			SUM:				SUM:				SUM:			
		184	328	512	245	315	560	184	328	512	245	315	560	245	315	560	245	315	560
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.393			0.359				0.393				0.393			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.293			0.259				0.293				0.293			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.034**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity		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-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0								0	
	Through 3	237	1	237	48	285	285	0	237	1	237	48	285	1	285	285	1	285
	Through-Right 4		0						0					0			0	
	Right 5	354	1	214	5	359	267	0	354	1	214	5	359	1	267	359	1	267
	Left-Through-R 6		0						0					0			0	
	Left-Right 7		0						0					0			0	
SOUTHBOUND	Left 8	3	1	3	-27	-24	-24	0	3	1	3	-27	-24	1	-24	-24	1	-24
	Left-Through 9		0						0					0			0	
	Through 10	223	2	112	81	304	152	0	223	2	112	81	304	2	152	304	2	152
	Through-Right 11		0						0					0			0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0					0			0	
	Left-Right 14		0						0					0			0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0					0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0					0			0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0					0			0	
	Left-Right 21		0						0					0			0	
WESTBOUND	Left 22	140	1	140	-48	92	92	0	140	1	140	-48	92	1	92	92	1	92
	Left-Through 23		0						0					0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0					0			0	
	Right 26	10	1	9	0	10	22	0	10	1	9	0	10	1	22	10	1	22
	Left-Through-R 27		0						0					0			0	
	Left-Right 28		0						0					0			0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 437 East-West: 92 SUM: 529			North-South: 349 East-West: 140 SUM: 489				North-South: 437 East-West: 92 SUM: 529						
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.371			0.343				0.371						
V/C LESS ATSA/ATCS ADJUSTMENT:		0.243			0.271			0.243				0.271						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.028**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS							
No. of Phases		3	3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1									
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-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	376	1	376	38	414	#	0	376	1	376	38	414	1	414	414	1	414
	Through-Right 4		0						0				0				0	
	Right 5	289	1	146	35	324	#	0	289	1	146	35	324	1	158	324	1	158
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	0	6	1	6	0	6	1	6	6	1	6
	Left-Through 9		0						0				0				0	
	Through 10	150	2	75	54	204	#	0	150	2	75	54	204	2	102	204	2	102
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	143	1	143	23	166	#	0	143	1	143	23	166	1	166	166	1	166
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 451	East-West: 143	SUM: 594	North-South: 516	East-West: 166	SUM: 682	North-South: 451	East-West: 143	SUM: 594	North-South: 516	East-West: 166	SUM: 682	North-South: 516	East-West: 166	SUM: 682		
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.479		0.417		0.479		0.479		0.479		0.479				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.379		0.317		0.379		0.379		0.379		0.379				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.062**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.062** Δv/c after mitigation: **0.062**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:				Ambient Growth: (%):				Conducted by:				Date:	10/1/2015		
	East-West Street:	Terminal Way	Projection Year:			0	Peak Hour:			AM	Reviewed by:				Project:	Everport Draft EIR/EIS		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity			NB-- 2 SB-- 0 EB-- 0	SB-- 3 WB-- 0 WB-- 0	NB-- 1 EB-- 1	SB-- 3 WB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0	SB-- 3 WB-- 0 WB-- 0	NB-- 1 EB-- 1	SB-- 3 WB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0	SB-- 3 WB-- 0 WB-- 0	NB-- 1 EB-- 1	SB-- 3 WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	110	60	170	170	0	110	1	110	60	170	1	170	0	170	1	170
	Left-Through	2							0				0				0	
	Through	3	3	5	8	4	0	3	2	2	5	8	2	4	0	8	2	4
	Through-Right	4							0				0				0	
	Right	5	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R	6							0				0				0	
	Left-Right	7							0				0				0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	9							0				0				0	
	Through	10	12	-12	0	0	0	12	1	12	-12	0	1	0	0	0	1	0
	Through-Right	11							0				0				0	
	Right	12	534	11	545	502	0	534	1	491	11	545	1	502	0	545	1	502
	Left-Through-R	13							0				0				0	
	Left-Right	14							0				0				0	
EASTBOUND	Left	15	85	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through	16							1				1				1	
	Through	17	0	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right	18							0				0				0	
	Right	19	11	64	75	0	0	11	1	0	64	75	1	0	0	75	1	0
	Left-Through-R	20							0				0				0	
	Left-Right	21							0				0				0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27							0				0				0	
	Left-Right	28							0				0				0	
CRITICAL VOLUMES			North-South: 601 East-West: 43 SUM: 644	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 601 East-West: 43 SUM: 644	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715	North-South: 672 East-West: 43 SUM: 715				
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.429 0.329 A	0.477 0.377 A	0.429 0.329 A	0.477 0.377 A	0.429 0.329 A	0.477 0.377 A	0.429 0.329 A	0.477 0.377 A	0.429 0.329 A	0.477 0.377 A	0.429 0.329 A	0.477 0.377 A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.048**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.048** Δv/c after mitigation: **0.048**
Significant impacted? **NO** Fully mitigated? **N/A**



Level of Service Workheet (Circular 212 Method)



I/S #:		North-South Street: Ferry Street			Year of Count: 0			Ambient Growth: (%): 0			Conducted by: 0			Date: 10/1/2015						
15		East-West Street: Terminal Way			Projection Year: 0			Peak Hour: MD			Reviewed by: 0			Project: Everport Draft EIR/EIS						
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-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 WB-- 0						
		2 0 0 0 0 0			2 0 0 0 0 0			2 0 0 0 0 0			2 0 0 0 0 0			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left	1	112	56	168	168	0	112	1	112	56	168	1	168		168	1	168	
	←	Left-Through	2	0						0				0				0		
	←	Through	3	6	8	20	10	0	12	2	6	8	20	2	10		20	2	10	
	←	Through-Right	4	0						0					0				0	
	←	Right	5	0	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	←	Left-Through-R	6	0						0					0				0	
	←	Left-Right	7	0						0					0				0	
SOUTHBOUND	→	Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	→	Left-Through	9	0						0				0				0		
	→	Through	10	6	-6	0	0	0	6	1	6	-6	0	1	0		0	1	0	
	→	Through-Right	11	0						0				0				0		
	→	Right	12	45	48	307	76	0	259	1	45	48	307	1	76		307	1	76	
	→	Left-Through-R	13	0						0				0				0		
	→	Left-Right	14	0						0				0				0		
EASTBOUND	←	Left	15	214	35	462	231	0	427	1	214	35	462	1	231		462	1	231	
	←	Left-Through	16	0						1				1				1		
	←	Through	17	214	0	0	231	0	0	0	214	0	0	0	231		0	0	231	
	←	Through-Right	18	0						0				0				0		
	←	Right	19	0	71	151	0	0	80	1	0	71	151	1	0		151	1	0	
	←	Left-Through-R	20	0						0				0				0		
	←	Left-Right	21	0						0				0				0		
WESTBOUND	→	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	→	Left-Through	23	0						0				0				0		
	→	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	→	Through-Right	25	0						0				0				0		
	→	Right	26	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	→	Left-Through-R	27	0						0				0				0		
	→	Left-Right	28	0						0				0				0		
CRITICAL VOLUMES		North-South: 157 East-West: 214 SUM: 371			North-South: 244 East-West: 231 SUM: 475			North-South: 157 East-West: 214 SUM: 371				North-South: 244 East-West: 231 SUM: 475								
VOLUME/CAPACITY (V/C) RATIO:		0.247			0.317			0.247				0.317								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147			0.217			0.147				0.217								
LEVEL OF SERVICE (LOS):		A			A			A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.070
Significantly impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.070 Δv/c after mitigation: 0.070
Significantly impacted? NO Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOS-2 or OLA-3?		NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	85	1	85	20	105	105	0	85	1	85	20	105	1	105		105	1	105
	Left-Through 2		0							0				0				0	
	Through 3	55	2	28	-15	40	20	0	55	2	28	-15	40	2	20		40	2	20
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	37	1	37	0	37	37	0	37	1	37	0	37	1	37		37	1	37
	Through-Right 11		0							0				0				0	
	Right 12	217	1	27	8	225	10	0	217	1	27	8	225	1	10		225	1	10
	Left-Through-R 13		0							0				0				0	
EASTBOUND	Left 15	380	1	190	50	430	215	0	380	1	190	50	430	1	215		430	1	215
	Left-Through 16		1							1				1				1	
	Through 17	0	0	190	0	0	215	0	0	0	190	0	0	0	215		0	0	215
	Through-Right 18		0							0				0				0	
	Right 19	92	1	0	70	162	0	0	92	1	0	70	162	1	0		162	1	0
	Left-Through-R 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 122 East-West: 190 SUM: 312		North-South: 142 East-West: 215 SUM: 357		North-South: 122 East-West: 190 SUM: 312		North-South: 142 East-West: 215 SUM: 357		North-South: 122 East-West: 190 SUM: 312		North-South: 142 East-West: 215 SUM: 357		North-South: 122 East-West: 190 SUM: 312		North-South: 142 East-West: 215 SUM: 357			
VOLUME/CAPACITY (V/C) RATIO:		0.208		0.238		0.208		0.238		0.208		0.238		0.208		0.238			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.108		0.138		0.108		0.138		0.108		0.138		0.108		0.138			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.030**
Is impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.030**
Significant impacted? **NO**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015									
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS									
16	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-- 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		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	2
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	2	0	0	2	0	0	2	0	0	2	0	0	2	0	2	0
	Left-Through-Right	6	1	1	0	1	0	1	1	0	1	1	0	1	1	0	1	1
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	1	1	79	80	80	0	1	1	79	80	1	80	0	80	1	80
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	1
	Through-Right	11	1	1	0	1	0	1	1	0	1	1	0	1	1	0	1	1
	Right	12	1	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	3	1	3	0	3	3	0	3	1	3	3	0	3	1	3	3
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	53	1	27	-53	0	0	0	53	1	27	-53	0	1	0	0	0
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	29	0	29	0	29	29	0	29	0	29	29	0	29	0	29	29
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through	24	259	1	144	-259	0	0	0	259	1	144	-259	0	1	0	0	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	74	4	26	130	204	0	0	74	4	26	130	204	4	0	0	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 3		82		North-South: 82		3		North-South: 82		82		North-South: 82		82		
		East-West: 147		29		East-West: 29		147		East-West: 29		29		East-West: 29		29		
		SUM: 150		111		SUM: 111		150		SUM: 111		111		SUM: 111		111		
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.074		0.100		0.100		0.074		0.074		0.074		0.074		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.074		0.100		0.100		0.074		0.074		0.074		0.074		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.026**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.026** Δv/c after mitigation: **-0.026**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
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?		0		Override Capacity		0		
NB--		0		SB--		0		NB--		0		SB--		0		NB--		0		
EB--		0		WB--		0		EB--		0		WB--		0		EB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	
		Left-Through	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	
		Through	3	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0	8	
		Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	5	0	0	0	7	0	0	7	0	0	0	7	0	0	0	7	0	0
		Left-Through-R	6	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	→	Left	8	318	173	491	491	0	318	1	318	173	491	1	491	0	491	1	491	
		Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	10	3	14	0	3	14	0	3	0	14	0	3	0	14	0	3	0	14
		Through-Right	11	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
		Right	12	11	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
		Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	→	Left	15	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4		
		Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through	17	189	1	96	-189	0	0	0	189	1	96	-189	0	1	0	0		
		Through-Right	18	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1		
		Right	19	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2		
		Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WESTBOUND	←	Left	22	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10		
		Left-Through	23	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0		
		Through	24	60	1	35	-60	0	0	0	60	1	35	-60	0	1	0	0		
		Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Right	26	298	4	0	175	473	0	0	298	4	0	175	473	0	4	0	0	
		Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES		North-South: 326		East-West: 106		SUM: 432		North-South: 499		East-West: 12		SUM: 511		North-South: 326		East-West: 106		SUM: 432		
VOLUME/CAPACITY (V/C) RATIO:		0.288		0.341		0.288		0.341		0.288		0.341		0.288		0.341		0.288		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.288		0.341		0.288		0.341		0.288		0.341		0.288		0.341		0.288		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.053**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.053** Δv/c after mitigation: **0.053**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	24
	Through-Right 4		0						0				0				0	
	Right 5	24	0	0	0	24	0	24	0	0	0	24	0	0	24	0	0	0
	Left-Through-R 6		1						1				1				1	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	130	1	130	120	250	250	0	130	1	130	120	250	1	250	250	1	250
	Left-Through 9		0						0				0				0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	3	0	5
	Through-Right 11		1						1				1				1	
	Right 12	2	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1
	Left-Through 16		0						0				0				0	
	Through 17	228	1	114	-228	0	0	228	1	114	-228	0	1	0	0	1	0	0
	Through-Right 18		1						1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2
	Left-Through 23		1						1				1				1	
	Through 24	42	1	22	-42	0	0	42	1	22	-42	0	1	0	0	1	0	0
	Through-Right 25		0						0				0				0	
	Right 26	194	4	3	116	310	0	194	4	3	116	310	4	3	116	310	4	3
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 154 East-West: 116 SUM: 270			North-South: 274 East-West: 2 SUM: 276			North-South: 154 East-West: 116 SUM: 270				North-South: 274 East-West: 2 SUM: 276						
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.184			0.180				0.184						
V/C LESS ATSC/ATCS ADJUSTMENT:		0.180			0.184			0.180				0.184						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.004**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
17	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
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		3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	207	208	134	0	1	0	8	207	208	0	134	0	208	0	134
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	0	52	134	0	52	0	0	0	52	0	134	0	52	0	134
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	133	134	70	0	1	0	1	133	134	0	70	0	134	0	70
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	0	5	70	0	5	0	2	0	5	0	70	0	5	0	70
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	0	46	25	0	46	1	25	0	46	1	25	0	46	1	25
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	213	458	458	0	245	1	245	213	458	1	458	0	458	1	458
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	0	384	192	0	384	2	192	0	384	2	192	0	384	2	192
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279			North-South: 134 East-West: 483 SUM: 617			North-South: 9 East-West: 270 SUM: 279				North-South: 134 East-West: 483 SUM: 617				North-South: 134 East-West: 483 SUM: 617			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.433			0.196				0.433				0.433			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.333			0.098				0.333				0.333			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.235**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.235** 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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	
	Left-Through	2	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1	
	Through	3	31	0	31	113	0	31	0	31	77	108	0	113	77	108	0	113	
	Through-Right	4	1	0	1	98	0	1	1	98	112	208	0	98	112	208	0	98	
	Right	5	96	0	96	42	0	96	0	42	112	208	0	98	112	208	0	98	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Left-Through	9	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1	
	Through	10	25	0	25	81	0	25	0	27	89	114	0	81	89	114	0	81	
	Through-Right	11	1	0	1	81	0	1	1	81	0	1	1	81	0	1	1	81	
	Right	12	43	0	43	81	0	43	0	17	0	43	0	81	0	43	0	81	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	52	1	52	52	0	52	1	52	0	52	1	52	0	52	1	52	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	368	1	186	186	0	368	1	186	0	368	1	186	0	368	1	186	
	Through-Right	18	1	0	1	4	0	1	1	4	0	1	1	4	0	1	1	4	
	Right	19	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	109	1	109	220	0	109	1	109	111	220	1	220	0	220	1	220	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	226	2	113	113	0	226	2	113	0	226	2	113	0	226	2	113	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	44	North-South:		115	North-South:		44	North-South:		115	North-South:		115	North-South:		115	
		East-West:	295	East-West:		406	East-West:		295	East-West:		406	East-West:		406	East-West:		406	
		SUM:	339	SUM:		521	SUM:		339	SUM:		521	SUM:		521	SUM:		521	
VOLUME/CAPACITY (V/C) RATIO:				0.238				0.366				0.238				0.366			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.138				0.266				0.138				0.266			
LEVEL OF SERVICE (LOS):				A				A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.128**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.128** Δv/c after mitigation: **0.128**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases			3			3			3											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0											
ATSAC-1 or ATSAC+ATCS-2?			2			2			2											
Override Capacity			0			0			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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Through 3	4	0	4	102	106	106	0	4	0	4	102	106	0	106	0	106	106		
	Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Right 5	179	0	130	182	361	294	0	179	0	130	182	361	0	294	0	361	0	294	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 10	3	0	7	10	13	15	0	3	0	7	10	13	0	15	0	13	0	15	
	Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	8	0	6	0	8	15	0	8	0	6	0	8	0	15	0	8	0	15	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	0	280	140	0	280	1	140	0	280	1	140	0	280	1	140	
	Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	37	135	135	0	98	1	98	37	135	1	135	0	135	1	135	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	0	190	95	0	190	2	95	0	190	2	95	0	190	2	95	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES			North-South: 134	East-West: 238	SUM: 372	North-South: 298	East-West: 275	SUM: 573	North-South: 134	East-West: 238	SUM: 372	North-South: 298	East-West: 275	SUM: 573	North-South: 134	East-West: 238	SUM: 372	North-South: 298	East-West: 275	SUM: 573
VOLUME/CAPACITY (V/C) RATIO:			0.261			0.402			0.261			0.402			0.261			0.402		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161			0.302			0.161			0.302			0.161			0.302		
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.141**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.141** Δv/c after mitigation: **0.141**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS							
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	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									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		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	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									
Override Capacity		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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through 2	1							1				1				1	
	Through 3	42	23	0	42	29	0	42	1	23	0	42	1	29	0	42	1	29
	Through-Right 4								0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6								0				0				0	
	Left-Right 7								0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9								0				0				0	
	Through 10	272	148	0	272	272	0	272	1	148	0	272	1	272	0	272	1	272
	Through-Right 11								1				1				1	
	Right 12	24	24	346	370	259	0	24	0	24	346	370	0	259	0	370	0	259
	Left-Through-R 13								0				0				0	
Left-Right 14								0				0				0		
EASTBOUND	Left 15	15	15	207	222	222	0	15	1	15	207	222	1	222	0	222	1	222
	Left-Through 16								0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18								0				0				0	
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 20								0				0				0	
Left-Right 21								0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23								0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25								0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-R 27								0				0				0		
Left-Right 28								0				0				0		
CRITICAL VOLUMES		North-South: 152 East-West: 15 SUM: 167	North-South: 276 East-West: 222 SUM: 498	North-South: 152 East-West: 15 SUM: 167	North-South: 276 East-West: 222 SUM: 498	North-South: 152 East-West: 15 SUM: 167	North-South: 276 East-West: 222 SUM: 498											
VOLUME/CAPACITY (V/C) RATIO:		0.111		0.332		0.111		0.332		0.111		0.332						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111		0.332		0.111		0.332		0.111		0.332						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.221
Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.221 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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	6	0	6	0	6	
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	0	61	1	34	0	61	1	37	0	61	37	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	0	123	1	84	0	123	1	123	0	123	123	
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	200	245	110	0	45	0	45	200	245	0	110	200	245	0	110
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	188	271	271	0	83	1	83	188	271	1	271	188	271	1	271
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 271 SUM: 400			North-South: 90 East-West: 83 SUM: 173				North-South: 129 East-West: 271 SUM: 400							
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.267			0.115				0.267							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.267			0.115				0.267							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.152**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.152** Δv/c after mitigation: **0.152**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through 2		1							1				1				1	
	Through 3	143	1	73	0	143	73	0	143	1	73	0	143	1	73	0	143	1	73
	Through-Right 4		0							0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	85	1	48	0	85	72	0	85	1	48	0	85	1	72	0	85	1	72
	Through-Right 11		1							1				1				1	
	Right 12	11	0	11	47	58	58	0	11	0	11	47	58	0	58	0	58	0	58
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	30	1	30	285	315	315	0	30	1	30	285	315	1	315	0	315	1	315
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 73			<i>North-South:</i> 75			<i>North-South:</i> 73				<i>North-South:</i> 75				<i>North-South:</i> 75			
		<i>East-West:</i> 30			<i>East-West:</i> 315			<i>East-West:</i> 30				<i>East-West:</i> 315				<i>East-West:</i> 315			
		<i>SUM:</i> 103			<i>SUM:</i> 390			<i>SUM:</i> 103				<i>SUM:</i> 390				<i>SUM:</i> 390			
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.260			0.069				0.260				0.260			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.260			0.069				0.260				0.260			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

∆v/c in v/c due to project: **0.191**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.191** ∆v/c after mitigation: **0.191**
Significant impacted? **NO** Fully mitigated? **N/A**

CEQA Alternative 3

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.085 *	
	TH	0.29	32	472	0.068	N-S(2): 0.000	
	LT	1.71	185	2,455	0.075 *	E-W(1): 0.144	
Westbound	RT	1.00	174	1,600	0.041	E-W(2): 0.499 *	
	TH	1.00	602	1,600	0.376 *	V/C: 0.584	
	LT	1.00	4	1,600	0.003	Lost Time: 0.180	
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.764	
	TH	2.00	447	3,200	0.141		
	LT	1.00	196	1,600	0.123 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	236	1,600	0.093	E-W(2): 0.333 *	
	TH	1.00	326	1,600	0.204 *	V/C: 0.399	
	LT	1.00	2	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.579	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	186	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.223	
Westbound	RT	1.00	267	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *	V/C: 0.499	
	LT	1.00	1	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	14	0	0.000		
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	707	3,200	0.222		
	LT	1.00	233	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.205 E-W(1): 0.030 * E-W(2): 0.003	
	TH	3.00	985	4,800	0.205		
	LT	1.00	306	1,600	0.191 *		
Westbound	RT	2.00	317	3,200	0.003	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	85	2,880	0.030 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	525	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 * N-S(2): 0.174 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	834	4,800	0.174		
	LT	1.00	186	1,600	0.116 *		
Westbound	RT	2.00	334	3,200	0.046	V/C: 0.352 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.472	
	TH	3.00	771	4,800	0.190 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,078	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.075 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	612	3,200	0.196	
	LT	2.00	179	2,880	0.062 *	V/C: 0.333
Northbound	RT	2.00	75	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	407	1,600	0.196 *	ICU: 0.513
	TH	2.00	269	3,200	0.084	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.260 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	249	3,200	0.078	
	LT	2.00	83	2,880	0.029 *	V/C: 0.452
Northbound	RT	2.00	123	3,200	0.025	Lost Time: 0.180
	TH	0.01	3	14	0.216	
	LT	1.99	687	2,867	0.240 *	
Eastbound	RT	1.00	605	1,600	0.163 *	ICU: 0.632
	TH	2.00	330	3,200	0.103	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.222 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.271 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.093
	TH	2.00	276	3,200	0.087	
	LT	2.00	117	2,880	0.041 *	V/C: 0.493
Northbound	RT	2.00	196	3,200	0.043	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	587	2,880	0.204 *	
Eastbound	RT	1.00	496	1,600	0.127	ICU: 0.673
	TH	2.00	735	3,200	0.230 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	592	3,200	0.185 *	N-S(1): 0.075
	TH	2.00	202	3,200	0.063	N-S(2): 0.189 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	61	1,600	0.000	E-W(2): 0.059 *
	TH	2.00	189	3,200	0.059 *	V/C: 0.248
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	239	3,200	0.075	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.368
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	722	3,200	0.226 *	N-S(1): 0.221
	TH	2.00	167	3,200	0.052	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	189	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	195	3,200	0.061 *	V/C: 0.288
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	706	3,200	0.221	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.181	N-S(1): 0.217 *
	TH	2.00	138	3,200	0.043	N-S(2): 0.183
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.052 *
	TH	2.00	166	3,200	0.052 *	V/C: 0.269
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	695	3,200	0.217 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.389
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.065 *
	TH	0.05	5	87	0.057	N-S(2): 0.000
	LT	1.95	178	2,801	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.090 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.155
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.275
	TH	2.00	241	3,200	0.076	
	LT	2.00	259	2,880	0.090 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.13	13	214	0.061	N-S(2): 0.000
	LT	1.87	181	2,687	0.067 *	E-W(1): 0.092
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.400
Northbound	RT	1.00	9	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	30	3,200	0.009	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.520
	TH	2.00	290	3,200	0.092	
	LT	2.00	932	2,880	0.324 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.17	13	275	0.047	N-S(2): 0.000
	LT	1.83	138	2,632	0.052 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.241 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.301
Northbound	RT	1.00	12	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.421
	TH	2.00	326	3,200	0.103	
	LT	2.00	695	2,880	0.241 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	174	3,200	0.054	E-W(2): 0.178 *
	TH	2.00	569	3,200	0.178 *	
	LT	0.00	0	0	0.000	V/C: 0.231
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	101	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.331
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.027
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	636	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	82	3,200	0.027	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	147	3,200	0.046	E-W(2): 0.182 *
	TH	2.00	583	3,200	0.182 *	
	LT	0.00	0	0	0.000	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	90	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.369
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.112 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.155
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.275
	TH	2.00	359	3,200	0.112 *	
	LT	1.00	97	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.229 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.302
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.422
	TH	2.00	733	3,200	0.229 *	
	LT	1.00	95	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.231 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.063
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	2.00	739	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	189	1,600	0.000	N-S(1): 0.085 * N-S(2): 0.000 E-W(1): 0.145 E-W(2): 0.502 *
	TH	0.30	32	474	0.067	
	LT	1.70	184	2,453	0.075 *	
Westbound	RT	1.00	178	1,600	0.044	V/C: 0.587 Lost Time: 0.180
	TH	1.00	604	1,600	0.378 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	3	0	0.000	ICU: 0.767
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	452	3,200	0.142	
	LT	1.00	199	1,600	0.124 *	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	135	1,600	0.000	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.125 E-W(2): 0.330 *
	TH	0.21	18	333	0.054	
	LT	1.79	155	2,580	0.060 *	
Westbound	RT	1.00	227	1,600	0.088	V/C: 0.396 Lost Time: 0.180
	TH	1.00	322	1,600	0.201 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	5	0	0.000	ICU: 0.576
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	LOS: A
	TH	2.00	393	3,200	0.124	
	LT	1.00	206	1,600	0.129 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	184	1,600	0.000	N-S(1): 0.077 * N-S(2): 0.000 E-W(1): 0.218 E-W(2): 0.424 *
	TH	0.21	18	329	0.055	
	LT	1.79	157	2,584	0.061 *	
Westbound	RT	1.00	265	1,600	0.111	V/C: 0.501 Lost Time: 0.180
	TH	1.00	441	1,600	0.276 *	
	LT	1.00	1	1,600	0.001	
Northbound	RT	0.00	14	0	0.000	ICU: 0.681
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	693	3,200	0.217	
	LT	1.00	236	1,600	0.148 *	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.321 * N-S(2): 0.205 E-W(1): 0.028 * E-W(2): 0.006	
	TH	3.00	983	4,800	0.205		
	LT	1.00	310	1,600	0.194 *		
Westbound	RT	2.00	330	3,200	0.006	V/C: 0.349 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.469	
	TH	3.00	524	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.176 E-W(1): 0.034 E-W(2): 0.047 *	
	TH	3.00	846	4,800	0.176		
	LT	1.00	182	1,600	0.114 *		
Westbound	RT	2.00	331	3,200	0.047	V/C: 0.354 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	99	2,880	0.034 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.474	
	TH	3.00	782	4,800	0.193 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.226 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,085	4,800	0.226		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	135	0	0.000	ICU: 0.529	
	TH	3.00	840	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.080 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.205
	TH	2.00	609	3,200	0.195	
	LT	2.00	179	2,880	0.062 *	V/C: 0.338
Northbound	RT	2.00	77	3,200	0.000	Lost Time: 0.180
	TH	0.12	12	192	0.063	
	LT	1.88	188	2,708	0.070 *	
Eastbound	RT	1.00	413	1,600	0.196 *	ICU: 0.518
	TH	2.00	272	3,200	0.085	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.258 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.202 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.086
	TH	2.00	246	3,200	0.077	
	LT	2.00	87	2,880	0.030 *	V/C: 0.460
Northbound	RT	2.00	130	3,200	0.027	Lost Time: 0.180
	TH	0.01	3	14	0.214	
	LT	1.99	683	2,867	0.238 *	
Eastbound	RT	1.00	617	1,600	0.172 *	ICU: 0.640
	TH	2.00	325	3,200	0.102	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.217 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.266 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.096
	TH	2.00	286	3,200	0.090	
	LT	2.00	118	2,880	0.041 *	V/C: 0.483
Northbound	RT	2.00	221	3,200	0.051	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	574	2,880	0.199 *	
Eastbound	RT	1.00	498	1,600	0.132	ICU: 0.663
	TH	2.00	719	3,200	0.225 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	630	3,200	0.197 *	N-S(1): 0.086
	TH	2.00	204	3,200	0.064	N-S(2): 0.200 *
	LT	0.00	0	0	0.000	E-W(1): 0.022
Westbound	RT	1.00	62	1,600	0.000	E-W(2): 0.056 *
	TH	2.00	179	3,200	0.056 *	V/C: 0.256
	LT	1.00	35	1,600	0.022	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	273	3,200	0.086	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.376
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	728	3,200	0.228 *	N-S(1): 0.239 *
	TH	2.00	175	3,200	0.055	N-S(2): 0.229
	LT	0.00	0	0	0.000	E-W(1): 0.005
Westbound	RT	1.00	188	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	194	3,200	0.061 *	V/C: 0.300
	LT	1.00	8	1,600	0.005	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	765	3,200	0.239	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.420
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	602	3,200	0.188	N-S(1): 0.235 *
	TH	2.00	140	3,200	0.044	N-S(2): 0.187
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.046 *
	TH	2.00	147	3,200	0.046 *	V/C: 0.281
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	753	3,200	0.235 *	
	LT	1.00	(1)	1,600	-0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.401
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.064 *
	TH	0.05	5	87	0.058	N-S(2): 0.000
	LT	1.95	179	2,802	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.161
Northbound	RT	1.00	(0)	1,600	0.000	Lost Time: 0.120
	TH	2.00	1	3,200	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.281
	TH	2.00	241	3,200	0.076	
	LT	2.00	280	2,880	0.097 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.083 *
	TH	0.17	17	274	0.063	N-S(2): 0.000
	LT	1.83	183	2,634	0.070 *	E-W(1): 0.088
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.340 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.423
Northbound	RT	1.00	(1)	1,600	0.000	Lost Time: 0.120
	TH	2.00	40	3,200	0.013	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	(2)	0	0.000	ICU: 0.543
	TH	2.00	284	3,200	0.088	
	LT	2.00	979	2,880	0.340 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.062 *
	TH	0.17	13	272	0.048	N-S(2): 0.000
	LT	1.83	140	2,635	0.053 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.261 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.323
Northbound	RT	1.00	15	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	(3)	3,200	-0.001	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.443
	TH	2.00	324	3,200	0.103	
	LT	2.00	752	2,880	0.261 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	165	3,200	0.051	E-W(2): 0.189 *
	TH	2.00	606	3,200	0.189 *	V/C: 0.242
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	102	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.342
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.026
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	289	3,200	0.090	E-W(2): 0.201 *
	TH	2.00	643	3,200	0.201 *	V/C: 0.267
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	79	3,200	0.026	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.367
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.027
	TH	2.00	126	3,200	0.039	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	128	3,200	0.040	E-W(2): 0.188 *
	TH	2.00	601	3,200	0.188 *	V/C: 0.275
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	86	3,200	0.027	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.375
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 * N-S(2): 0.000 E-W(1): 0.122 * E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	2.00	125	2,880	0.043 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.165 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.285 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.285 LOS: A
	TH	2.00	389	3,200	0.122 *	
	LT	1.00	98	1,600	0.061	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 * N-S(2): 0.000 E-W(1): 0.241 * E-W(2): 0.057
	TH	0.00	0	0	0.000	
	LT	2.00	210	2,880	0.073 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.314 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.434 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.434 LOS: A
	TH	2.00	770	3,200	0.241 *	
	LT	1.00	92	1,600	0.057	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 * N-S(2): 0.000 E-W(1): 0.248 * E-W(2): 0.060
	TH	0.00	0	0	0.000	
	LT	2.00	126	2,880	0.044 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.292 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.412 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.412 LOS: A
	TH	2.00	795	3,200	0.248 *	
	LT	1.00	96	1,600	0.060	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

CEQA Alternative 4

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
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		0 2 3 3 2 1500	0 2 3 3 2 #####	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	1	215	215	0	214	1	214	1	215	1	215	0	215	1	215
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	220	1	0	1	221	0	0	220	1	0	1	221	1	0	0	221	1	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	231	1	231	0	231	231	0	231	1	231	0	231	1	231	0	231	1	231
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	931	2	466	0	931	466	0	931	2	466	0	931	2	466	0	931	2	466
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1033	2	402	-2	1031	401	0	1033	2	402	-2	1031	2	401	0	1031	2	401
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 26	172	0	172	-1	171	171	0	172	0	172	-1	171	0	171	0	171	0	171
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 867 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 867 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 867 SUM: 1082	North-South: 215 East-West: 867 SUM: 1082											
VOLUME/CAPACITY (V/C) RATIO:		0.721		0.721		0.721		0.721											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621		0.621		0.621		0.621											
LEVEL OF SERVICE (LOS):		B		B		B		B											

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0					0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0					0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6		0						0					0				0	
	Left-Right 7		0						0					0				0	
SOUTHBOUND	Left 8	233	1	233	0	233	233	0	233	1	233	0	233	1	233	233	1	233	
	Left-Through 9		0						0				0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0						0				0				0		
	Right 12	245	1	14	0	245	9	0	245	1	14	0	245	1	9	245	1	9	
	Left-Through-Ri 13		0						0				0				0		
EASTBOUND	Left 15	231	1	231	5	236	236	0	231	1	231	5	236	1	236	236	1	236	
	Left-Through 16		0						0				0				0		
	Through 17	886	2	443	-3	883	442	0	886	2	443	-3	883	2	442	883	2	442	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	813	2	357	0	813	357	0	813	2	357	0	813	2	357	813	2	357	
	Through-Right 25		1						1				1				1		
	Right 26	257	0	257	0	257	257	0	257	0	257	0	257	0	257	257	0	257	
	Left-Through-Ri 27		0						0				0				0		
CRITICAL VOLUMES	North-South:	233		233		233		233		233		233		233		233			
	East-West:	800		799		800		800		799		800		799		800			
	SUM:	1033		1032		1033		1033		1032		1033		1032		1033			
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.688		0.689		0.688		0.688		0.688		0.688					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.588		0.589		0.588		0.588		0.588		0.588					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.001**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			0		0		0		0		0		0				
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-- 0	SB-- 3		NB-- 0	SB-- 3		NB-- 0	SB-- 3		NB-- 0	SB-- 3		NB-- 0	SB-- 3				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3				
Override Capacity		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0											0			0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0											0			0		
	Left-Right 7		0											0			0		
SOUTHBOUND	Left 8	192	1	192	0	192	#	0	192	1	192	0	192	1	192	192	1	192	
	Left-Through 9		0							0				0			0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0											0			0		
	Right 12	301	1	56	-1	300	#	0	301	1	56	-1	300	1	55	300	1	55	
	Left-Through-Ri 13		0											0			0		
EASTBOUND	Left 15	245	1	245	0	245	#	0	245	1	245	0	245	1	245	245	1	245	
	Left-Through 16		0							0				0			0		
	Through 17	1191	2	596	-1	1190	#	0	1191	2	596	-1	1190	2	595	1190	2	595	
	Through-Right 18		0											0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0											0			0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		
	Through 24	997	2	407	4	1001	#	0	997	2	407	4	1001	2	409	1001	2	409	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	0	225	0	225	0	225	0	225	225	0	225	
	Left-Through-Ri 27		0											0			0		
CRITICAL VOLUMES	North-South:	192			192			192				192				192			
	East-West:	1003			1004			1003				1004				1004			
	SUM:	1195			1196			1195				1196				1196			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			0.797				0.797				0.797			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			0.697				0.697				0.697			
LEVEL OF SERVICE (LOS):		B			B			B				B				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0						
Override Capacity		3		3		3		3		3		3							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	315	2	141	2	317	142	0	315	2	141	2	317	2	142	0	317	2	142
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	0	314	1	314	1	315	1	315	0	315	1	315
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-2	697	232	0	699	3	233	-2	697	3	232	0	697	3	232
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	102	1	102	0	102	102	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	299	1	0	-1	298	0	0	299	1	0	-1	298	1	0	0	298	1	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 455			North-South: 457			North-South: 455				North-South: 457				North-South: 457			
		East-West: 102			East-West: 102			East-West: 102				East-West: 102				East-West: 102			
		SUM: 557			SUM: 559			SUM: 557				SUM: 559				SUM: 559			
VOLUME/CAPACITY (V/C) RATIO:		0.391			0.392			0.391				0.392				0.392			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291			0.292			0.291				0.292				0.292			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015				
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		3		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1				
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			
ATSAC-1 or ATSAC+ATCS-2?		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			
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	441	2	193	0	441	193	0	441	2	193	0	441	2	193	441	2	193
	Through-Right 4		1						1				1				1	
	Right 5	139	0	139	0	139	139	0	139	0	139	0	139	0	139	139	0	139
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	199	1	199	0	199	199	0	199	1	199	0	199	1	199	199	1	199
	Left-Through 9		0						0				0				0	
	Through 10	476	3	159	2	478	159	0	476	3	159	2	478	3	159	478	3	159
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	105	1	105	0	105	105	0	105	1	105	0	105	1	105	105	1	105
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	256	1	57	5	261	62	0	256	1	57	5	261	1	57	261	1	57
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES	North-South:	392		392		392				392				392				
	East-West:	105		105		105				105				105				
	SUM:	497		497		497				497				497				
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.349				0.349				0.349					
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.249				0.249				0.249					
LEVEL OF SERVICE (LOS):	A		A		A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0															0	
	Through 3	704	2	285	0	704	#	0	704	2	285	0	704	2	285		704	2	285
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	0	150	0	150	0	150	0	150		150	0	150
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	0	279	#	0	279	1	279	0	279	1	279		279	1	279
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	4	971	#	0	967	3	322	4	971	3	324		971	3	324
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	99	1	99	0	99	#	0	99	1	99	0	99	1	99		99	1	99
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	0	359	1	80	0	359	1	80		359	1	80
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708	North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.495		0.497		0.495		0.497		0.495		0.497		0.495	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.395		0.397		0.395		0.397		0.395		0.397		0.395	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3	3									
	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? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	280	2	140	1	281	141	0	280	2	140	1	281	2	141	0	281	2	141
	Through-Right 4		0							0				0				0	
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	-6	298	161	0	304	0	158	-6	298	0	161	0	298	0	161
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	161	0	0	0	158	0	0	0	161	0	0	0	161
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	1	33	33	0	32	1	32	1	33	1	33	0	33	1	33
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200	North-South: 158 East-West: 38 SUM: 196	North-South: 161 East-West: 39 SUM: 200
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A	0.138 0.069 A	0.140 0.070 A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	593	2	297	4	597	299	0	593	2	297	4	597	2	299	0	597	2	299
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left 8	7	0	7	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
		Left-Through 9	1	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	1	
		Through 10	317	0	173	-1	316	172	0	317	0	173	-1	316	0	172	0	316	0	172
		Through-Right 11	1	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	1	
		Right 12	0	0	173	0	0	172	0	0	0	173	0	0	0	172	0	0	0	172
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→	Left 15	92	1	92	-3	89	89	0	92	1	92	-3	89	1	89	0	89	1	89
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8
		Through-Right 18	1	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	1	1
		Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	←	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
		Left-Through-R 27	1	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	1	1
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	304	North-South:	306	North-South:	304	North-South:	306	North-South:	306	North-South:	306	North-South:	306	North-South:	306	North-South:	306	
		East-West:	121	East-West:	118	East-West:	121	East-West:	118	East-West:	118	East-West:	118	East-West:	118	East-West:	118	East-West:	118	
		SUM:	425	SUM:	424	SUM:	425	SUM:	424	SUM:	424	SUM:	424	SUM:	424	SUM:	424	SUM:	424	
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.298		0.298		0.298		0.298		0.298		0.298		0.298		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.198		0.198		0.198		0.198		0.198		0.198		0.198		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	3		3		3		3		3											
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through 3	573	2	287	2	575	288	0	573	2	287	2	575	2	288	0	575	2	288	0
	↔	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right 5	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	1	25	0
	↔	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left 8	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10	0
	↔	Left-Through 9	0	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	0
	↔	Through 10	347	0	185	2	349	196	0	347	0	185	2	349	0	196	0	349	0	196	0
	↔	Through-Right 11	0	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	0
	↔	Right 12	3	0	185	0	3	196	0	3	0	185	0	3	0	196	0	3	0	196	0
	↔	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left 15	83	1	83	-2	81	81	0	83	1	83	-2	81	1	81	0	81	1	81	0
	↔	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16	0
	↔	Through-Right 18	0	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	0
	↔	Right 19	11	0	0	0	11	0	0	0	0	0	0	11	0	0	0	11	0	0	0
	↔	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	0
	↔	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through 24	4	0	67	0	4	67	0	4	0	67	0	4	0	67	0	4	0	67	0
	↔	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right 26	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0	0
	↔	Left-Through-R 27	0	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	0
	↔	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 297	East-West: 150		SUM: 447		North-South: 298	East-West: 148		SUM: 446		North-South: 297	East-West: 150		SUM: 447		North-South: 298	East-West: 148		SUM: 446	
VOLUME/CAPACITY (V/C) RATIO:		0.314			0.313			0.314			0.313			0.313			0.313				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.213			0.214			0.213			0.213			0.213				
LEVEL OF SERVICE (LOS):		A			A			A			A			A			A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: -0.001
Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: -0.001
Significant impacted? NO

Δv/c after mitigation: -0.001
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015											
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS											
7	No. of Phases		4		4		4		4												
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	55	1	36	0	55	37	0	55	1	36	0	55	1	37	0	55	1	37	
	Left-Through	2		1						1				1				1			
	Through	3	54	1	36	2	56	37	0	54	1	36	2	56	1	37	0	56	1	37	
	Through-Right	4		0						0				0				0			
	Right	5	66	1	35	-2	64	33	0	66	1	35	-2	64	1	33	0	64	1	33	
	Left-Through-R	6		0						0				0				0			
	Left-Right	7		0						0				0				0			
SOUTHBOUND	Left	8	109	1	109	-2	107	107	0	109	1	109	-2	107	1	107	0	107	1	107	
	Left-Through	9		0						0				0				0			
	Through	10	188	2	74	-2	186	73	0	188	2	74	-2	186	2	73	0	186	2	73	
	Through-Right	11		1						1				1				1			
	Right	12	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34	
	Left-Through-R	13		0						0				0				0			
EASTBOUND	Left	15	61	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61	
	Left-Through	16		0						0				0				0			
	Through	17	707	2	354	0	707	354	0	707	2	354	0	707	2	354	0	707	2	354	
	Through-Right	18		0						0				0				0			
	Right	19	545	1	0	3	548	0	0	545	1	0	3	548	1	0	0	548	1	0	
	Left-Through-R	20		0						0				0				0			
WESTBOUND	Left	22	63	1	63	-1	62	62	0	63	1	63	-1	62	1	62	0	62	1	62	
	Left-Through	23		0						0				0				0			
	Through	24	818	2	409	3	821	411	0	818	2	409	3	821	2	411	0	821	2	411	
	Through-Right	25		0						0				0				0			
	Right	26	96	1	42	2	98	45	0	96	1	42	2	98	1	45	0	98	1	45	
	Left-Through-R	27		0						0				0				0			
Left-Right	28		0						0				0				0				
CRITICAL VOLUMES		North-South:	145	North-South:	144	North-South:	145	North-South:	144	North-South:	144	North-South:	144	North-South:	144	North-South:	144	North-South:	144	North-South:	144
		East-West:	470	East-West:	472	East-West:	470	East-West:	472	East-West:	470	East-West:	472	East-West:	472	East-West:	472	East-West:	472	East-West:	472
		SUM:	615	SUM:	616	SUM:	615	SUM:	616	SUM:	615	SUM:	616	SUM:	616	SUM:	616	SUM:	616	SUM:	616
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		0.447		0.448		0.448		0.448		0.448		0.448		0.448		0.448	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.348		0.347		0.348		0.348		0.348		0.348		0.348		0.348		0.348	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	84	0	141	86	0	141	1	84	0	141	1	86		141	1	86
	Left-Through	2							1				1				1	
	Through	3	84	5	117	86	0	112	1	84	5	117	1	86		117	1	86
	Through-Right	4							0				0				0	
	Right	5	53	0	71	53	0	71	1	53	0	71	1	53		71	1	53
	Left-Through-R	6							0				0				0	
	Left-Right	7							0				0				0	
SOUTHBOUND	Left	8	163	0	163	163	0	163	1	163	0	163	1	163		163	1	163
	Left-Through	9							0				0				0	
	Through	10	97	0	234	97	0	234	2	97	0	234	2	97		234	2	97
	Through-Right	11							1				1				1	
	Right	12	56	0	56	56	0	56	0	56	0	56	0	56		56	0	56
	Left-Through-R	13							0				0				0	
	Left-Right	14							0				0				0	
EASTBOUND	Left	15	126	0	126	126	0	126	1	126	0	126	1	126		126	1	126
	Left-Through	16							0				0				0	
	Through	17	375	2	752	376	0	750	2	375	2	752	2	376		752	2	376
	Through-Right	18							0				0				0	
	Right	19	0	3	175	0	0	172	1	0	3	175	1	0		175	1	0
	Left-Through-R	20							0				0				0	
	Left-Right	21							0				0				0	
WESTBOUND	Left	22	36	0	36	36	0	36	1	36	0	36	1	36		36	1	36
	Left-Through	23							0				0				0	
	Through	24	317	-1	633	317	0	634	2	317	-1	633	2	317		633	2	317
	Through-Right	25							0				0				0	
	Right	26	123	0	204	123	0	204	1	123	0	204	1	123		204	1	123
	Left-Through-R	27							0				0				0	
	Left-Right	28							0				0				0	
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 249	East-West: 443	SUM: 692	North-South: 247	East-West: 443	SUM: 690	North-South: 249	East-West: 443	SUM: 692	North-South: 249	East-West: 443	SUM: 692		
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.503		0.502		0.503										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.403		0.402		0.403										
LEVEL OF SERVICE (LOS):		A		A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
No. of Phases		4	No. of Phases		4	No. of Phases		4	No. of Phases		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	1	184	1	111	2	186	113	0	184	1	111	2	186	1	113		186	1	113	
	Left-Through	2		1						1					1				1		
	Through	3	149	1	111	3	152	113	0	149	1	111	3	152	1	113		152	1	113	
	Through-Right	4		0						0					0				0		
	Right	5	54	1	32	1	55	33	0	54	1	32	1	55	1	33		55	1	33	
	Left-Through-R	6		0						0					0				0		
	Left-Right	7		0						0					0				0		
SOUTHBOUND	Left	8	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through	9		0						0				0				0			
	Through	10	288	2	111	3	291	112	0	288	2	111	3	291	2	112		291	2	112	
	Through-Right	11		1						1				1				1			
	Right	12	46	0	46	0	46	46	0	46	0	46	0	46	0	46		46	0	46	
	Left-Through-R	13		0						0				0				0			
Left-Right	14		0						0				0				0				
EASTBOUND	Left	15	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through	16		0						0				0				0			
	Through	17	952	2	476	2	954	477	0	952	2	476	2	954	2	477		954	2	477	
	Through-Right	18		0						0				0				0			
	Right	19	249	1	0	4	253	0	0	249	1	0	4	253	1	0		253	1	0	
	Left-Through-R	20		0						0				0				0			
Left-Right	21		0						0				0				0				
WESTBOUND	Left	22	44	1	44	0	44	44	0	44	1	44	0	44	1	44		44	1	44	
	Left-Through	23		0						0				0				0			
	Through	24	854	2	427	-1	853	427	0	854	2	427	-1	853	2	427		853	2	427	
	Through-Right	25		0						0				0				0			
	Right	26	243	1	176	0	243	176	0	243	1	176	0	243	1	176		243	1	176	
	Left-Through-R	27		0						0				0				0			
Left-Right	28		0						0				0				0				
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808	North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808		
VOLUME/CAPACITY (V/C) RATIO:		0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588	0.586	0.588		
W/C LESS ATSAC/ATCS ADJUSTMENT:		0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488	0.486	0.488		
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	1	6	0	6	6	0	6	1	6	6	0	6	1	6	6	0	6	
	Left-Through 2		0							0					0					
	Through 3	46	2	23	1	47	24	0	46	2	23	24	1	47	2	24	0	47	2	24
	Through-Right 4		0							0					0					
	Right 5	32	1	0	0	32	0	0	32	1	0	0	0	32	1	0	0	32	1	0
	Left-Through-R 6		0							0					0					
	Left-Right 7		0							0					0					
SOUTHBOUND	Left 8	69	2	38	0	69	38	0	69	2	38	38	0	69	2	38	0	69	2	38
	Left-Through 9		0							0					0					
	Through 10	649	1	336	1	650	336	0	649	1	336	336	1	650	1	336	0	650	1	336
	Through-Right 11		1							1					1					
	Right 12	22	0	22	0	22	22	0	22	0	22	22	0	22	0	22	0	22	0	22
	Left-Through-R 13		0							0					0					
	Left-Right 14		0							0					0					
EASTBOUND	Left 15	35	1	35	0	35	35	0	35	1	35	35	0	35	1	35	0	35	1	35
	Left-Through 16		0							0					0					
	Through 17	8	0	28	0	8	28	0	8	0	28	28	0	8	0	28	0	8	0	28
	Through-Right 18		1							1					1					
	Right 19	20	0	0	0	20	0	0	20	0	0	0	0	20	0	0	0	20	0	0
	Left-Through-R 20		0							0					0					
	Left-Right 21		0							0					0					
WESTBOUND	Left 22	19	0	19	0	19	19	0	19	0	19	19	0	19	0	19	0	19	0	19
	Left-Through 23		1							1					1					
	Through 24	17	0	36	0	17	36	0	17	0	36	36	0	17	0	36	0	17	0	36
	Through-Right 25		0							0					0					
	Right 26	13	1	0	-1	12	0	0	13	1	0	0	0	13	1	0	0	13	1	0
	Left-Through-R 27		0							0					0					
	Left-Right 28		0							0					0					
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	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	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	5	226	113	0	221	2	111	5	226	2	113	0	221	2	113	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	0	20	1	0	0	20	1	0	0	20	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	0	27	2	15	0	27	2	15	0	27	2	15	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	3	365	199	0	362	1	197	3	365	1	199	0	362	1	199	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	0	32	0	32	0	32	0	32	0	32	0	32	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	0	51	1	51	0	51	1	51	0	51	1	51	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	20	0	5	0	20	0	5	0	20	
	Through-Right	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18	0
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23	0
	Through	4	0	11	0	4	11	0	4	0	11	0	4	0	11	0	4	0	11	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	0
	Right	33	1	0	0	33	0	0	33	1	0	0	33	1	0	0	33	1	0	0
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	0
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	0
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278		North-South: 218 East-West: 62 SUM: 280		North-South: 216 East-West: 62 SUM: 278		North-South: 218 East-West: 62 SUM: 280		North-South: 216 East-West: 62 SUM: 278		North-South: 218 East-West: 62 SUM: 280		North-South: 216 East-West: 62 SUM: 278		North-South: 218 East-West: 62 SUM: 280				
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.202		0.204		0.202		0.204		0.202		0.204				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.102		0.104		0.102		0.104		0.102		0.104				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4		4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0							0				0				0	
	Through	3	2	152	5	308	154	0	303	2	152	5	308	2	154	0	308	2	154
	Through-Right	4	0							0				0				0	
	Right	5	1	0	-1	49	0	0	50	1	0	-1	49	1	0	0	49	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	1	138	76	0	137	2	75	1	138	2	76	0	138	2	76
	Left-Through	9	0							0				0				0	
	Through	10	1	237	6	445	240	0	439	1	237	6	445	1	240	0	445	1	240
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	19	0	4	0	19	0	4	0	19
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	0	4	0	21	0	4	0	21	0	4	0	21
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	0	51	1	0	0	51	1	0	0	51	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254 East-West: 62 SUM: 316		North-South: 257 East-West: 62 SUM: 319		North-South: 254 East-West: 62 SUM: 316		North-South: 257 East-West: 62 SUM: 319		North-South: 254 East-West: 62 SUM: 316		North-South: 257 East-West: 62 SUM: 319		North-South: 254 East-West: 62 SUM: 316		North-South: 257 East-West: 62 SUM: 319			
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.232		0.230		0.232		0.230		0.232		0.230		0.232			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.132		0.130		0.132		0.130		0.132		0.130		0.132			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015				
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS				
13	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?		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			
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	0	30	2	17	0	30	2	17	0	30	2	17
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	40	128	0	0	88	1	0	40	128	1	0	40	128	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	-21	1951	650	0	1972	3	657	-21	1951	3	650	0	1951	3	650
	Through-Right 18		0							0				0				0	
	Right 19	274	1	257	36	310	293	0	274	1	257	36	310	1	293	0	310	1	293
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	0	66	2	36	0	66	2	36	0	66	2	36
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	12	2188	729	0	2176	3	725	12	2188	3	729	0	2188	3	729
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 17		North-South: 17		North-South: 17		North-South: 17		North-South: 17		North-South: 17		North-South: 17	
		East-West: 725		East-West: 729		East-West: 725		East-West: 725		East-West: 729		East-West: 725		East-West: 729		East-West: 725		East-West: 729	
		SUM: 742		SUM: 746		SUM: 742		SUM: 742		SUM: 746		SUM: 742		SUM: 746		SUM: 742		SUM: 746	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.495		0.495		0.497		0.495		0.497		0.495		0.497	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.395		0.395		0.397		0.395		0.397		0.395		0.397	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	0	257	2	141	0	257	2	141	0	257	2	141
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	23	903	0	0	880	1	0	23	903	1	0	0	903	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-15	1488	496	0	1503	3	501	-15	1488	3	496	0	1488	3	496
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	38	151	10	0	113	1	0	38	151	1	10	0	151	1	10
WESTBOUND	Left 22	34	2	19	0	34	19	0	34	2	19	0	34	2	19	0	34	2	19
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1447	3	482	16	1463	488	0	1447	3	482	16	1463	3	488	0	1463	3	488
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141	
		East-West: 520		East-West: 515		East-West: 520		East-West: 520		East-West: 515		East-West: 515		East-West: 515		East-West: 515		East-West: 515	
		SUM: 661		SUM: 656		SUM: 661		SUM: 661		SUM: 656		SUM: 656		SUM: 656		SUM: 656		SUM: 656	
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.437		0.441		0.441		0.437		0.437		0.437		0.437		0.437	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.337		0.341		0.341		0.337		0.337		0.337		0.337		0.337	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.004**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases 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-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	190	0	346	190	0	346	2	190	0	346	2	190	0	346	2	190	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	16	957	0	0	941	1	0	16	957	1	0	0	957	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	-6	2135	712	0	2141	3	714	-6	2135	3	712	0	2135	3	712
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	19	0	209	19	0	209	1	19	0	209	1	19	0	209	1	19
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	23	0	41	23	0	41	2	23	0	41	2	23	0	41	2	23
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	655	9	1974	658	0	1965	3	655	9	1974	3	658	0	1974	3	658
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 735 SUM: 925	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 735 SUM: 925	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 735 SUM: 925	North-South: 190 East-West: 735 SUM: 925	North-South: 190 East-West: 735 SUM: 925											
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.617	0.618	0.617	0.618	0.617	0.618	0.617											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.517	0.518	0.517	0.518	0.517	0.518	0.517											
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A											

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.001**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
14	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																			
Opposed Ø'ing: N/S-1, EW-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--	SB--	NB--							
ATSAC-1 or ATSAC-ATCS-2?		EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--	WB--	EB--							
Override Capacity																			
		3	1	3	1	3	1	3	1	3	1	3							
		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							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	23	67	67	0	44	1	44	23	67	1	67	0	67	1	67
	Through-Right 4																		
	Right 5	32	1	0	-7	25	0	0	32	1	0	-7	25	1	0	0	25	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	3	8	8	0	5	1	5	3	8	1	8	0	8	1	8
	Left-Through 9																		
	Through 10	280	2	140	17	297	149	0	280	2	140	17	297	2	149	0	297	2	149
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	-7	321	321	0	328	1	328	-7	321	1	321	0	321	1	321
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	1	0	3	1	0	0	3	1	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South:			North-South:			North-South:				North-South:				North-South:			
		East-West:			East-West:			East-West:				East-West:				East-West:			
		SUM:			SUM:			SUM:				SUM:				SUM:			
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.377			0.359				0.377				0.377			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.277			0.259				0.277				0.277			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.018**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		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-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 0 EB-- 0 WB-- 0	NB-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	16	253	253	0	237	1	237	16	253	1	253	253	1	253
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	2	356	232	0	354	1	214	2	356	1	232	356	1	232
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	-9	-6	-6	0	3	1	3	-9	-6	1	-6	-6	1	-6
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	28	251	126	0	223	2	112	28	251	2	126	251	2	126
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	-16	124	124	0	140	1	140	-16	124	1	124	124	1	124
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	13	0	10	1	9	0	10	1	13	10	1	13
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	North-South: 349 East-West: 140 SUM: 489	North-South: 379 East-West: 124 SUM: 503	
VOLUME/CAPACITY (V/C) RATIO:			0.343		0.353		0.343		0.343		0.353		0.353		0.353		0.353	
V/C LESS ATSC/ATCS ADJUSTMENT:			0.243		0.253		0.243		0.243		0.253		0.253		0.253		0.253	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.010**
ant impacted? **NO**

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 #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSA-1 or ATSA+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0								0		
	Through 3	376	1	376	12	388	#	0	376	1	376	12	388	1	388	1	388	388	
	Through-Right 4		0						0								0		
	Right 5	289	1	146	11	300	#	0	289	1	146	11	300	1	150		300	1	150
	Left-Through-R 6		0						0								0		
	Left-Right 7		0						0								0		
SOUTHBOUND	Left 8	6	1	6	0	6	6	0	6	1	6	0	6	1	6	6	1	6	
	Left-Through 9		0						0					0			0		
	Through 10	150	2	75	18	168	#	0	150	2	75	18	168	2	84		168	2	84
	Through-Right 11		0						0					0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0					0			0		
	Left-Right 14		0						0					0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0					0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0					0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0					0			0		
	Left-Right 21		0						0					0			0		
WESTBOUND	Left 22	143	1	143	7	150	#	0	143	1	143	7	150	1	150		150	1	150
	Left-Through 23		0						0					0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0					0			0		
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 27		0						0					0			0		
	Left-Right 28		0						0					0			0		
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 472 East-West: 150 SUM: 622			North-South: 451 East-West: 143 SUM: 594				North-South: 472 East-West: 150 SUM: 622							
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.436			0.417				0.436							
V/C LESS ATSA/ATCS ADJUSTMENT:		0.317			0.336			0.317				0.336							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.019**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.019** Δv/c after mitigation: **0.019**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	Ambient Growth: (%):		Conducted by:		Date:										
	15	East-West Street:	Terminal Way		Projection Year:	Peak Hour:		Reviewed by:	10/1/2015										
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-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0										
Override Capacity		2		2		2		2											
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	110	1	110	31	141	141	0	110	1	110	31	141	1	141	0	141	1	141
	Left-Through 2		0							0				0				0	
	Through 3	3	2	2	3	6	3	0	3	2	2	3	6	2	3	0	6	2	3
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6		0							0				0				0	
Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	12	1	12	-14	-2	-2	0	12	1	12	-14	-2	1	-2	0	-2	1	-2
	Through-Right 11		0							0				0				0	
	Right 12	534	1	491	6	540	497	0	534	1	491	6	540	1	497	0	540	1	497
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	85	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16		1							1				1				1	
	Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18		0							0				0				0	
	Right 19	11	1	0	33	44	0	0	11	1	0	33	44	1	0	0	44	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 601	East-West: 43	SUM: 644	North-South: 638	East-West: 43	SUM: 681	North-South: 601	East-West: 43	SUM: 644	North-South: 638	East-West: 43	SUM: 681	North-South: 638	East-West: 43	SUM: 681	North-South: 638	East-West: 43	SUM: 681
VOLUME/CAPACITY (V/C) RATIO:		0.429			0.454			0.429				0.454				0.454			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329			0.354			0.329				0.354				0.354			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.025**
Significant impacted? **NO**

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)



I/S #: 15	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0									
Override Capacity				2		2		2		2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	85	6	91	91	0	85	1	85	6	91	1	91		91	1	91	
	Left-Through 2	0							0				0				0		
	Through 3	2	28	-5	50	25	0	55	2	28	-5	50	2	25		50	2	25	
	Through-Right 4	0							0				0				0		
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through-R 6	0							0				0				0		
	Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through 9	0							0				0				0		
	Through 10	1	37	0	37	37	0	37	1	37	0	37	1	37		37	1	37	
	Through-Right 11	0							0				0				0		
	Right 12	1	27	3	220	21	0	217	1	27	3	220	1	21		220	1	21	
	Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0			
EASTBOUND	Left 15	1	190	17	397	199	0	380	1	190	17	397	1	199		397	1	199	
	Left-Through 16	1							1				1				1		
	Through 17	0	190	0	0	199	0	0	0	190	0	0	0	199		0	0	199	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	23	115	0	0	92	1	0	23	115	1	0		115	1	0	
	Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through 23	0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right 25	0							0				0				0		
	Right 26	0	0	0	0	2	0	2	0	0	0	2	0	0		2	0	0	
	Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0			
CRITICAL VOLUMES		North-South: 122 East-West: 190 SUM: 312	North-South: 128 East-West: 199 SUM: 327	North-South: 122 East-West: 190 SUM: 312	North-South: 128 East-West: 199 SUM: 327	North-South: 128 East-West: 199 SUM: 327	North-South: 122 East-West: 190 SUM: 312	North-South: 128 East-West: 199 SUM: 327	North-South: 128 East-West: 199 SUM: 327	North-South: 128 East-West: 199 SUM: 327									
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.218		0.208		0.218		0.218		0.218		0.218		0.218		0.218
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.118		0.108		0.118		0.118		0.118		0.118		0.118		0.118
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.010**
Significantly impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS									
16	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?		0		0		0		0									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0
	Left-Through-Right	6	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	1	1	75	76	76	0	1	1	75	76	1	76	0	76	1	76
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	1
	Through-Right	11	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Right	12	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	3	1	3	0	3	3	0	3	1	3	3	0	3	1	3	3
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	53	1	27	0	53	27	0	53	1	27	27	0	53	1	27	27
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	29	0	29	0	29	29	0	29	0	29	29	0	29	0	29	29
	Left-Through	23	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0
	Through	24	259	1	144	0	259	144	0	259	1	144	144	0	259	1	144	144
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	74	4	26	123	197	31	0	74	4	26	123	197	4	31	0	31
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 3		78		North-South: 78		3		North-South: 78		78		North-South: 78		78		
		East-West: 147		147		East-West: 147		147		East-West: 147		147		East-West: 147		147		
		SUM: 150		225		SUM: 225		150		SUM: 225		225		SUM: 225		225		
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.150		0.100		0.100		0.150		0.150		0.150		0.150		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.150		0.100		0.100		0.150		0.150		0.150		0.150		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.050**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.050** Δv/c after mitigation: **0.050**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2		2		2		2		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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	
	Left-Through	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	3	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0	8	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	7	0	0	7	0	0	7	0	0	0	7	0	0	
	Left-Through-R	6	1	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	Left	8	318	1	164	482	482	0	318	1	164	482	482	0	318	1	164	482	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	3	0	0	3	14	0	3	0	0	3	14	0	3	0	1	14	
	Through-Right	11	1	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	
	Right	12	11	0	0	11	0	0	11	0	0	11	0	0	0	11	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	4	1	0	4	4	0	4	1	0	4	4	0	4	1	0	4	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	189	1	0	189	96	0	189	1	0	189	96	0	189	1	0	96	
	Through-Right	18	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	
	Right	19	2	0	0	2	2	0	2	0	0	2	2	0	2	0	0	2	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	10	0	0	10	10	0	10	0	0	10	10	0	10	0	0	10	
	Left-Through	23	1	0	0	1	1	0	1	0	1	1	1	0	1	0	1		
	Through	24	60	1	0	60	35	0	60	1	0	60	35	0	60	1	0	35	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	298	4	166	464	0	0	298	4	166	464	0	0	166	464	4	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		<i>North-South:</i>	326	<i>East-West:</i>	106	<i>SUM:</i>	432	<i>North-South:</i>	490	<i>East-West:</i>	106	<i>SUM:</i>	596	<i>North-South:</i>	326	<i>East-West:</i>	106	<i>SUM:</i>	432
VOLUME/CAPACITY (V/C) RATIO:			0.288		0.397		0.288		0.288		0.397		0.397		0.397		0.397		0.397
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.288		0.397		0.288		0.288		0.397		0.397		0.397		0.397		0.397
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.109**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.109** Δv/c after mitigation: **0.109**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015													
16	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS													
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0								0	
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	24
	Through-Right 4		0						0					0			0	
	Right 5	24	0	0	0	24	0	24	0	0	0	24	0	0	24	0	0	0
	Left-Through-R 6		1						1					1			1	
Left-Right 7		0						0					0			0		
SOUTHBOUND	Left 8	130	1	130	114	244	244	0	130	1	130	114	244	1	244	244	1	244
	Left-Through 9		0						0					0			0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	3	0	5
	Through-Right 11		1						1					1			1	
	Right 12	2	0	0	0	2	0	2	0	0	0	2	0	0	2	0	0	0
	Left-Through-R 13		0						0					0			0	
Left-Right 14		0						0					0			0		
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1
	Left-Through 16		0						0				0				0	
	Through 17	228	1	114	0	228	114	0	228	1	114	0	228	1	114	228	1	114
	Through-Right 18		1						1				1			1		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0					0			0	
Left-Right 21		0						0					0			0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2
	Left-Through 23		1						1				1			1		
	Through 24	42	1	22	0	42	22	0	42	1	22	0	42	1	22	42	1	22
	Through-Right 25		0						0				0			0		
	Right 26	194	4	3	110	304	0	194	4	3	110	304	0	194	4	304	4	0
	Left-Through-R 27		0						0				0			0		
Left-Right 28		0						0				0			0			
CRITICAL VOLUMES		North-South: 154 East-West: 116 SUM: 270			North-South: 268 East-West: 116 SUM: 384			North-South: 154 East-West: 116 SUM: 270				North-South: 268 East-West: 116 SUM: 384						
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.256			0.180				0.256						
V/C LESS ATSC/ATCS ADJUSTMENT:		0.180			0.256			0.180				0.256						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.076**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.076** Δv/c after mitigation: **0.076**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
17	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3									
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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	0	1	8	0	1	0	8	0	1	0	8	0	1	0	8
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	0	52	0	52	0	0	0	52	0	0	0	52	0	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	0	5	2	0	5	0	2	0	5	0	2	0	5	0	2
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	75	121	62	0	46	1	25	75	121	62	0	121	1	62	
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	0	245	245	0	245	1	245	0	245	1	245	0	245	1	245
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	123	507	254	0	384	2	192	123	507	254	0	507	2	254	
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279			North-South: 9 East-West: 307 SUM: 316			North-South: 9 East-West: 270 SUM: 279				North-South: 9 East-West: 307 SUM: 316							
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.222			0.196				0.222							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.122			0.098				0.122							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.024**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	5	0	5	0	5	5	0	5	0	5	5	0	5	5	0	5	5	
	Left-Through 2		1					1					1			1			
	Through 3	31	0	36	0	36	36	0	36	0	36	36	0	36	36	0	36	36	
	Through-Right 4		1					1					1			1			
	Right 5	96	0	42	0	96	42	0	96	0	42	42	0	42	42	0	42	42	
	Left-Through-R 6		0					0					0			0			
	Left-Right 7		0					0					0			0			
SOUTHBOUND	Left 8	2	0	2	0	2	2	0	2	0	2	2	0	2	2	0	2	2	
	Left-Through 9		1					1					1			1			
	Through 10	25	0	27	0	25	27	0	25	0	27	27	0	25	27	0	27	27	
	Through-Right 11		1					1					1			1			
	Right 12	43	0	17	0	43	17	0	43	0	17	17	0	43	17	0	43	17	
	Left-Through-R 13		0					0					0			0			
	Left-Right 14		0					0					0			0			
EASTBOUND	Left 15	52	1	52	0	52	52	0	52	1	52	52	0	52	52	1	52	52	
	Left-Through 16		0					0					0			0			
	Through 17	368	1	186	164	532	268	0	368	1	186	186	164	532	268	1	186	268	
	Through-Right 18		1					1					1			1			
	Right 19	4	0	4	0	4	4	0	4	0	4	4	0	4	4	0	4	4	
	Left-Through-R 20		0					0					0			0			
	Left-Right 21		0					0					0			0			
WESTBOUND	Left 22	109	1	109	0	109	109	0	109	1	109	109	0	109	109	1	109	109	
	Left-Through 23		0					0					0			0			
	Through 24	226	2	113	166	392	196	0	226	2	113	113	166	392	196	2	113	196	
	Through-Right 25		0					0					0			0			
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	
	Left-Through-R 27		0					0					0			0			
	Left-Right 28		0					0					0			0			
CRITICAL VOLUMES		North-South: 44		North-South: 44		North-South: 44		North-South: 44		North-South: 44		North-South: 44		North-South: 44		North-South: 44		North-South: 44	
		East-West: 295		East-West: 377		East-West: 295		East-West: 295		East-West: 377		East-West: 377		East-West: 377		East-West: 377		East-West: 377	
		SUM: 339		SUM: 421		SUM: 339		SUM: 339		SUM: 421		SUM: 421		SUM: 421		SUM: 421		SUM: 421	
VOLUME/CAPACITY (V/C) RATIO:		0.238		0.295		0.238		0.238		0.295		0.295		0.295		0.295		0.295	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138		0.195		0.138		0.138		0.195		0.195		0.195		0.195		0.195	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.057**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.057** Δv/c after mitigation: **0.057**
Significant impacted? **NO** Fully mitigated? **N/A**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
17	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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-- 0 SB-- 0 EB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	1	
	Through 3	4	0	4	0	4	4	0	4	0	4	4	0	4	0	4	4	4	
	Through-Right 4	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Right 5	179	0	130	0	179	130	0	179	0	130	179	0	130	0	179	0	130	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	4	0	4	0	4	4	4	
	Left-Through 9	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Through 10	3	0	7	0	3	7	0	3	0	7	3	0	7	0	3	7	7	
	Through-Right 11	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Right 12	8	0	6	0	8	6	0	8	0	6	8	0	6	0	8	0	6	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	4	1	4	0	4	4	0	4	1	4	4	0	4	0	4	1	4	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	114	394	197	0	280	1	140	114	394	1	197	0	394	1	
	Through-Right 18	1	1	1	0	1	1	0	1	1	0	1	1	0	1	0	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	98	1	98	0	98	98	0	98	1	98	98	0	98	0	98	1	98	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	110	300	150	0	190	2	95	110	300	2	150	0	300	2	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	7	0	7	0	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 134 East-West: 238 SUM: 372	North-South: 134 East-West: 347 SUM: 481	North-South: 134 East-West: 238 SUM: 372	North-South: 134 East-West: 347 SUM: 481	North-South: 134 East-West: 347 SUM: 481	North-South: 134 East-West: 347 SUM: 481	North-South: 134 East-West: 347 SUM: 481										
VOLUME/CAPACITY (V/C) RATIO:			0.261	0.338	0.261	0.338	0.261	0.338	0.261	0.338	0.261	0.338	0.261	0.338	0.261	0.338	0.261	0.338	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161	0.238	0.161	0.238	0.161	0.238	0.161	0.238	0.161	0.238	0.161	0.238	0.161	0.238	0.161	0.238	
LEVEL OF SERVICE (LOS):			A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.077**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.077** Δv/c after mitigation: **0.077**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:													
18	East-West Street:	Cannery Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
No. of Phases		2	2		2														
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0													
Right Turns: FREE-1, NRTOR-2 or OLA-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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Left-Through 2	1							1					1					
	Through 3	42	23	0	42	23	0	42	1	23	0	42	1	23	0	42	1	23	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9																		
	Through 10	272	148	0	272	148	0	272	1	148	0	272	1	148	0	272	1	148	
	Through-Right 11																		
	Right 12	24	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24	
	Left-Through-R 13																		
EASTBOUND	Left 15	15	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15	
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																		
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25																		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 152	North-South: 152	North-South: 152		North-South: 152		North-South: 152		North-South: 152		North-South: 152		North-South: 152		North-South: 152		North-South: 152	
		East-West: 15	East-West: 15	East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15	
		SUM: 167	SUM: 167	SUM: 167		SUM: 167		SUM: 167		SUM: 167		SUM: 167		SUM: 167		SUM: 167		SUM: 167	
VOLUME/CAPACITY (V/C) RATIO:			0.111		0.111		0.111		0.111		0.111		0.111		0.111		0.111		0.111
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111		0.111		0.111		0.111		0.111		0.111		0.111		0.111		0.111
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	34	0	61	1	34	0	61	1	34	0	61	1	34
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	84	0	123	1	84	0	123	1	84	0	123	1	84
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	0	45	45	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	0	83	83	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173			
VOLUME/CAPACITY (V/C) RATIO:		0.115		0.115		0.115		0.115		0.115		0.115		0.115		0.115			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115		0.115		0.115		0.115		0.115		0.115		0.115		0.115			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	143	73	0	143	73	0	143	1	73	0	143	1	73	0	143	1	73	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	85	48	0	85	48	0	85	1	48	0	85	1	48	0	85	1	48	0
	Through-Right	11	11	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	30	1	30	30	0	30	1	30	0	30	1	30	0	30	1	30	0	30
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	4	1	4	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103	North-South: 73 East-West: 30 SUM: 103										
VOLUME/CAPACITY (V/C) RATIO:		0.069	0.069	0.069	0.069	0.069	0.069	0.069	0.069	0.069										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069	0.069	0.069	0.069	0.069	0.069	0.069	0.069	0.069										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A										

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

CEQA Alternative 4

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.085 *	
	TH	0.29	32	472	0.068	N-S(2): 0.000	
	LT	1.71	185	2,455	0.075 *	E-W(1): 0.144	
Westbound	RT	1.00	174	1,600	0.041	E-W(2): 0.499 *	
	TH	1.00	602	1,600	0.376 *	V/C: 0.584	
	LT	1.00	4	1,600	0.003	Lost Time: 0.180	
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.764	
	TH	2.00	447	3,200	0.141		
	LT	1.00	196	1,600	0.123 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	236	1,600	0.093	E-W(2): 0.333 *	
	TH	1.00	326	1,600	0.204 *	V/C: 0.399	
	LT	1.00	2	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.579	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	186	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.223	
Westbound	RT	1.00	267	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *	V/C: 0.499	
	LT	1.00	1	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	14	0	0.000		
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	707	3,200	0.222		
	LT	1.00	233	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.205 E-W(1): 0.030 * E-W(2): 0.003	
	TH	3.00	985	4,800	0.205		
	LT	1.00	306	1,600	0.191 *		
Westbound	RT	2.00	317	3,200	0.003	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	85	2,880	0.030 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	525	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 * N-S(2): 0.174 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	834	4,800	0.174		
	LT	1.00	186	1,600	0.116 *		
Westbound	RT	2.00	334	3,200	0.046	V/C: 0.352 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.472	
	TH	3.00	771	4,800	0.190 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,078	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.075 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	612	3,200	0.196	V/C: 0.333 Lost Time: 0.180
	LT	2.00	179	2,880	0.062 *	
Northbound	RT	2.00	75	3,200	0.000	ICU: 0.513
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	407	1,600	0.196 *	LOS: A
	TH	2.00	269	3,200	0.084	
	LT	1.00	16	1,600	0.010	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.260 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	249	3,200	0.078	V/C: 0.452 Lost Time: 0.180
	LT	2.00	83	2,880	0.029 *	
Northbound	RT	2.00	123	3,200	0.025	ICU: 0.632
	TH	0.01	3	14	0.216	
	LT	1.99	687	2,867	0.240 *	
Eastbound	RT	1.00	605	1,600	0.163 *	LOS: B
	TH	2.00	330	3,200	0.103	
	LT	1.00	15	1,600	0.009	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.222 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.271 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.093
	TH	2.00	276	3,200	0.087	V/C: 0.493 Lost Time: 0.180
	LT	2.00	117	2,880	0.041 *	
Northbound	RT	2.00	196	3,200	0.043	ICU: 0.673
	TH	0.00	0	0	0.000	
	LT	2.00	587	2,880	0.204 *	
Eastbound	RT	1.00	496	1,600	0.127	LOS: B
	TH	2.00	735	3,200	0.230 *	
	LT	1.00	9	1,600	0.006	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	592	3,200	0.185 *	N-S(1): 0.075
	TH	2.00	202	3,200	0.063	N-S(2): 0.189 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	61	1,600	0.000	E-W(2): 0.059 *
	TH	2.00	189	3,200	0.059 *	V/C: 0.248
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	239	3,200	0.075	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.368
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	722	3,200	0.226 *	N-S(1): 0.221
	TH	2.00	167	3,200	0.052	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	189	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	195	3,200	0.061 *	V/C: 0.288
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	706	3,200	0.221	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.181	N-S(1): 0.217 *
	TH	2.00	138	3,200	0.043	N-S(2): 0.183
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.052 *
	TH	2.00	166	3,200	0.052 *	V/C: 0.269
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	695	3,200	0.217 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.389
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.065 *
	TH	0.05	5	87	0.057	N-S(2): 0.000
	LT	1.95	178	2,801	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.090 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.155
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.275
	TH	2.00	241	3,200	0.076	
	LT	2.00	259	2,880	0.090 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.13	13	214	0.061	N-S(2): 0.000
	LT	1.87	181	2,687	0.067 *	E-W(1): 0.092
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.400
Northbound	RT	1.00	9	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	30	3,200	0.009	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.520
	TH	2.00	290	3,200	0.092	
	LT	2.00	932	2,880	0.324 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.17	13	275	0.047	N-S(2): 0.000
	LT	1.83	138	2,632	0.052 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.241 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.301
Northbound	RT	1.00	12	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.421
	TH	2.00	326	3,200	0.103	
	LT	2.00	695	2,880	0.241 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	174	3,200	0.054	E-W(2): 0.178 *
	TH	2.00	569	3,200	0.178 *	
	LT	0.00	0	0	0.000	V/C: 0.231
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	101	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.331
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.027
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	636	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	82	3,200	0.027	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	147	3,200	0.046	E-W(2): 0.182 *
	TH	2.00	583	3,200	0.182 *	
	LT	0.00	0	0	0.000	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	90	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.369
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.112 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.155
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.275
	TH	2.00	359	3,200	0.112 *	
	LT	1.00	97	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.229 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.302
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.422
	TH	2.00	733	3,200	0.229 *	
	LT	1.00	95	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.231 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.063
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	2.00	739	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.085 *	
	TH	0.30	32	474	0.068	N-S(2): 0.000	
	LT	1.70	184	2,453	0.075 *	E-W(1): 0.145	
Westbound	RT	1.00	176	1,600	0.043	E-W(2): 0.501 *	
	TH	1.00	603	1,600	0.377 *		
	LT	1.00	4	1,600	0.003	V/C: 0.586	
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.180	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.766	
	TH	2.00	450	3,200	0.142		
	LT	1.00	198	1,600	0.124 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	138	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	233	1,600	0.091	E-W(2): 0.332 *	
	TH	1.00	325	1,600	0.203 *		
	LT	1.00	2	1,600	0.001	V/C: 0.398	
Northbound	RT	0.00	5	0	0.000	Lost Time: 0.180	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.578	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.221	
Westbound	RT	1.00	266	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *		
	LT	1.00	1	1,600	0.001	V/C: 0.499	
Northbound	RT	0.00	14	0	0.000	Lost Time: 0.180	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	702	3,200	0.220		
	LT	1.00	234	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.320 * N-S(2): 0.205 E-W(1): 0.028 * E-W(2): 0.005	
	TH	3.00	984	4,800	0.205		
	LT	1.00	308	1,600	0.193 *		
Westbound	RT	2.00	324	3,200	0.005	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	82	2,880	0.028 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	524	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.175 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	838	4,800	0.175		
	LT	1.00	185	1,600	0.116 *		
Westbound	RT	2.00	333	3,200	0.046	V/C: 0.353 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	103	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.473	
	TH	3.00	775	4,800	0.191 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,080	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.077 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	610	3,200	0.196	V/C: 0.335
	LT	2.00	179	2,880	0.062 *	Lost Time: 0.180
Northbound	RT	2.00	76	3,200	0.000	
	TH	0.12	12	198	0.061	
	LT	1.88	182	2,702	0.067 *	
Eastbound	RT	1.00	410	1,600	0.196 *	ICU: 0.515
	TH	2.00	271	3,200	0.085	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.259 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.194 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	248	3,200	0.078	V/C: 0.453
	LT	2.00	84	2,880	0.029 *	Lost Time: 0.180
Northbound	RT	2.00	125	3,200	0.026	
	TH	0.01	3	14	0.215	
	LT	1.99	686	2,867	0.239 *	
Eastbound	RT	1.00	609	1,600	0.165 *	ICU: 0.633
	TH	2.00	328	3,200	0.103	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.220 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.269 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.094
	TH	2.00	279	3,200	0.088	V/C: 0.489
	LT	2.00	117	2,880	0.041 *	Lost Time: 0.180
Northbound	RT	2.00	204	3,200	0.045	
	TH	0.00	0	0	0.000	
	LT	2.00	583	2,880	0.202 *	
Eastbound	RT	1.00	497	1,600	0.128	ICU: 0.669
	TH	2.00	730	3,200	0.228 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	612	3,200	0.191 *	N-S(1): 0.080 N-S(2): 0.195 * E-W(1): 0.022 E-W(2): 0.058 * V/C: 0.253 Lost Time: 0.120
	TH	2.00	203	3,200	0.063	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	62	1,600	0.000	
	TH	2.00	184	3,200	0.058 *	
	LT	1.00	35	1,600	0.022	
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	256	3,200	0.080	
	LT	1.00	6	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.373 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	724	3,200	0.226 *	N-S(1): 0.227 * N-S(2): 0.227 * E-W(1): 0.006 E-W(2): 0.061 * V/C: 0.288 Lost Time: 0.120
	TH	2.00	170	3,200	0.053	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	189	1,600	0.000	
	TH	2.00	195	3,200	0.061 *	
	LT	1.00	9	1,600	0.006	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	726	3,200	0.227	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	587	3,200	0.183	N-S(1): 0.223 * N-S(2): 0.184 E-W(1): 0.007 E-W(2): 0.050 * V/C: 0.273 Lost Time: 0.120
	TH	2.00	139	3,200	0.043	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	159	1,600	0.000	
	TH	2.00	160	3,200	0.050 *	
	LT	1.00	11	1,600	0.007	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	714	3,200	0.223 *	
	LT	1.00	2	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.393 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.064 *
	TH	0.05	5	87	0.058	N-S(2): 0.000
	LT	1.95	179	2,802	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.094 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.158
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.120
	TH	2.00	1	3,200	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.278
	TH	2.00	241	3,200	0.076	
	LT	2.00	270	2,880	0.094 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.079 *
	TH	0.14	14	229	0.061	N-S(2): 0.000
	LT	1.86	182	2,674	0.068 *	E-W(1): 0.090
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.329 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.408
Northbound	RT	1.00	5	1,600	0.003	Lost Time: 0.120
	TH	2.00	34	3,200	0.011	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.528
	TH	2.00	288	3,200	0.090	
	LT	2.00	948	2,880	0.329 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.061 *
	TH	0.17	13	274	0.048	N-S(2): 0.000
	LT	1.83	139	2,634	0.053 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.248 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.309
Northbound	RT	1.00	13	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	(1)	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.429
	TH	2.00	325	3,200	0.103	
	LT	2.00	714	2,880	0.248 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	169	3,200	0.053	E-W(2): 0.184 *
	TH	2.00	588	3,200	0.184 *	
	LT	0.00	0	0	0.000	V/C: 0.237
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	102	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.337
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.026
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	638	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	81	3,200	0.026	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	141	3,200	0.044	E-W(2): 0.184 *
	TH	2.00	589	3,200	0.184 *	
	LT	0.00	0	0	0.000	V/C: 0.271
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	89	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.371
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.117 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.160
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.280
	TH	2.00	374	3,200	0.117 *	
	LT	1.00	98	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.233 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.306
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.426
	TH	2.00	746	3,200	0.233 *	
	LT	1.00	94	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.062
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.281
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.401
	TH	2.00	757	3,200	0.237 *	
	LT	1.00	99	1,600	0.062	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

CEQA Alternative 5

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street: O St			Year of Count: 2013			Ambient Growth: (%):			Conducted by:			Date: 10/1/2015								
	East-West Street: Pacific Coast Highway			Projection Year: 2038			Peak Hour: AM			Reviewed by:			Project: Everport Draft EIR/EIS								
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				0 2 3 3 2 1500		0 2 3 3 2 #####		0 2 3 3 2 1500		0 2 3 3 2 1500		0 2 3 3 2 1500		0 2 3 3 2 1500							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	←←←←←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→→→→→	Left 8	214	1	214	1	215	215	0	214	1	214	1	215	1	215	0	215	1	215	
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 12	220	1	0	1	221	0	0	220	1	0	1	221	1	0	0	221	1	0	0
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	←←←←←	Left 15	231	1	231	0	231	231	0	231	1	231	0	231	1	231	0	231	1	231	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	931	2	466	0	931	466	0	931	2	466	0	931	2	466	0	931	2	466	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	→→→→→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	1033	2	402	-4	1029	400	0	1033	2	402	-4	1029	2	400	0	1029	2	400	
		Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
		Right 26	172	0	172	-2	170	170	0	172	0	172	-2	170	0	170	0	170	0	170	
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 866 SUM: 1081	North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 866 SUM: 1081															
VOLUME/CAPACITY (V/C) RATIO:			0.721	0.721	0.721	0.721															
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621	0.621	0.621	0.621															
LEVEL OF SERVICE (LOS):			B	B	B	B															

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St			Year of Count:	2013			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015		
	East-West Street:	Pacific Coast Highway			Projection Year:	2038			Peak Hour:	MD			Reviewed by:	0			Project:	Everport Draft EIR/EIS		
No. of Phases		0			0		0		0		0		0		0		0			
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-- 0	SB-- 3	EB-- 0	WB-- 3	NB-- 0	SB-- 3	EB-- 0	WB-- 3	NB-- 0	SB-- 3	EB-- 0	WB-- 3	NB-- 0	SB-- 3	EB-- 0	WB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		2			2		2		2		2		2		2		2			
Override Capacity		1500			#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2		0						0											
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 4		0																	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 6		0																	
	Left-Right 7		0																	
SOUTHBOUND	Left 8	233	1	233	0	233	233	0	233	1	233	0	233	1	233	233	1	233		
	Left-Through 9		0							0				0						
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 11		0																	
	Right 12	245	1	14	-1	244	5	0	245	1	14	-1	244	1	5	244	1	5		
	Left-Through-Ri 13		0																	
EASTBOUND	Left 15	231	1	231	8	239	239	0	231	1	231	8	239	1	239	239	1	239		
	Left-Through 16		0							0				0						
	Through 17	886	2	443	-6	880	440	0	886	2	443	-6	880	2	440	880	2	440		
	Through-Right 18		0																	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 20		0																	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 23		0																	
	Through 24	813	2	357	-1	812	357	0	813	2	357	-1	812	2	357	812	2	357		
	Through-Right 25		1							1				1						
	Right 26	257	0	257	1	258	258	0	257	0	257	1	258	0	258	258	0	258		
	Left-Through-Ri 27		0																	
CRITICAL VOLUMES	North-South:	233			233			233				233				233				
	East-West:	800			797			800				797				797				
	SUM:	1033			1030			1033				1030				1030				
VOLUME/CAPACITY (V/C) RATIO:		0.689			0.687			0.689				0.687				0.687				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589			0.587			0.589				0.587				0.587				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

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:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		0	2013		0	2038		0	2013		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2013		2	2038		2	2013		2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	2013		3	2038		3	2013		3									
ATSAC-1 or ATSAC+ATCS-2?		3	2013		3	2038		3	2013		3									
Override Capacity		2	2013		2	2038		2	2013		2									
		1500	#####		1500			1500			1500									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	192	1	192	0	192	#	0	192	1	192	0	192	1	192	192	1	192	192	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	301	1	56	-1	300	#	0	301	1	56	-1	300	1	56	300	1	56	300	
	Left-Through-Ri 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	245	1	245	-1	244	#	0	245	1	245	-1	244	1	244	244	1	244	244	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	1191	2	596	-1	1190	#	0	1191	2	596	-1	1190	2	595	1190	2	595	1190	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	997	2	407	8	1005	#	0	997	2	407	8	1005	2	410	1005	2	410	1005	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	
	Right 26	225	0	225	0	225	#	0	225	0	225	0	225	0	225	225	0	225	225	
	Left-Through-Ri 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 192 East-West: 1003 SUM: 1195	North-South: 192 East-West: 1005 SUM: 1197			North-South: 192 East-West: 1003 SUM: 1195				North-South: 192 East-West: 1005 SUM: 1197				North-South: 192 East-West: 1005 SUM: 1197						
VOLUME/CAPACITY (V/C) RATIO:		0.797	0.798			0.797				0.798				0.798						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697	0.698			0.697				0.698				0.698						
LEVEL OF SERVICE (LOS):		B	B			B				B				B						

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

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:	Alameda St	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1									
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0									
Override Capacity		3		3		3		3		3									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	315	2	141	4	319	142	0	315	2	4	319	2	142	0	319	2	142	
	Through-Right 4	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 5	108	0	108	0	108	108	0	108	0	0	108	0	108	0	108	0	108	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	314	1	314	1	315	315	0	314	1	1	315	1	315	0	315	1	315	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	699	3	233	-4	695	232	0	699	3	-4	695	3	232	0	695	3	232	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	102	1	102	0	102	102	0	102	1	0	102	1	102	0	102	1	102	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	299	1	0	-1	298	0	0	299	1	-1	298	1	0	0	298	1	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		<i>North-South:</i> 455			<i>North-South:</i> 457			<i>North-South:</i> 455				<i>North-South:</i> 457				<i>North-South:</i> 457			
		<i>East-West:</i> 102			<i>East-West:</i> 102			<i>East-West:</i> 102				<i>East-West:</i> 102				<i>East-West:</i> 102			
		<i>SUM:</i> 557			<i>SUM:</i> 559			<i>SUM:</i> 557				<i>SUM:</i> 559				<i>SUM:</i> 559			
VOLUME/CAPACITY (V/C) RATIO:		0.391			0.392			0.391				0.392				0.392			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291			0.292			0.291				0.292				0.292			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015					
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	441	2	193	1	442	208	0	441	2	193	1	442	2	208	442	2	208	
	Through-Right 4		1						1				1				1		
	Right 5	139	0	139	0	139	140	0	139	0	139	0	139	0	140	139	0	140	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	199	1	199	-1	198	201	0	199	1	199	-1	198	1	201	198	1	201	
	Left-Through 9		0						0				0				0		
	Through 10	476	3	159	4	480	175	0	476	3	159	4	480	3	175	480	3	175	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	105	1	105	0	105	105	0	105	1	105	0	105	1	105	105	1	105	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	256	1	57	8	264	53	0	256	1	57	8	264	1	53	264	1	53	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES	North-South:	392		409		392		409		392		409		392		409			
	East-West:	105		105		105		105		105		105		105		105			
	SUM:	497		514		497		514		497		514		497		514			
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.361		0.349		0.361		0.349		0.361		0.349		0.361				
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.261		0.249		0.261		0.249		0.261		0.249		0.261				
LEVEL OF SERVICE (LOS):	A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.012**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0														0		
	Through 3	704	2	285	-1	703	#	0	704	2	285	-1	703	2	284	703	2	284	
	Through-Right 4		1							1				1			1		
	Right 5	150	0	150	0	150	#	0	150	0	150	0	150	0	150	150	0	150	
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	279	1	279	-1	278	#	0	279	1	279	-1	278	1	278	278	1	278	
	Left-Through 9		0							0				0			0		
	Through 10	967	3	322	7	974	#	0	967	3	322	7	974	3	325	974	3	325	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	99	1	99	0	99	#	0	99	1	99	0	99	1	99	99	1	99	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		
	Right 26	359	1	80	-1	358	#	0	359	1	80	-1	358	1	80	358	1	80	
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 607		607	North-South: 609		609	North-South: 607		607	North-South: 609		609	North-South: 609		609	North-South: 609		609
		East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99
		SUM: 706		706	SUM: 708		708	SUM: 706		706	SUM: 708		708	SUM: 708		708	SUM: 708		708
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.497			0.495			0.497			0.497			0.497	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.397			0.395			0.397			0.397			0.397	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
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		3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	280	2	140	1	281	141	0	280	2	140	1	281	2	141	0	281	2	141
	Through-Right 4		0							0				0				0	
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	-10	294	159	0	304	0	158	-10	294	0	159	0	294	0	159
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	159	0	0	0	158	0	0	0	159	0	0	0	159
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	2	34	34	0	32	1	32	2	34	1	34	0	34	1	34
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196		North-South: 159 East-West: 40 SUM: 199			North-South: 158 East-West: 38 SUM: 196				North-South: 159 East-West: 40 SUM: 199				North-South: 159 East-West: 40 SUM: 199				
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140			0.138				0.140				0.140				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070			0.069				0.070				0.070				
LEVEL OF SERVICE (LOS):		A		A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**



Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases					3			3			3			3					
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		NB--	0		NB--	0		NB--	0					
				SB--	0		SB--	0		SB--	0		SB--	0					
				EB--	0		EB--	0		EB--	0		EB--	0					
				WB--	0		WB--	0		WB--	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	2	0	0	0	0
	Left-Through 2		0						0									0	
	Through 3	593	2	297	7	600	300	0	593	2	297	7	600	2	300	0	600	2	300
	Through-Right 4		0						0									0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-R 6		0						0									0	
	Left-Right 7		0						0									0	
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 9		1						1				1		1		1		1
	Through 10	317	0	173	-1	316	172	0	317	0	173	-1	316	0	172	0	316	0	172
	Through-Right 11		1						1				1		1		1		1
	Right 12	0	0	173	0	0	172	0	0	0	173	0	0	0	172	0	0	0	172
	Left-Through-R 13		0						0				0		0		0		0
	Left-Right 14		0						0				0		0		0		0
EASTBOUND	Left 15	92	1	92	-5	87	87	0	92	1	92	-5	87	1	87	0	87	1	87
	Left-Through 16		0						0				0		0		0		0
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8
	Through-Right 18		1						1				1		1		1		1
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-R 20		0						0				0		0		0		0
	Left-Right 21		0						0				0		0		0		0
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through 23		0						0				0		0		0		0
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29
	Through-Right 25		0						0				0		0		0		0
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-R 27		1						1				1		1		1		1
	Left-Right 28		0						0				0		0		0		0
CRITICAL VOLUMES		North-South: 304		North-South: 307		North-South: 304		North-South: 307		North-South: 304		North-South: 307		North-South: 304		North-South: 307		North-South: 304	
		East-West: 121		East-West: 116		East-West: 121		East-West: 116		East-West: 121		East-West: 116		East-West: 121		East-West: 116		East-West: 121	
		SUM: 425		SUM: 423		SUM: 425		SUM: 423		SUM: 425		SUM: 423		SUM: 425		SUM: 423		SUM: 425	
VOLUME/CAPACITY (V/C) RATIO:				0.298		0.297		0.298		0.297		0.297		0.297		0.297		0.297	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.198		0.197		0.198		0.197		0.197		0.197		0.197		0.197	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3	3	3									
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?		0	0	0	0	0	0	0	0	0									
Override Capacity		2	2	2	2	2	2	2	2	2									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	4	577	289	0	573	2	287	4	577	2	289	577	2	289	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	0	25	1	25	0	25	1	25	25	1	25	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	0	10	0	10	0	10	0	10	10	0	10	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	347	0	185	4	351	197	0	347	0	185	4	351	0	197	351	0	197	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	3	0	185	0	3	197	0	3	0	185	0	3	0	197	3	0	197	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-3	80	80	0	83	1	83	-3	80	1	80	80	1	80	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	5	0	16	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	67	0	4	0	67	4	0	67	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	0	52	0	0	0	52	0	0	52	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 297	East-West: 150	SUM: 447	North-South: 299	East-West: 147	SUM: 446	North-South: 297	East-West: 150	SUM: 447	North-South: 299	East-West: 147	SUM: 446	North-South: 299	East-West: 147	SUM: 446	North-South: 299	East-West: 147	SUM: 446
VOLUME/CAPACITY (V/C) RATIO:		0.314			0.313			0.314				0.313				0.313			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.213			0.214				0.213				0.213			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015										
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS										
7	No. of Phases		4		4		4		4											
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	55	1	36	0	55	37	0	55	1	36	0	55	1	37	0	55	1	37
	Left-Through	2		1						1				1				1		
	Through	3	54	1	36	3	57	37	0	54	1	36	3	57	1	37	0	57	1	37
	Through-Right	4		0						0				0				0		
	Right	5	66	1	35	-3	63	32	0	66	1	35	-3	63	1	32	0	63	1	32
	Left-Through-R	6		0						0				0				0		
	Left-Right	7		0						0				0				0		
SOUTHBOUND	Left	8	109	1	109	-3	106	106	0	109	1	109	-3	106	1	106	0	106	1	106
	Left-Through	9		0						0				0				0		
	Through	10	188	2	74	-3	185	73	0	188	2	74	-3	185	2	73	0	185	2	73
	Through-Right	11		1						1				1				1		
	Right	12	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13		0						0				0				0		
EASTBOUND	Left	15	61	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through	16		0						0				0				0		
	Through	17	707	2	354	0	707	354	0	707	2	354	0	707	2	354	0	707	2	354
	Through-Right	18		0						0				0				0		
	Right	19	545	1	0	5	550	0	0	545	1	0	5	550	1	0	0	550	1	0
	Left-Through-R	20		0						0				0				0		
WESTBOUND	Left	22	63	1	63	-1	62	62	0	63	1	63	-1	62	1	62	0	62	1	62
	Left-Through	23		0						0				0				0		
	Through	24	818	2	409	5	823	412	0	818	2	409	5	823	2	412	0	823	2	412
	Through-Right	25		0						0				0				0		
	Right	26	96	1	42	3	99	46	0	96	1	42	3	99	1	46	0	99	1	46
	Left-Through-R	27		0						0				0				0		
Left-Right	28		0						0				0				0			
CRITICAL VOLUMES		North-South:	145	North-South:	143	North-South:	145	143	North-South:	143	143	143	North-South:	143	143	143	143	North-South:	143	143
		East-West:	470	East-West:	473	East-West:	470	473	East-West:	470	473	473	East-West:	473	473	473	473	East-West:	473	473
		SUM:	615	SUM:	616	SUM:	615	616	SUM:	615	616	616	SUM:	616	616	616	SUM:	616	616	616
VOLUME/CAPACITY (V/C) RATIO:			0.447		0.448		0.447	0.448		0.447	0.448		0.448	0.448		0.448		0.448	0.448	0.448
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347		0.348		0.347	0.348		0.347	0.348		0.348	0.348		0.348		0.348	0.348	0.348
LEVEL OF SERVICE (LOS):			A		A		A	A		A	A		A	A		A		A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	84	1	142	88	0	141	1	84	1	142	1	88		142	1	88	
	Left-Through	2							1				1				1		
	Through	3	84	84	9	121	88	0	112	1	84	9	121	1	88		121	1	88
	Through-Right	4							0				0				0		
	Right	5	53	53	-1	70	52	0	71	1	53	-1	70	1	52		70	1	52
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	163	163	0	163	163	0	163	1	163	0	163	1	163		163	1	163
	Left-Through	9							0				0				0		
	Through	10	97	97	0	234	97	0	234	2	97	0	234	2	97		234	2	97
	Through-Right	11							1				1				1		
	Right	12	56	56	0	56	56	0	56	0	56	0	56	0	56		56	0	56
	Left-Through-R	13	0						0				0				0		
Left-Right	14	0						0				0				0			
EASTBOUND	Left	15	126	126	0	126	126	0	126	1	126	0	126	1	126		126	1	126
	Left-Through	16							0				0				0		
	Through	17	375	375	4	754	377	0	750	2	375	4	754	2	377		754	2	377
	Through-Right	18							0				0				0		
	Right	19	0	0	5	177	0	0	172	1	0	5	177	1	0		177	1	0
	Left-Through-R	20	0						0				0				0		
Left-Right	21	0						0				0				0			
WESTBOUND	Left	22	36	36	1	37	37	0	36	1	36	1	37	1	37		37	1	37
	Left-Through	23							0				0				0		
	Through	24	317	317	-2	632	316	0	634	2	317	-2	632	2	316		632	2	316
	Through-Right	25							0				0				0		
	Right	26	123	123	0	204	123	0	204	1	123	0	204	1	123		204	1	123
	Left-Through-R	27	0						0				0				0		
Left-Right	28	0						0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 251	East-West: 442	SUM: 693	North-South: 247	East-West: 443	SUM: 690	North-South: 251	East-West: 442	SUM: 693	North-South: 251	East-West: 442	SUM: 693	North-South: 251	East-West: 442	SUM: 693
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.504		0.502		0.504		0.504		0.504		0.504		0.504		0.504	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.404		0.402		0.404		0.402		0.404		0.404		0.404		0.404	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		4	4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	184	1	111	3	187	114	0	184	1	111	3	187	1	111		187	1	111	
	Left-Through 2		1							1					1				1	
	Through 3	149	1	111	6	155	114	0	149	1	111	6	155	1	111		155	1	111	
	Through-Right 4		0							0					0				0	
	Right 5	54	1	32	1	55	33	0	54	1	32	1	55	1	33		55	1	33	
	Left-Through-R 6		0							0					0				0	
	Left-Right 7		0							0					0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through 9		0							0				0					0	
	Through 10	288	2	111	6	294	113	0	288	2	111	6	294	2	113		294	2	113	
	Through-Right 11		1							1				1					1	
	Right 12	46	0	46	0	46	46	0	46	0	46	0	46	0	46		46	0	46	
	Left-Through-R 13		0							0				0					0	
Left-Right 14		0							0				0					0		
EASTBOUND	Left 15	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134	
	Left-Through 16		0							0				0					0	
	Through 17	952	2	476	4	956	478	0	952	2	476	4	956	2	478		956	2	478	
	Through-Right 18		0							0				0					0	
	Right 19	249	1	0	7	256	0	0	249	1	0	7	256	1	0		256	1	0	
	Left-Through-R 20		0							0				0					0	
Left-Right 21		0							0				0					0		
WESTBOUND	Left 22	44	1	44	0	44	44	0	44	1	44	0	44	1	44		44	1	44	
	Left-Through 23		0							0				0					0	
	Through 24	854	2	427	-2	852	426	0	854	2	427	-2	852	2	426		852	2	426	
	Through-Right 25		0							0				0					0	
	Right 26	243	1	176	0	243	176	0	243	1	176	0	243	1	176		243	1	176	
	Left-Through-R 27		0							0				0					0	
Left-Right 28		0							0				0					0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 248 East-West: 560 SUM: 808		North-South: 245 East-West: 561 SUM: 806				North-South: 248 East-West: 560 SUM: 808				North-South: 248 East-West: 560 SUM: 808							
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.588		0.586		0.588		0.586		0.588		0.588		0.588		0.588		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.488		0.486		0.488		0.486		0.488		0.488		0.488		0.488		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	46	23	2	48	24	0	46	2	23	2	48	2	0	48	2	24	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	0	32	1	0	0	32	1	0	32	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	38	0	69	38	0	69	2	38	0	69	2	0	69	2	38	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	1	650	336	0	649	1	336	1	650	1	0	650	1	336	
	Through-Right	11	1	1	0	1	1	0	1	1	0	1	1	0	0	1	1	1	
	Right	12	22	22	0	22	22	0	22	0	22	0	22	0	0	22	0	22	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	35	35	0	35	35	0	35	1	35	0	35	1	0	35	1	35	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	0	8	0	28	
	Through-Right	18	1	1	0	1	1	0	1	1	0	1	1	0	0	1	1	1	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	19	0	19	19	0	19	0	19	0	19	0	0	19	0	19	
	Left-Through	23	1	1	0	1	1	0	1	1	0	1	1	0	0	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	36	0	17	0	0	17	0	36	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-2	11	0	0	13	1	0	-2	11	1	0	11	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	0.300 0.200 A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1						
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	19	19	0	19	19	0	19	1	19	19	0	19	1	19	19	0	19	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	221	111	9	230	115	0	221	2	111	115	9	230	2	115	115	9	230	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	20	0	0	20	0	0	20	1	0	0	0	20	1	0	0	0	20	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	27	15	0	27	15	0	27	2	15	15	0	27	2	15	15	0	27	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	362	197	5	367	200	0	362	1	197	200	5	367	1	200	200	5	367	
	Through-Right	11	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	
	Right	12	32	32	0	32	32	0	32	0	32	32	0	32	0	32	32	0	32	32
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	51	51	0	51	51	0	51	1	51	51	0	51	1	51	51	0	51	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	5	20	0	5	20	0	5	0	20	20	0	5	0	20	20	0	5	
	Through-Right	18	1	1	1	1	1	0	1	1	1	1	0	1	1	1	1	0	1	
	Right	19	15	0	0	15	0	0	15	0	0	0	0	15	0	0	0	0	15	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	7	7	0	7	7	0	7	0	7	7	0	7	0	7	7	0	7	
	Left-Through	23	1	1	0	1	1	0	1	1	1	1	0	1	1	1	1	0	1	
	Through	24	4	11	0	4	11	0	4	0	11	11	0	4	0	11	11	0	4	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	33	0	1	34	0	0	33	1	0	0	0	1	34	1	0	0	34	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	216	219	North-South:	219	219	North-South:	216	216	216	219	North-South:	219	219	219	219	219	219	
		East-West:	62	62	East-West:	62	62	East-West:	62	62	62	62	East-West:	62	62	62	62	62	62	
		SUM:	278	281	SUM:	281	281	SUM:	278	278	278	SUM:	281	281	281	281	281	281		
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.202		0.202		0.204		0.204		0.204		0.204		0.204		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.102		0.102		0.104		0.104		0.104		0.104		0.104		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	2	152	9	312	156	0	303	2	152	9	312	2	156	0	312	2	156
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	-1	49	0	0	50	1	0	-1	49	1	0	0	49	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	75	1	138	76	0	137	2	75	1	138	2	76	0	138	2	76
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	1	237	12	451	243	0	439	1	237	12	451	1	243	0	451	1	243
	Through-Right	11	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	12	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	19	0	4	19	0	4	0	19	0	4	0	19	0	4	0	19
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	19	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	17	-1	16	16	0	17	0	17	-1	16	0	16	0	16	0	16
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through	24	0	21	0	4	20	0	4	0	21	0	4	0	20	0	4	0	20
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	1	0	1	52	0	0	51	1	0	1	52	1	0	0	52	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	254	North-South:	260	North-South:	254	North-South:	260	North-South:	260	North-South:	260	North-South:	260	North-South:	260	North-South:	260
		East-West:	62	East-West:	61	East-West:	62	East-West:	61	East-West:	62	East-West:	61	East-West:	61	East-West:	61	East-West:	61
		SUM:	316	SUM:	321	SUM:	316	SUM:	321	SUM:	321	SUM:	321	SUM:	321	SUM:	321	SUM:	321
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.233		0.230		0.233		0.233		0.233		0.233		0.233		0.233	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.133		0.130		0.133		0.133		0.133		0.133		0.133		0.133	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015						
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS						
13	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?		0		0		0		0		0		0		0						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	30	2	17	0	30	17	0	30	2	17	0	30	2	17	0	30	2	17	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	88	1	0	71	159	0	0	88	1	0	71	159	1	0	0	159	1	0	
	Left-Through-F	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	1972	3	657	-37	1935	645	0	1972	3	657	-37	1935	3	645	0	1935	3	645	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	274	1	257	65	339	322	0	274	1	257	65	339	1	322	0	339	1	322	
	Left-Through-F	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	66	2	36	0	66	36	0	66	2	36	0	66	2	36	0	66	2	36	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	2176	3	725	22	2198	733	0	2176	3	725	22	2198	3	733	0	2198	3	733	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 733 SUM: 750			North-South: 17 East-West: 725 SUM: 742				North-South: 17 East-West: 733 SUM: 750								
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.500			0.495				0.500								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.400			0.395				0.400								
LEVEL OF SERVICE (LOS):			A			A			A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	0	257	2	141	0	257	2	141	0	257	2	141
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	41	921	0	0	880	1	0	41	921	1	0	0	921	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-26	1477	492	0	1503	3	501	-26	1477	3	492	0	1477	3	492
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	67	180	39	0	113	1	0	67	180	1	39	0	180	1	39
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	0	34	2	19	0	34	2	19	0	34	2	19
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1447	3	482	28	1475	492	0	1447	3	482	28	1475	3	492	0	1475	3	492
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CRITICAL VOLUMES		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		North-South: 141		
		East-West: 520		East-West: 511		East-West: 520		East-West: 520		East-West: 511		East-West: 511		East-West: 511		East-West: 511			
		SUM: 661		SUM: 652		SUM: 661		SUM: 661		SUM: 652		SUM: 652		SUM: 652		SUM: 652			
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.435		0.441		0.441		0.435		0.435		0.435		0.435			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.335		0.341		0.341		0.335		0.335		0.335		0.335			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.006**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		2	2		2		2		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?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	2	190	0	346	190	0	346	2	190	0	346	2	190	0	346	2	190	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	29	970	0	0	941	1	0	29	970	1	0	0	970	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	-11	2130	710	0	2141	3	714	-11	2130	3	710	0	2130	3	710
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	19	1	210	20	0	209	1	19	1	210	1	20	0	210	1	20
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	23	0	41	23	0	41	2	23	0	41	2	23	0	41	2	23
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	655	16	1981	660	0	1965	3	655	16	1981	3	660	0	1981	3	660
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 190 East-West: 733 SUM: 923										
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	0.618	0.615	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	0.518	0.515	
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.003**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.003**
Significant impacted? **NO**

Δv/c after mitigation: **-0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:												
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015												
						Project: Everport Draft EIR/EIS												
	No. of Phases		3			3												
	Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1			1												
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB-- 0	0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	0												
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	0												
	Override Capacity		2			2												
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	44	1	44	40	84	84	0	44	1	44	40	84	1	84	0	84	1
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	32	1	0	-13	19	0	0	32	1	0	-13	19	1	0	0	19	1
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	5	1	5	5	10	10	0	5	1	5	5	10	1	10	0	10	1
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	280	2	140	31	311	156	0	280	2	140	31	311	2	156	0	311	2
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	328	1	328	-12	316	316	0	328	1	328	-12	316	1	316	0	316	1
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	3	1	1	0	3	0	0	3	1	1	0	3	1	0	0	3	1
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 184	East-West: 328	SUM: 512	North-South: 240	East-West: 316	SUM: 556	North-South: 184	East-West: 328	SUM: 512	North-South: 240	East-West: 316	SUM: 556	North-South: 240	East-West: 316	SUM: 556		
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.390			0.359				0.390						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.290			0.259				0.290						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.031**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.031** Δv/c after mitigation: **0.031**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	29	266	266	0	237	1	237	29	266	1	266	266	1	266
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	3	357	246	0	354	1	214	3	357	1	246	357	1	246
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	-16	-13	-13	0	3	1	3	-16	-13	1	-13	-13	1	-13
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	49	272	136	0	223	2	112	49	272	2	136	272	2	136
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	-29	111	111	0	140	1	140	-29	111	1	111	111	1	111
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	17	0	10	1	9	0	10	1	17	10	1	17
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 402 East-West: 111 SUM: 513			North-South: 349 East-West: 140 SUM: 489				North-South: 402 East-West: 111 SUM: 513						
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.360			0.343				0.360						
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.260			0.243				0.260						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.017**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.017** 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: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by:	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by:	Project: Everport Draft EIR/EIS														
	No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0	3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0										
	Through 3	376	1	376	23	399	#	0	376	1	376	23	399	1	399		399	1	
	Through-Right 4		0							0									
	Right 5	289	1	146	21	310	#	0	289	1	146	21	310	1	153		310	1	
	Left-Through-R 6		0							0									
	Left-Right 7		0							0									
SOUTHBOUND	Left 8	6	1	6	0	6	6	0	6	1	6	0	6	1	6		6	1	
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	32	182	#	0	150	2	75	32	182	2	91		182	2	
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through-R 13		0							0									0
	Left-Right 14		0							0									0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through-R 20		0							0									0
	Left-Right 21		0							0									0
WESTBOUND	Left 22	143	1	143	14	157	#	0	143	1	143	14	157	1	157		157	1	
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 451			<i>North-South:</i> 490			<i>North-South:</i> 451				<i>North-South:</i> 490							
		<i>East-West:</i> 143			<i>East-West:</i> 157			<i>East-West:</i> 143				<i>East-West:</i> 157							
		<i>SUM:</i> 594			<i>SUM:</i> 647			<i>SUM:</i> 594				<i>SUM:</i> 647							
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.454			0.417				0.454							
V/C LESS ATCS/ATCS ADJUSTMENT:		0.317			0.354			0.317				0.354							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.037**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.037** Δv/c after mitigation: **0.037**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases		2	2		2		2		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?		NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	1	110	55	165	165	0	110	1	110	55	165	1	165	0	165	1	165	
		Left-Through 2	0							0					0				0	
		Through 3	2	2	5	8	4	0	3	2	2	5	8	2	4	0	8	2	4	
		Through-Right 4	0								0					0				0
		Right 5	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
		Left-Through-R 6	0								0					0				0
Left-Right 7	0								0					0				0		
SOUTHBOUND	→	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through 9	0								0				0				0	
		Through 10	1	12	-12	0	0	0	12	1	12	-12	0	0	1	0	0	0	1	0
		Through-Right 11	0								0				0				0	
		Right 12	1	491	10	544	501	0	534	1	491	10	544	1	501	0	544	1	501	
		Left-Through-R 13	0								0				0				0	
Left-Right 14	0								0				0				0			
EASTBOUND	←	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
		Left-Through 16	1								1				1				1	
		Through 17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43	
		Through-Right 18	0								0				0				0	
		Right 19	1	0	58	69	0	0	11	1	0	58	69	0	0	0	69	1	0	
		Left-Through-R 20	0								0				0				0	
Left-Right 21	0								0				0				0			
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0								0				0				0	
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25	0								0				0				0	
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27	0								0				0				0	
Left-Right 28	0								0				0				0			
CRITICAL VOLUMES		North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.473		0.429		0.473		0.429		0.473		0.429		0.473		0.473		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.373		0.329		0.373		0.329		0.373		0.329		0.373		0.373		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.044**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.044** Δv/c after mitigation: **0.044**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015			
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
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																	
		2		2		2		2		2		2		2		2	
		0		0		0		0		0		0		0		0	
		3		3		3		3		3		3		3		3	
		0		0		0		0		0		0		0		0	
		2		2		2		2		2		2		2		2	
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	112	33	145	145	0	112	1	112	33	145	1	145		145	1	145
	Left-Through 2	0							0				0				0	
	Through 3	2	6	5	17	9	0	12	2	6	5	17	2	9		17	2	9
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6	0							0				0				0	
	Left-Right 7	0							0				0				0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	6	-6	0	0	0	6	1	6	-6	0	1	0		0	1	0
	Through-Right 11	0							0				0				0	
	Right 12	1	45	29	288	64	0	259	1	45	29	288	1	64		288	1	64
	Left-Through-R 13	0							0				0				0	
	Left-Right 14	0							0				0				0	
EASTBOUND	Left 15	1	214	21	448	224	0	427	1	214	21	448	1	224		448	1	224
	Left-Through 16	1							1				1				1	
	Through 17	0	214	0	0	224	0	0	0	214	0	0	0	224		0	0	224
	Through-Right 18	0							0				0				0	
	Right 19	1	0	43	123	0	0	80	1	0	43	123	1	0		123	1	0
	Left-Through-R 20	0							0				0				0	
	Left-Right 21	0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 27	0							0				0				0	
	Left-Right 28	0							0				0				0	
CRITICAL VOLUMES		North-South: 157		North-South: 209		North-South: 157		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		
		East-West: 214		East-West: 224		East-West: 214		East-West: 214		East-West: 224		East-West: 224		East-West: 224		East-West: 224		
		SUM: 371		SUM: 433		SUM: 371		SUM: 371		SUM: 433		SUM: 433		SUM: 433		SUM: 433		
VOLUME/CAPACITY (V/C) RATIO:		0.247		0.289		0.247		0.247		0.289		0.289		0.289		0.289		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147		0.189		0.147		0.147		0.189		0.189		0.189		0.189		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.042**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.042** Δv/c after mitigation: **0.042**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2	2		2		2		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?		NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	85	1	85	12	97	97	0	85	1	85	12	97	1	97	0	97	1	97
	Left-Through 2		0							0				0				0	
	Through 3	55	2	28	-9	46	23	0	55	2	28	-9	46	2	23	0	46	2	23
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	37	1	37	0	37	37	0	37	1	37	0	37	1	37	0	37	1	37
	Through-Right 11		0							0				0				0	
	Right 12	217	1	27	5	222	17	0	217	1	27	5	222	1	17	0	222	1	17
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	380	1	190	30	410	205	0	380	1	190	30	410	1	205	0	410	1	205
	Left-Through 16		1							1				1				1	
	Through 17	0	0	190	0	0	205	0	0	0	190	0	0	0	205	0	0	0	205
	Through-Right 18		0							0				0				0	
	Right 19	92	1	0	42	134	0	0	92	1	0	42	134	1	0	0	134	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	2	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0
Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 122	122	North-South: 134	134	North-South: 122	122	North-South: 134	134	North-South: 122	122	North-South: 134	134	North-South: 122	122	North-South: 134	134	North-South: 122	122
		East-West: 190	190	East-West: 205	205	East-West: 190	190	East-West: 205	205	East-West: 190	190	East-West: 205	205	East-West: 190	190	East-West: 205	205	East-West: 190	190
		SUM: 312	312	SUM: 339	339	SUM: 312	312	SUM: 339	339	SUM: 312	312	SUM: 339	339	SUM: 312	312	SUM: 339	339	SUM: 312	312
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.226		0.208		0.226		0.208		0.226		0.226		0.226		0.226
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.126		0.108		0.126		0.108		0.126		0.126		0.126		0.126
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.018**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015									
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS									
16	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?		0		0		0		0									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	2	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right	6	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	1	1	69	70	70	0	1	1	69	70	1	70	0	70	1	70
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	1
	Through-Right	11	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	0
	Right	12	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	3	1	3	3	3	0	3	1	3	3	1	3	0	3	1	3
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	53	1	27	-53	0	0	53	1	27	-53	0	1	0	0	1	0
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	29	0	29	29	29	0	29	0	29	29	0	29	0	29	0	29
	Left-Through	23	1	1	1	1	1	0	1	1	1	1	0	1	0	1	1	1
	Through	24	259	1	144	-259	0	0	259	1	144	-259	0	1	0	0	1	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	74	4	26	121	195	0	74	4	26	121	195	4	0	195	4	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 3		72		North-South: 72		North-South: 3		72		North-South: 72		North-South: 72		North-South: 72		
		East-West: 147		29		East-West: 29		East-West: 147		29		East-West: 29		East-West: 29		East-West: 29		
		SUM: 150		101		SUM: 101		SUM: 150		101		SUM: 101		SUM: 101		SUM: 101		
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.067		0.100		0.100		0.067		0.100		0.067		0.100		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.067		0.100		0.100		0.067		0.100		0.067		0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.033**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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-- 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-- 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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	1	0	1	1	0	1	0	1	0	1	0	1		1	0	1	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through 3	0	0	8	0	0	8	0	0	0	0	0	0	8		0	0	8	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right 5	7	0	0	0	7	0	7	0	0	0	7	0	0		7	0	0	
	Left-Through-R 6	1	1	0	0	1	0	1	1	0	0	1	0	0		1	0	0	
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
SOUTHBOUND	Left 8	318	1	172	490	490	0	318	1	318	172	490	1	490		490	1	490	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through 10	3	0	14	0	3	14	0	3	0	0	3	0	14		3	0	14	
	Through-Right 11	1	1	0	0	1	0	1	1	0	0	1	0	0		1	0	0	
	Right 12	11	0	0	0	11	0	0	11	0	0	11	0	0		11	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
EASTBOUND	Left 15	4	1	0	4	4	0	4	1	4	0	4	1	4		4	1	4	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through 17	189	1	96	-189	0	0	0	189	1	96	-189	0	0		0	1	0	
	Through-Right 18	1	1	0	0	1	0	1	1	0	0	1	0	0		1	0	0	
	Right 19	2	0	2	0	2	2	0	2	0	2	0	2	0		2	0	2	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
WESTBOUND	Left 22	10	0	0	10	10	0	10	0	10	0	10	0	10		10	0	10	
	Left-Through 23	1	1	0	1	0	1	1	1	0	1	1	0	0		1	0	0	
	Through 24	60	1	35	-60	0	0	0	60	1	35	-60	0	0		0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right 26	298	4	0	173	471	0	0	298	4	0	173	471	0		471	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
CRITICAL VOLUMES		North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	North-South: 498 East-West: 12 SUM: 510	North-South: 326 East-West: 106 SUM: 432	
VOLUME/CAPACITY (V/C) RATIO:			0.288		0.340		0.288		0.340		0.288		0.340		0.288		0.340		0.340
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.288		0.340		0.288		0.340		0.288		0.340		0.288		0.340		0.340
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.052**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.052** Δv/c after mitigation: **0.052**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015													
16	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS													
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0															
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	24
	Through-Right 4		0															
	Right 5	24	0	0	0	24	0	24	0	0	0	24	0	0	24	0	0	0
	Left-Through-R 6		1							1								1
Left-Right 7		0							0								0	
SOUTHBOUND	Left 8	130	1	130	119	249	249	0	130	1	130	119	249	1	249	249	1	249
	Left-Through 9		0							0				0			0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	3	0	5
	Through-Right 11		1							1				1			1	
	Right 12	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	0	0
	Left-Through-R 13		0							0				0			0	
Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1
	Left-Through 16		0							0				0			0	
	Through 17	228	1	114	-228	0	0	0	228	1	114	-228	0	1	0	0	1	0
	Through-Right 18		1							1				1			1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0	
Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2
	Left-Through 23		1							1				1			1	
	Through 24	42	1	22	-42	0	0	0	42	1	22	-42	0	1	0	0	1	0
	Through-Right 25		0							0				0			0	
	Right 26	194	4	3	117	311	0	0	194	4	3	117	311	4	0	311	4	0
	Left-Through-R 27		0							0				0			0	
Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 154 East-West: 116 SUM: 270			North-South: 273 East-West: 2 SUM: 275			North-South: 154 East-West: 116 SUM: 270				North-South: 273 East-West: 2 SUM: 275						
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.183			0.180				0.183						
V/C LESS ATSA/ATCS ADJUSTMENT:		0.180			0.183			0.180				0.183						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.003**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **0.003**
 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:											
	17		Earle Street		0		AM		10/1/2015											
East-West Street:		Terminal Way		Projection Year:		Peak Hour:		Reviewed by:		Project:										
				0		AM				Everport Draft EIR/EIS										
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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through 2		1						1				1				1			
	Through 3	1	0	8	219	220	140	0	1	0	8	219	220	0	140	0	220	0	140	
	Through-Right 4		1						1				1				1			
	Right 5	52	0	0	0	52	140	0	52	0	0	52	0	140	0	52	0	140	0	140
	Left-Through-R 6		0						0				0				0			
	Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		1						1				1				1			
	Through 10	1	0	1	163	164	106	0	1	0	1	163	164	0	106	0	164	0	106	
	Through-Right 11		1						1				1				1			
	Right 12	5	0	2	42	47	106	0	5	0	2	42	47	0	106	0	47	0	106	
	Left-Through-R 13		0						0				0				0			
	Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	7	1	7	1	8	8	0	7	1	7	1	8	1	8	0	8	1	8	
	Left-Through 16		0						0				0				0			
	Through 17	46	1	25	-16	30	17	0	46	1	25	-16	30	1	17	0	30	1	17	
	Through-Right 18		1						1				1				1			
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through-R 20		0						0				0				0			
	Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	245	1	245	204	449	449	0	245	1	245	204	449	1	449	0	449	1	449	
	Left-Through 23		0						0				0				0			
	Through 24	384	2	192	-59	325	163	0	384	2	192	-59	325	2	163	0	325	2	163	
	Through-Right 25		0						0				0				0			
	Right 26	4	1	4	13	17	17	0	4	1	4	13	17	1	17	0	17	1	17	
	Left-Through-R 27		0						0				0				0			
	Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 9			North-South: 140			North-South: 9				North-South: 140				North-South: 140				
		East-West: 270			East-West: 466			East-West: 270				East-West: 466				East-West: 466				
		SUM: 279			SUM: 606			SUM: 279				SUM: 606				SUM: 606				
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.425			0.196				0.425				0.425				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.325			0.098				0.325				0.325				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.227**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.227** Δv/c after mitigation: **0.227**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
	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?	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-- 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											
	Override Capacity	2	2	2	2	2	2	2	2	2											
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left	1	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	
	←	Left-Through	2	1	5	0	5	5	0	5	1	5	1	5	0	5	1	5	0	5	
	←	Through	3	0	36	85	116	121	0	31	0	36	85	116	0	121	116	0	121	121	
	←	Through-Right	4	1	42	114	210	102	0	96	1	42	114	210	0	102	210	0	102	102	
	←	Right	5	0	42	114	210	102	0	96	0	42	114	210	0	102	210	0	102	102	
	←	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	←	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left	8	0	2	-2	0	0	0	2	0	2	-2	0	0	0	0	0	0	0	
	→	Left-Through	9	1	27	104	129	84	0	25	1	27	104	129	0	84	129	0	84	84	
	→	Through	10	0	27	104	129	84	0	25	0	27	104	129	0	84	129	0	84	84	
	→	Through-Right	11	1	17	-4	39	84	0	43	1	17	-4	39	0	84	39	0	84	84	
	→	Right	12	0	17	-4	39	84	0	43	0	17	-4	39	0	84	39	0	84	84	
	→	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	←	Left	15	1	52	-3	49	49	0	52	1	52	-3	49	1	49	49	1	49	49	
	←	Left-Through	16	0	186	-8	360	182	0	368	1	186	-8	360	1	182	360	1	182	182	
	←	Through	17	1	4	0	4	4	0	4	1	4	0	4	1	4	4	1	4	4	
	←	Through-Right	18	1	4	0	4	4	0	4	1	4	0	4	1	4	4	1	4	4	
	←	Right	19	0	4	0	4	4	0	4	0	4	0	4	0	4	4	0	4	4	
	←	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	←	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	→	Left	22	1	109	107	216	216	0	109	1	109	107	216	1	216	216	1	216	216	
	→	Left-Through	23	0	113	-8	218	109	0	226	2	113	-8	218	2	109	218	2	109	109	
	→	Through	24	2	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	
	→	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Right	26	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0
	→	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	44	North-South:		121	North-South:		44	North-South:		121	North-South:		121	North-South:		121	North-South:		121
		East-West:	295	East-West:		398	East-West:		295	East-West:		398	East-West:		398	East-West:		398	East-West:		398
		SUM:	339	SUM:		519	SUM:		339	SUM:		519	SUM:		519	SUM:		519	SUM:		519
VOLUME/CAPACITY (V/C) RATIO:			0.238	0.364			0.238	0.364			0.238	0.364			0.238	0.364			0.238	0.364	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.138	0.264			0.138	0.264			0.138	0.264			0.138	0.264			0.138	0.264	
LEVEL OF SERVICE (LOS):			A	A			A	A			A	A			A	A			A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.126**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.126** Δv/c after mitigation: **0.126**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		0	0		0		0		0										
ATSAC-1 or ATSAC+ATCS-2?		0	0		0		0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	3	0	4	105	109	109	0	4	0	4	105	109	0	109	0	109	0	
	Through-Right	4	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	5	0	130	195	374	306	0	179	0	130	195	374	0	306	0	374	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Left-Through	9	1	7	12	15	14	0	3	0	7	12	15	0	14	0	14	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	1	6	-4	4	14	0	1	0	6	-4	4	0	14	0	4	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	4	1	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	280	1	140	-7	273	137	0	280	1	140	-7	273	1	137	0	140	
	Through-Right	18	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	98	1	98	136	136	0	98	1	98	136	136	0	136	1	136	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	190	2	95	-2	188	94	0	190	2	95	-2	188	2	94	0	95	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 134	East-West: 238	SUM: 372	North-South: 310	East-West: 273	SUM: 583	North-South: 310	East-West: 238	SUM: 372	North-South: 310	East-West: 273	SUM: 583	North-South: 310	East-West: 273	SUM: 583	North-South: 310	East-West: 273	SUM: 583
VOLUME/CAPACITY (V/C) RATIO:			0.261		0.409		0.261		0.409		0.261		0.409		0.409		0.261		0.409
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161		0.309		0.161		0.309		0.161		0.309		0.309		0.161		0.309
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.148
 Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.148 Δv/c after mitigation: 0.148
 Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street			Year of Count:				Ambient Growth: (%):				Conducted by:					Date:	10/1/2015			
	East-West Street:	Cannery Street			Projection Year:	0			Peak Hour:	AM			Reviewed by:					Project:	Everport Draft EIR/EIS			
		No. of Phases			2			2			2			2			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?			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	←←←←←	Left 1	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4			
		Left-Through 2	1	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1		
		Through 3	42	1	23	0	42	29	0	42	1	23	0	42	1	29	0	42	1	29		
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	→→→→→	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 10	272	1	148	0	272	272	0	272	1	148	0	272	1	272	0	272	1	272		
		Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
		Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273		
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EASTBOUND	←←←←←	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4		
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WESTBOUND	→→→→→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES		North-South:		152	North-South:		277	North-South:		152	North-South:		277	North-South:		277	North-South:		277			
		East-West:		15	East-West:		234	East-West:		15	East-West:		234	East-West:		234	East-West:		234			
		SUM:		167	SUM:		511	SUM:		167	SUM:		511	SUM:		511	SUM:		511			
VOLUME/CAPACITY (V/C) RATIO:					0.111							0.111				0.111						
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.111							0.111				0.111						
LEVEL OF SERVICE (LOS):					A							A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.230** Δv/c after mitigation: **0.230**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	
	Left-Through 2		1						1				1				1			
	Through 3	61	1	34	0	61	37	0	61	1	34	0	61	1	37	0	61	1	37	
	Through-Right 4		0						0				0				0			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0			0
	Left-Right 7		0						0				0				0			0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0			
	Through 10	123	1	84	0	123	123	0	123	1	84	0	123	1	123	0	123	1	123	
	Through-Right 11		1						1				1				1			
	Right 12	45	0	45	211	256	115	0	45	0	45	211	256	0	115	211	256	0	115	
	Left-Through-R 13		0						0				0				0			0
	Left-Right 14		0						0				0				0			0
EASTBOUND	Left 15	83	1	83	199	282	282	0	83	1	83	199	282	1	282	0	282	1	282	
	Left-Through 16		0						0				0				0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0			0
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	
	Left-Through-R 20		0						0				0				0			0
	Left-Right 21		0						0				0				0			0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0			0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0			0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0			0
	Left-Right 28		0						0				0				0			0
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 90 East-West: 83 SUM: 173				North-South: 129 East-West: 282 SUM: 411				North-South: 129 East-West: 282 SUM: 411				
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.115				0.274				0.274				
V/C LESS ATSC/ATCS ADJUSTMENT:		0.115			0.274			0.115				0.274				0.274				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.159** Δv/c after mitigation: **0.159**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1					1			1			1			1			
	Through 3	143	1	73	0	143	73	0	143	1	73	0	143	1	73	0	143	1	73	
	Through-Right 4		0					0			0			0			0			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0					0			0			0			0			0
	Left-Right 7		0					0			0			0			0			0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0					0			0			0			0			
	Through 10	85	1	48	0	85	73	0	85	1	48	0	85	1	73	0	85	1	73	
	Through-Right 11		1					1			1			1			1			
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	0	61	0	61	
	Left-Through-R 13		0					0			0			0			0			
Left-Right 14		0					0			0			0			0				
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	0	331	1	331	
	Left-Through 16		0					0		0				0			0	0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0					0		0				0			0	0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0					0		0				0			0	0		
	Left-Right 21		0					0		0				0			0	0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0					0		0			0		0		0	0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0					0		0			0		0		0	0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0					0		0			0		0		0	0		
Left-Right 28		0					0		0			0		0		0	0			
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 76 East-West: 331 SUM: 407			North-South: 73 East-West: 30 SUM: 103				North-South: 76 East-West: 331 SUM: 407				North-South: 76 East-West: 331 SUM: 407				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.069				0.271				0.271				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.069				0.271				0.271				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c in v/c due to project: **0.202**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.202** Δv/c after mitigation: **0.202**
 Significant impacted? **NO** Fully mitigated? **N/A**

CEQA Alternative 5

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.085 *	
	TH	0.29	32	472	0.068	N-S(2): 0.000	
	LT	1.71	185	2,455	0.075 *	E-W(1): 0.144	
Westbound	RT	1.00	174	1,600	0.041	E-W(2): 0.499 *	
	TH	1.00	602	1,600	0.376 *	V/C: 0.584	
	LT	1.00	4	1,600	0.003	Lost Time: 0.180	
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.764	
	TH	2.00	447	3,200	0.141		
	LT	1.00	196	1,600	0.123 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	236	1,600	0.093	E-W(2): 0.333 *	
	TH	1.00	326	1,600	0.204 *	V/C: 0.399	
	LT	1.00	2	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.579	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	186	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.223	
Westbound	RT	1.00	267	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *	V/C: 0.499	
	LT	1.00	1	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	14	0	0.000		
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	707	3,200	0.222		
	LT	1.00	233	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.205 E-W(1): 0.030 * E-W(2): 0.003	
	TH	3.00	985	4,800	0.205		
	LT	1.00	306	1,600	0.191 *		
Westbound	RT	2.00	317	3,200	0.003	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	85	2,880	0.030 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	525	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 * N-S(2): 0.174 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	834	4,800	0.174		
	LT	1.00	186	1,600	0.116 *		
Westbound	RT	2.00	334	3,200	0.046	V/C: 0.352 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.472	
	TH	3.00	771	4,800	0.190 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,078	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.075 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	612	3,200	0.196	
	LT	2.00	179	2,880	0.062 *	V/C: 0.333
Northbound	RT	2.00	75	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	407	1,600	0.196 *	ICU: 0.513
	TH	2.00	269	3,200	0.084	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.260 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	249	3,200	0.078	
	LT	2.00	83	2,880	0.029 *	V/C: 0.452
Northbound	RT	2.00	123	3,200	0.025	Lost Time: 0.180
	TH	0.01	3	14	0.216	
	LT	1.99	687	2,867	0.240 *	
Eastbound	RT	1.00	605	1,600	0.163 *	ICU: 0.632
	TH	2.00	330	3,200	0.103	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.222 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.271 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.093
	TH	2.00	276	3,200	0.087	
	LT	2.00	117	2,880	0.041 *	V/C: 0.493
Northbound	RT	2.00	196	3,200	0.043	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	587	2,880	0.204 *	
Eastbound	RT	1.00	496	1,600	0.127	ICU: 0.673
	TH	2.00	735	3,200	0.230 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	592	3,200	0.185 *	N-S(1): 0.075
	TH	2.00	202	3,200	0.063	N-S(2): 0.189 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	61	1,600	0.000	E-W(2): 0.059 *
	TH	2.00	189	3,200	0.059 *	V/C: 0.248
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	239	3,200	0.075	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.368
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	722	3,200	0.226 *	N-S(1): 0.221
	TH	2.00	167	3,200	0.052	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	189	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	195	3,200	0.061 *	V/C: 0.288
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	706	3,200	0.221	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.181	N-S(1): 0.217 *
	TH	2.00	138	3,200	0.043	N-S(2): 0.183
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.052 *
	TH	2.00	166	3,200	0.052 *	V/C: 0.269
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	695	3,200	0.217 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.389
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.065 *
	TH	0.05	5	87	0.057	N-S(2): 0.000
	LT	1.95	178	2,801	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.090 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.155
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.275
	TH	2.00	241	3,200	0.076	
	LT	2.00	259	2,880	0.090 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.13	13	214	0.061	N-S(2): 0.000
	LT	1.87	181	2,687	0.067 *	E-W(1): 0.092
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.400
Northbound	RT	1.00	9	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	30	3,200	0.009	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.520
	TH	2.00	290	3,200	0.092	
	LT	2.00	932	2,880	0.324 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.17	13	275	0.047	N-S(2): 0.000
	LT	1.83	138	2,632	0.052 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.241 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.301
Northbound	RT	1.00	12	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.421
	TH	2.00	326	3,200	0.103	
	LT	2.00	695	2,880	0.241 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	174	3,200	0.054	E-W(2): 0.178 *
	TH	2.00	569	3,200	0.178 *	
	LT	0.00	0	0	0.000	V/C: 0.231
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	101	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.331
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.027
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	636	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	82	3,200	0.027	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	147	3,200	0.046	E-W(2): 0.182 *
	TH	2.00	583	3,200	0.182 *	
	LT	0.00	0	0	0.000	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	90	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.369
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.112 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.155
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.275
	TH	2.00	359	3,200	0.112 *	
	LT	1.00	97	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.229 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.302
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.422
	TH	2.00	733	3,200	0.229 *	
	LT	1.00	95	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.231 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.063
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	2.00	739	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	189	1,600	0.000	N-S(1): 0.085 *
	TH	0.30	32	474	0.068	N-S(2): 0.000
	LT	1.70	184	2,453	0.075 *	E-W(1): 0.145
Westbound	RT	1.00	178	1,600	0.044	E-W(2): 0.502 *
	TH	1.00	604	1,600	0.378 *	
	LT	1.00	4	1,600	0.003	V/C: 0.587
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.180
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.767
	TH	2.00	452	3,200	0.142	
	LT	1.00	199	1,600	0.124 *	LOS: C
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.000	N-S(1): 0.066 *
	TH	0.21	18	333	0.054	N-S(2): 0.000
	LT	1.79	155	2,580	0.060 *	E-W(1): 0.125
Westbound	RT	1.00	230	1,600	0.090	E-W(2): 0.332 *
	TH	1.00	324	1,600	0.203 *	
	LT	1.00	2	1,600	0.001	V/C: 0.398
Northbound	RT	0.00	5	0	0.000	Lost Time: 0.180
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.578
	TH	2.00	393	3,200	0.124	
	LT	1.00	206	1,600	0.129 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.077 *
	TH	0.21	18	329	0.055	N-S(2): 0.000
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.220
Westbound	RT	1.00	266	1,600	0.112	E-W(2): 0.423 *
	TH	1.00	441	1,600	0.276 *	
	LT	1.00	1	1,600	0.001	V/C: 0.500
Northbound	RT	0.00	14	0	0.000	Lost Time: 0.180
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.680
	TH	2.00	698	3,200	0.219	
	LT	1.00	235	1,600	0.147 *	LOS: B

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.321 * N-S(2): 0.205 E-W(1): 0.028 * E-W(2): 0.006	
	TH	3.00	983	4,800	0.205		
	LT	1.00	310	1,600	0.194 *		
Westbound	RT	2.00	329	3,200	0.006	V/C: 0.349 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.469	
	TH	3.00	524	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.175 E-W(1): 0.035 E-W(2): 0.046 *	
	TH	3.00	841	4,800	0.175		
	LT	1.00	184	1,600	0.115 *		
Westbound	RT	2.00	332	3,200	0.046	V/C: 0.353 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	101	2,880	0.035 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.473	
	TH	3.00	778	4,800	0.192 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,082	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	135	0	0.000	ICU: 0.529	
	TH	3.00	840	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.205
	TH	2.00	609	3,200	0.195	
	LT	2.00	179	2,880	0.062 *	V/C: 0.337
Northbound	RT	2.00	77	3,200	0.000	Lost Time: 0.180
	TH	0.12	12	193	0.062	
	LT	1.88	187	2,706	0.069 *	
Eastbound	RT	1.00	413	1,600	0.196 *	ICU: 0.517
	TH	2.00	272	3,200	0.085	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.259 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.198 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.086
	TH	2.00	247	3,200	0.077	
	LT	2.00	85	2,880	0.030 *	V/C: 0.457
Northbound	RT	2.00	127	3,200	0.026	Lost Time: 0.180
	TH	0.01	3	14	0.215	
	LT	1.99	685	2,867	0.239 *	
Eastbound	RT	1.00	612	1,600	0.168 *	ICU: 0.637
	TH	2.00	327	3,200	0.102	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.219 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.268 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.094
	TH	2.00	282	3,200	0.088	
	LT	2.00	118	2,880	0.041 *	V/C: 0.487
Northbound	RT	2.00	211	3,200	0.048	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	579	2,880	0.201 *	
Eastbound	RT	1.00	497	1,600	0.130	ICU: 0.667
	TH	2.00	725	3,200	0.227 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	627	3,200	0.196 *	N-S(1): 0.085
	TH	2.00	204	3,200	0.064	N-S(2): 0.199 *
	LT	0.00	0	0	0.000	E-W(1): 0.022
Westbound	RT	1.00	62	1,600	0.000	E-W(2): 0.056 *
	TH	2.00	180	3,200	0.056 *	
	LT	1.00	35	1,600	0.022	V/C: 0.255
Northbound	RT	0.00	1	0	0.000	Lost Time: 0.120
	TH	2.00	270	3,200	0.085	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.375
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	726	3,200	0.227 *	N-S(1): 0.232 *
	TH	2.00	172	3,200	0.054	N-S(2): 0.228
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	188	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	194	3,200	0.061 *	
	LT	1.00	9	1,600	0.006	V/C: 0.293
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	741	3,200	0.232	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.413
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	593	3,200	0.185	N-S(1): 0.228 *
	TH	2.00	139	3,200	0.043	N-S(2): 0.186
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.048 *
	TH	2.00	155	3,200	0.048 *	
	LT	1.00	11	1,600	0.007	V/C: 0.276
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	729	3,200	0.228 *	
	LT	1.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.396
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.064 *
	TH	0.05	5	87	0.058	N-S(2): 0.000
	LT	1.95	179	2,802	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.161
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.120
	TH	2.00	1	3,200	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.281
	TH	2.00	241	3,200	0.076	
	LT	2.00	278	2,880	0.097 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.079 *
	TH	0.15	15	244	0.062	N-S(2): 0.000
	LT	1.85	182	2,661	0.068 *	E-W(1): 0.089
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.333 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.412
Northbound	RT	1.00	3	1,600	0.002	Lost Time: 0.120
	TH	2.00	36	3,200	0.011	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.532
	TH	2.00	286	3,200	0.089	
	LT	2.00	960	2,880	0.333 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.062 *
	TH	0.17	13	274	0.048	N-S(2): 0.000
	LT	1.83	139	2,634	0.053 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.253 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.315
Northbound	RT	1.00	14	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	(2)	3,200	-0.001	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.435
	TH	2.00	325	3,200	0.103	
	LT	2.00	729	2,880	0.253 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	166	3,200	0.052	E-W(2): 0.188 *
	TH	2.00	603	3,200	0.188 *	V/C: 0.241
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	102	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.341
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.026
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	289	3,200	0.090	E-W(2): 0.200 *
	TH	2.00	640	3,200	0.200 *	V/C: 0.266
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	80	3,200	0.026	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.366
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	126	3,200	0.039	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	136	3,200	0.043	E-W(2): 0.185 *
	TH	2.00	593	3,200	0.185 *	V/C: 0.272
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	88	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.372
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.121 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.164
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.284
	TH	2.00	386	3,200	0.121 *	
	LT	1.00	98	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.236 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.058
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.309
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.429
	TH	2.00	755	3,200	0.236 *	
	LT	1.00	93	1,600	0.058	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.241 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.285
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.405
	TH	2.00	772	3,200	0.241 *	
	LT	1.00	98	1,600	0.061	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

CEQA Project Alternative

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%)				Conducted by:				Date:	10/1/2015		
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	AM			Reviewed by:				Project:	Everport Draft EIR/EIS		
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3		EB-- 0	WB-- 3	
Override Capacity																			
		1500					#####		1500			1500			1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	214	1	214	215	0	214	1	214	1	215	1	215	0	215	1	215	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	220	1	0	221	0	220	1	0	1	221	1	0	0	221	1	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	231	1	231	231	0	231	1	231	0	231	1	231	0	231	1	231	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	931	2	466	466	0	931	2	466	0	931	2	466	0	931	2	466	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1033	2	402	400	0	1033	2	402	-4	1029	2	400	0	1029	2	400	
	Through-Right	25	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Right	26	172	0	172	170	0	172	0	172	-2	170	0	170	0	170	0	170	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082			North-South: 215 East-West: 866 SUM: 1081			North-South: 214 East-West: 868 SUM: 1082				North-South: 215 East-West: 866 SUM: 1081				North-South: 215 East-West: 866 SUM: 1081			
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			
		0.721			0.721			0.721				0.721				0.721			
		0.621			0.621			0.621				0.621				0.621			
		B			B			B				B				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0					0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0					0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6		0						0					0				0	
	Left-Right 7		0						0					0				0	
SOUTHBOUND	Left 8	233	1	233	0	233	233	0	233	1	233	0	233	1	233	233	1	233	
	Left-Through 9		0						0				0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0						0				0				0		
	Right 12	245	1	14	-1	244	0	0	245	1	14	-1	244	1	0	244	1	0	
	Left-Through-Ri 13		0						0				0				0		
EASTBOUND	Left 15	231	1	231	13	244	244	0	231	1	231	13	244	1	244	244	1	244	
	Left-Through 16		0						0				0				0		
	Through 17	886	2	443	-9	877	439	0	886	2	443	-9	877	2	439	877	2	439	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	813	2	357	-1	812	357	0	813	2	357	-1	812	2	357	812	2	357	
	Through-Right 25		1						1				1				1		
	Right 26	257	0	257	1	258	258	0	257	0	257	1	258	0	258	258	0	258	
	Left-Through-Ri 27		0						0				0				0		
CRITICAL VOLUMES	North-South:	233		233		233		233		233		233		233		233			
	East-West:	800		796		800		796		800		796		800		796			
	SUM:	1033		1029		1033		1029		1033		1029		1033		1029			
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.686		0.689		0.686		0.689		0.686		0.689		0.686			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.586		0.589		0.586		0.589		0.586		0.589		0.586			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.003**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		3			3		3		3		3		3		3				
Override Capacity		2			2		2		2		2		2		2				
		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0											0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0											0				0	
	Left-Right 7		0											0				0	
SOUTHBOUND	Left 8	192	1	192	0	192	#	0	192	1	192	0	192	1	192	192	1	192	
	Left-Through 9		0							0			0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0											0				0	
	Right 12	301	1	56	-2	299	#	0	301	1	56	-2	299	1	55	299	1	55	
	Left-Through-Ri 13		0											0				0	
EASTBOUND	Left 15	245	1	245	-1	244	#	0	245	1	245	-1	244	1	244	244	1	244	
	Left-Through 16		0							0			0				0		
	Through 17	1191	2	596	-2	1189	#	0	1191	2	596	-2	1189	2	595	1189	2	595	
	Through-Right 18		0											0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0											0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0			0				0		
	Through 24	997	2	407	13	1010	#	0	997	2	407	13	1010	2	412	1010	2	412	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	0	225	0	225	0	225	0	225	225	0	225	
	Left-Through-Ri 27		0											0				0	
Left-Right 28		0											0				0		
CRITICAL VOLUMES		North-South: 192			North-South: 192			North-South: 192				North-South: 192				North-South: 192			
		East-West: 1003			East-West: 1007			East-West: 1003				East-West: 1007				East-West: 1007			
		SUM: 1195			SUM: 1199			SUM: 1195				SUM: 1199				SUM: 1199			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.799			0.797				0.799				0.799			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.699			0.697				0.699				0.699			
LEVEL OF SERVICE (LOS):		B			B			B				B				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #: 4	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases					3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1		1		1		1		1						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0						
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3						
Override Capacity			2		2		2		2		2		2						
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	315	2	141	4	319	142	0	315	2	141	4	319	2	142	0	319	2	142
	Through-Right 4	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 5	108	0	108	0	108	108	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	314	1	314	1	315	315	0	314	1	314	1	315	1	315	0	315	1	315
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	699	3	233	-4	695	232	0	699	3	233	-4	695	3	232	0	695	3	232
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	102	1	102	0	102	102	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	299	1	0	-1	298	0	0	299	1	0	-1	298	1	0	0	298	1	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 455		North-South: 457			North-South: 455				North-South: 457				North-South: 457				
		East-West: 102		East-West: 102			East-West: 102				East-West: 102				East-West: 102				
		SUM: 557		SUM: 559			SUM: 557				SUM: 559				SUM: 559				
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392			0.391				0.392				0.392				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292			0.291				0.292				0.292				
LEVEL OF SERVICE (LOS):		A		A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015					
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	441	2	193	1	442	194	0	441	2	193	1	442	2	194	442	2	194	
	Through-Right 4		1						1				1				1		
	Right 5	139	0	139	0	139	139	0	139	0	139	0	139	0	139	139	0	139	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	199	1	199	-1	198	198	0	199	1	199	-1	198	1	198	198	1	198	
	Left-Through 9		0						0				0				0		
	Through 10	476	3	159	7	483	161	0	476	3	159	7	483	3	161	483	3	161	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	105	1	105	0	105	105	0	105	1	105	0	105	1	105	105	1	105	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	256	1	57	13	269	71	0	256	1	57	13	269	1	71	269	1	71	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392		North-South: 392	
		East-West: 105		East-West: 105		East-West: 105		East-West: 105		East-West: 105		East-West: 105		East-West: 105		East-West: 105		East-West: 105	
		SUM: 497		SUM: 497		SUM: 497		SUM: 497		SUM: 497		SUM: 497		SUM: 497		SUM: 497		SUM: 497	
VOLUME/CAPACITY (V/C) RATIO:		0.349		0.349		0.349		0.349		0.349		0.349		0.349		0.349		0.349	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249		0.249		0.249		0.249		0.249		0.249		0.249		0.249		0.249	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0														0		
	Through 3	704	2	285	-1	703	#	0	704	2	285	-1	703	2	284	703	2	284	
	Through-Right 4		1						1					1			1		
	Right 5	150	0	150	0	150	#	0	150	0	150	0	150	0	150	150	0	150	
	Left-Through-R 6		0						0					0			0		
	Left-Right 7		0						0					0			0		
SOUTHBOUND	Left 8	279	1	279	-1	278	#	0	279	1	279	-1	278	1	278	278	1	278	
	Left-Through 9		0						0				0				0		
	Through 10	967	3	322	11	978	#	0	967	3	322	11	978	3	326	978	3	326	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	99	1	99	0	99	#	0	99	1	99	0	99	1	99	99	1	99	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	359	1	80	-1	358	#	0	359	1	80	-1	358	1	80	358	1	80	
	Left-Through-R 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 607		607	North-South: 610		610	North-South: 607		607	North-South: 610		610	North-South: 610		610	North-South: 610		610
		East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99	East-West: 99		99
		SUM: 706		706	SUM: 709		709	SUM: 706		706	SUM: 709		709	SUM: 709		709	SUM: 709		709
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.498			0.495			0.498			0.498			0.498	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.398			0.395			0.398			0.398			0.398	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.003**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3									
	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		2	2	2	2	2	2	2	2								
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	280	2	140	1	281	141	0	280	2	1	281	2	141	0	281	2	141
	Through-Right 4		0						0				0				0	
	Right 5	19	1	19	0	19	19	0	19	1	0	19	1	19	0	19	1	19
	Left-Through-F 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	0	12	0	12	0	12	0	12
	Left-Through 9		1						1			1		1		1		1
	Through 10	304	0	158	-11	293	159	0	304	0	-11	293	0	159	0	293	0	159
	Through-Right 11		1						1			1		1		1		1
	Right 12	0	0	158	0	0	159	0	0	0	0	0	0	159	0	0	0	159
	Left-Through-F 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	32	1	32	2	34	34	0	32	1	2	34	1	34	0	34	1	34
	Left-Through 16		0						0			0		0			0	
	Through 17	2	0	3	0	2	3	0	2	0	0	2	0	3	0	2	0	3
	Through-Right 18		1						1			1		1		1		1
	Right 19	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	0	2	0	2	0	2	0	2
	Left-Through 23		0						0			0		0			0	
	Through 24	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	0	6
	Through-Right 25		0						0			0		0			0	
	Right 26	4	0	0	0	4	0	0	4	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1						1			1		1		1		1
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 158		North-South: 159		North-South: 158		North-South: 158		North-South: 159		North-South: 159		North-South: 159		North-South: 159		
		East-West: 38		East-West: 40		East-West: 38		East-West: 38		East-West: 40		East-West: 40		East-West: 40		East-West: 40		
		SUM: 196		SUM: 199		SUM: 196		SUM: 196		SUM: 199		SUM: 199		SUM: 199		SUM: 199		
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.138		0.138		0.140		0.140		0.140		0.140		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.069		0.069		0.070		0.070		0.070		0.070		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	12	605	303	0	593	2	297	12	605	2	303	0	593	2	303	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through 10	317	0	173	-2	315	172	0	317	0	173	-2	315	0	172	0	315	0	172	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 12	0	0	173	0	0	172	0	0	0	173	0	0	0	172	0	0	0	172	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	92	1	92	-8	84	84	0	92	1	92	-8	84	1	84	0	84	1	84	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 310		North-South: 304		North-South: 310		North-South: 310		North-South: 310		North-South: 310		North-South: 310				
		East-West: 121		East-West: 113		East-West: 121		East-West: 113		East-West: 113		East-West: 113		East-West: 113		East-West: 113				
		SUM: 425		SUM: 423		SUM: 425		SUM: 423		SUM: 423		SUM: 423		SUM: 423		SUM: 423				
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.298		0.297		0.297		0.297		0.297		0.297				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.198		0.197		0.197		0.197		0.197		0.197				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	6	579	290	0	573	2	287	6	579	2	290	0	579	2	290
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	25	1	25	0	25	25	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Through 10	347	0	185	7	354	199	0	347	0	185	7	354	0	199	0	354	0	199
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	3	0	185	0	3	199	0	3	0	185	0	3	0	199	0	3	0	199
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	83	1	83	-5	78	78	0	83	1	83	-5	78	1	78	0	78	1	78
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	4	0	67	0	4	67	0	4	0	67	0	4	0	67	0	4	0	67
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	52	0	0	0	52	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-R 27	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445	North-South: 297 East-West: 150 SUM: 447	North-South: 300 East-West: 145 SUM: 445
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312	0.314	0.312
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212	0.214	0.212
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015										
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS										
7	No. of Phases		4		4		4		4											
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1											
	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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	55	1	36	0	55	37	0	55	1	36	0	55	1	37	0	55	1	37
	Left-Through	2		1						1				1				1		
	Through	3	54	1	36	3	57	37	0	54	1	36	3	57	1	37	0	57	1	37
	Through-Right	4		0						0				0				0		
	Right	5	66	1	35	-3	63	32	0	66	1	35	-3	63	1	32	0	63	1	32
	Left-Through-R	6		0						0				0				0		
	Left-Right	7		0						0				0				0		
SOUTHBOUND	Left	8	109	1	109	-3	106	106	0	109	1	109	-3	106	1	106	0	106	1	106
	Left-Through	9		0						0				0				0		
	Through	10	188	2	74	-3	185	73	0	188	2	74	-3	185	2	73	0	185	2	73
	Through-Right	11		1						1				1				1		
	Right	12	34	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13		0						0				0				0		
	Left-Right	14		0						0				0				0		
EASTBOUND	Left	15	61	1	61	0	61	61	0	61	1	61	0	61	1	61	0	61	1	61
	Left-Through	16		0						0				0				0		
	Through	17	707	2	354	0	707	354	0	707	2	354	0	707	2	354	0	707	2	354
	Through-Right	18		0						0				0				0		
	Right	19	545	1	0	5	550	0	0	545	1	0	5	550	1	0	0	550	1	0
	Left-Through-R	20		0						0				0				0		
	Left-Right	21		0						0				0				0		
WESTBOUND	Left	22	63	1	63	-1	62	62	0	63	1	63	-1	62	1	62	0	62	1	62
	Left-Through	23		0						0				0				0		
	Through	24	818	2	409	5	823	412	0	818	2	409	5	823	2	412	0	823	2	412
	Through-Right	25		0						0				0				0		
	Right	26	96	1	42	3	99	46	0	96	1	42	3	99	1	46	0	99	1	46
	Left-Through-R	27		0						0				0				0		
	Left-Right	28		0						0				0				0		
CRITICAL VOLUMES		North-South: 145	East-West: 470	SUM: 615	North-South: 143	East-West: 473	SUM: 616	North-South: 145	East-West: 470	SUM: 615	North-South: 143	East-West: 473	SUM: 616	North-South: 143	East-West: 473	SUM: 616				
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		0.447		0.448		0.448		0.448								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.348		0.347		0.348		0.348		0.348								
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	84	1	142	89	0	141	1	84	1	142	1	89		142	1	89	
	Left-Through 2	1							1				1				1		
	Through 3	1	84	14	126	89	0	112	1	84	14	126	1	89		126	1	89	
	Through-Right 4	0							0				0				0		
	Right 5	1	53	-1	70	52	0	71	1	53	-1	70	1	52		70	1	52	
	Left-Through-R 6	0							0				0				0		
	Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	163	0	163	163	0	163	1	163	0	163	1	163		163	1	163	
	Left-Through 9	0							0				0				0		
	Through 10	2	97	0	234	97	0	234	2	97	0	234	2	97		234	2	97	
	Through-Right 11	1							1				1				1		
	Right 12	0	56	0	56	56	0	56	0	56	0	56	0	56		56	0	56	
	Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0			
EASTBOUND	Left 15	1	126	0	126	126	0	126	1	126	0	126	1	126		126	1	126	
	Left-Through 16	0							0				0				0		
	Through 17	2	375	6	756	378	0	750	2	375	6	756	2	378		756	2	378	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	8	180	0	0	172	1	0	8	180	1	0		180	1	0	
	Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0			
WESTBOUND	Left 22	1	36	1	37	37	0	36	1	36	1	37	1	37		37	1	37	
	Left-Through 23	0							0				0				0		
	Through 24	2	317	-4	630	315	0	634	2	317	-4	630	2	315		630	2	315	
	Through-Right 25	0							0				0				0		
	Right 26	1	123	0	204	123	0	204	1	123	0	204	1	123		204	1	123	
	Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 252	East-West: 441	SUM: 693	North-South: 247	East-West: 443	SUM: 690	North-South: 252	East-West: 441	SUM: 693	North-South: 252	East-West: 441	SUM: 693	North-South: 252	East-West: 441	SUM: 693
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.504		0.502		0.504		0.504		0.504		0.504		0.504		0.504	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.404		0.402		0.404		0.402		0.404		0.404		0.404		0.404	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	5	189	116	0	184	1	111	5	189	1	116		189	1	116
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	9	158	116	0	149	1	111	9	158	1	116		158	1	116
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	2	56	34	0	54	1	32	2	56	1	34		56	1	34
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	9	297	114	0	288	2	111	9	297	2	114		297	2	114
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	0	46	0	46	0	46	0	46		46	0	46
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	0	134	1	134	0	134	1	134		134	1	134
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	7	959	480	0	952	2	476	7	959	2	480		959	2	480
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	11	260	0	0	249	1	0	11	260	1	0		260	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	44	0	44	1	44	0	44	1	44		44	1	44
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	-4	850	425	0	854	2	427	-4	850	2	425		850	2	425
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	0	243	1	176	0	243	1	176		243	1	176
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 559 SUM: 809		North-South: 245 East-West: 561 SUM: 806		North-South: 250 East-West: 559 SUM: 809				North-South: 250 East-West: 559 SUM: 809								
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.588		0.586		0.588				0.588							
W/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.488		0.486		0.488				0.488							
LEVEL OF SERVICE (LOS):		A		A		A		A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**



Level of Service Worksheet

(Circular 212 Method)



I/S #:	North-South Street: Henry Ford Avenue/SR-103 Ramps			Year of Count:		Ambient Growth: (%)		Conducted by:		Date: 10/1/2015	
	East-West Street: Henry Ford Avenue/Pier A Way			Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS	
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2	
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	1	6	0	6	6	0	6	1	6	6	0	6	1	6	6	0	6	
	Left-Through 2	2	0	2	0	2	2	0	2	0	2	2	0	2	0	2	2	0	2	
	Through 3	46	2	23	2	48	24	0	46	2	23	24	2	46	2	48	2	24	24	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	32	1	0	0	32	0	0	32	1	0	0	32	1	0	0	32	1	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	69	2	38	0	69	38	0	69	2	38	38	0	69	2	38	0	69	2	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	649	1	336	1	650	336	0	649	1	336	336	1	650	1	336	0	650	1	
	Through-Right 11	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
	Right 12	22	0	22	0	22	22	0	22	0	22	22	0	22	0	22	0	22	0	22
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	35	1	35	0	35	35	0	35	1	35	35	0	35	1	35	0	35	1	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	8	0	8	0	8	8	0	8	0	8	8	0	8	0	8	0	8	0	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	20	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	19	0	19	0	19	19	0	19	0	19	19	0	19	0	19	0	19	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Through 24	17	0	36	0	17	36	0	17	0	36	36	0	17	0	36	0	17	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	13	1	0	-2	11	0	0	13	1	0	-2	11	1	0	0	11	1	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413
VOLUME/CAPACITY (V/C) RATIO:	0.300			0.300			0.300				0.300				0.300					
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.200			0.200			0.200				0.200				0.200					
LEVEL OF SERVICE (LOS):	A			A			A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: 0.000
 :ant impacted? NO

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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			4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2									
NB-- 1 SB-- 2 EB-- 0 WB-- 1 NB-- 1 SB-- 2 EB-- 0 WB-- 1 NB-- 1 SB-- 2 EB-- 0 WB-- 1 NB-- 1 SB-- 2 EB-- 0 WB-- 1			4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2	4 2 2									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	19	1	19	0	19	19	0	19	1	19	19	0	19	1	19	19	19	
	Left-Through 2		0							0					0				
	Through 3	221	2	111	14	235	118	0	221	2	111	118	14	235	2	118	118	118	
	Through-Right 4		0							0					0				
	Right 5	20	1	0	0	20	0	0	20	1	0	0	0	20	1	0	0	0	
	Left-Through-R 6		0							0					0				
	Left-Right 7		0							0					0				
SOUTHBOUND	Left 8	27	2	15	0	27	15	0	27	2	15	15	0	27	2	15	15	15	
	Left-Through 9		0							0					0				
	Through 10	362	1	197	8	370	201	0	362	1	197	201	8	370	1	201	201	201	
	Through-Right 11		1							1					1				
	Right 12	32	0	32	0	32	32	0	32	0	32	32	0	32	0	32	32	32	
	Left-Through-R 13		0							0					0				
	Left-Right 14		0							0					0				
EASTBOUND	Left 15	51	1	51	0	51	51	0	51	1	51	51	0	51	1	51	51	51	
	Left-Through 16		0							0					0				
	Through 17	5	0	20	0	5	20	0	5	0	20	20	0	5	0	20	20	20	
	Through-Right 18		1							1					1				
	Right 19	15	0	0	0	15	0	0	15	0	0	0	0	15	0	0	0	0	
	Left-Through-R 20		0							0					0				
	Left-Right 21		0							0					0				
WESTBOUND	Left 22	7	0	7	0	7	7	0	7	0	7	7	0	7	0	7	7	7	
	Left-Through 23		1							1					1				
	Through 24	4	0	11	0	4	11	0	4	0	11	11	0	4	0	11	11	11	
	Through-Right 25		0							0					0				
	Right 26	33	1	0	1	34	0	0	33	1	0	0	0	34	1	0	0	0	
	Left-Through-R 27		0							0					0				
	Left-Right 28		0							0					0				
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	216 62 278		North-South: 220 East-West: 62 SUM: 282	220 62 282		North-South: 216 East-West: 62 SUM: 278	216 62 278		North-South: 220 East-West: 62 SUM: 282	220 62 282		North-South: 220 East-West: 62 SUM: 282	220 62 282		North-South: 220 East-West: 62 SUM: 282	220 62 282	
VOLUME/CAPACITY (V/C) RATIO:			0.202			0.205			0.202			0.205			0.205			0.205	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.102			0.105			0.102			0.105			0.105			0.105	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**
 Δ v/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0							0				0				0	
	Through	3	2	152	15	318	159	0	303	2	152	15	318	2	159	0	318	2	159
	Through-Right	4	0							0				0				0	
	Right	5	1	0	-2	48	0	0	50	1	0	-2	48	1	0	0	48	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	2	139	76	0	137	2	75	2	139	2	76	0	139	2	76
	Left-Through	9	0							0				0				0	
	Through	10	1	237	19	458	246	0	439	1	237	19	458	1	246	0	458	1	246
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	0	41	1	41	0	41	1	41	0	41	1	41
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	19	0	4	0	19	0	4	0	19
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	-1	16	16	0	17	0	17	-1	16	0	16	0	16	0	16
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	20	0	4	0	21	0	4	0	20	0	4	0	20
	Through-Right	25	0							0				0				0	
	Right	26	1	0	1	52	0	0	51	1	0	1	52	1	0	0	52	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254		North-South: 263		North-South: 254		North-South: 254		North-South: 263		North-South: 263		North-South: 263					
		East-West: 62		East-West: 61		East-West: 62		East-West: 62		East-West: 61		East-West: 61		East-West: 61					
		SUM: 316		SUM: 324		SUM: 316		SUM: 316		SUM: 324		SUM: 324		SUM: 324					
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.236		0.230		0.230		0.236		0.236		0.236					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.136		0.130		0.130		0.136		0.136		0.136					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.006**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015						
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS						
13	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		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	30	2	17	0	30	17	0	30	2	17	0	30	2	17	0	30	2	17	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	88	1	0	75	163	0	0	88	1	0	75	163	1	0	0	163	1	0	
	Left-Through-F	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	1972	3	657	-39	1933	644	0	1972	3	657	-39	1933	3	644	0	1933	3	644	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	274	1	257	69	343	326	0	274	1	257	69	343	1	326	0	343	1	326	
	Left-Through-F	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	66	2	36	0	66	36	0	66	2	36	0	66	2	36	0	66	2	36	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	2176	3	725	23	2199	733	0	2176	3	725	23	2199	3	733	0	2199	3	733	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 733 SUM: 750			North-South: 17 East-West: 725 SUM: 742				North-South: 17 East-West: 733 SUM: 750								
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.500			0.495				0.500								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.400			0.395				0.400								
LEVEL OF SERVICE (LOS):			A			A			A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	0	257	2	141	0	257	2	141	0	257	2	141
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	66	946	0	0	880	1	0	66	946	1	0	0	946	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-42	1461	487	0	1503	3	501	-42	1461	3	487	0	1461	3	487
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	109	222	81	0	113	1	0	109	222	1	81	0	222	1	81
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	0	34	2	19	0	34	2	19	0	34	2	19
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1447	3	482	45	1492	497	0	1447	3	482	45	1492	3	497	0	1492	3	497
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	141		141		141		141		141		141		141		141		141	
	East-West:	520		506		520		520		506		520		506		520		506	
	SUM:	661		647		661		661		647		661		647		661		647	
VOLUME/CAPACITY (V/C) RATIO:	0.441		0.431		0.441		0.441		0.431		0.441		0.431		0.441		0.431		
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.341		0.331		0.341		0.341		0.331		0.341		0.331		0.341		0.331		
LEVEL OF SERVICE (LOS):	A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.010**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	190	0	346	190	0	346	2	190	0	346	2	190	0	346	2	190
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	941	0	0	47	988	0	941	1	0	47	988	1	0	0	988	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	2141	3	714	-18	2123	708	0	2141	3	714	-18	2123	3	708	0	2123	3
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	209	1	19	1	210	20	0	209	1	19	1	210	1	20	0	210	1
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	41	23	0	41	23	0	41	2	23	0	41	2	23	0	41	2	23
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1965	3	655	26	1991	664	0	1965	3	655	26	1991	3	664	0	1991	3
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	190	North-South:	190	North-South:	190	North-South:	190	North-South:	190	North-South:	190	North-South:	190	North-South:	190	North-South:	190
	East-West:	737	East-West:	731	East-West:	737	East-West:	737	East-West:	737	East-West:	731	East-West:	731	East-West:	731	East-West:	731
	SUM:	927	SUM:	921	SUM:	927	SUM:	927	SUM:	927	SUM:	921	SUM:	921	SUM:	921	SUM:	921
VOLUME/CAPACITY (V/C) RATIO:		0.618		0.614		0.618		0.618		0.614		0.614		0.614		0.614		0.614
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518		0.514		0.518		0.518		0.514		0.514		0.514		0.514		0.514
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.004**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				3						3				3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	NB-- 1	SB-- 1	NB-- 1	SB-- 1	NB-- 1	SB-- 1	NB-- 1	SB-- 1	NB-- 1	SB-- 1	NB-- 1	SB-- 1				
ATSAC-1 or ATSAC-ATCS-2?		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				
Override Capacity				2						2				2					
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	44	1	44	43	87	87	0	44	1	44	43	87	1	87	0	87	1	87
	Through-Right 4																		
	Right 5	32	1	0	-14	18	0	0	32	1	0	-14	18	1	0	0	18	1	0
	Left-Through-R 6																		
Left-Right 7		0							0								0		
SOUTHBOUND	Left 8	5	1	5	5	10	10	0	5	1	5	5	10	1	10	0	10	1	10
	Left-Through 9																		
	Through 10	280	2	140	33	313	157	0	280	2	140	33	313	2	157	0	313	2	157
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14		0							0								0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21		0							0								0		
WESTBOUND	Left 22	328	1	328	-13	315	315	0	328	1	328	-13	315	1	315	0	315	1	315
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	1	0	3	1	0	0	3	1	0
	Left-Through-R 27																		
Left-Right 28		0							0								0		
CRITICAL VOLUMES		North-South: 184		North-South: 244		North-South: 184		North-South: 244		North-South: 244		North-South: 244		North-South: 244		North-South: 244		North-South: 244	
		East-West: 328		East-West: 315		East-West: 328		East-West: 315		East-West: 315		East-West: 315		East-West: 315		East-West: 315		East-West: 315	
		SUM: 512		SUM: 559		SUM: 512		SUM: 559		SUM: 559		SUM: 559		SUM: 559		SUM: 559		SUM: 559	
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.392		0.359		0.392		0.392		0.392		0.392		0.392		0.392	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.292		0.259		0.292		0.292		0.292		0.292		0.292		0.292	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.033**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	47	284	284	0	237	1	237	47	284	1	284	284	1	284
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	5	359	266	0	354	1	214	5	359	1	266	359	1	266
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	-3	0	0	0	3	1	3	-3	0	1	0	0	1	0
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	79	302	151	0	223	2	112	79	302	2	151	302	2	151
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	-47	93	93	0	140	1	140	-47	93	1	93	93	1	93
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	10	0	10	1	9	0	10	1	10	10	1	10
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 435 East-West: 93 SUM: 528			North-South: 349 East-West: 140 SUM: 489				North-South: 435 East-West: 93 SUM: 528						
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.371			0.343				0.371						
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.271			0.243				0.271						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.028**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATCS-1 or ATCS+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	37	413	#	0	376	1	376	37	413	1	413	1	413		
	Through-Right 4		0						0				0				0		
	Right 5	289	1	146	34	323	#	0	289	1	146	34	323	1	158		323	1	158
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	6	1	6	0	6	6	0	6	1	6	0	6	1	6	6	1	6	
	Left-Through 9		0						0				0				0		
	Through 10	150	2	75	52	202	#	0	150	2	75	52	202	2	101		202	2	101
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	143	1	143	22	165	#	0	143	1	143	22	165	1	165		165	1	165
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 514 East-West: 165 SUM: 679			North-South: 451 East-West: 143 SUM: 594				North-South: 514 East-West: 165 SUM: 679							
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.476			0.417				0.476							
V/C LESS ATCS/ATCS ADJUSTMENT:		0.317			0.376			0.317				0.376							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.059**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.059** Δv/c after mitigation: **0.059**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:			Ambient Growth: (%):			Conducted by:			Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
No. of Phases						2								2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0								0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0					
Override Capacity						2								2					
						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	110	58	168	168	0	110	1	110	58	168	1	168	0	168	1	168
	Left-Through	2	0							0				0				0	
	Through	3	2	2	5	8	4	0	3	2	2	5	8	2	4	0	8	2	4
	Through-Right	4	0							0					0			0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
	Left-Through-R	6	0							0					0			0	
Left-Right	7	0							0					0			0		
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	9	0							0				0				0	
	Through	10	1	12	-12	0	0	0	12	1	12	-12	0	1	0	0	0	1	0
	Through-Right	11	0							0				0				0	
	Right	12	1	491	11	545	502	0	534	1	491	11	545	1	502	0	545	1	502
	Left-Through-R	13	0							0				0				0	
Left-Right	14	0							0				0				0		
EASTBOUND	Left	15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through	16	1							1				1				1	
	Through	17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right	18	0							0				0				0	
	Right	19	1	0	62	73	0	0	11	1	0	62	73	1	0	0	73	1	0
	Left-Through-R	20	0							0				0				0	
Left-Right	21	0							0				0				0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0							0				0				0	
Left-Right	28	0							0				0				0		
CRITICAL VOLUMES		North-South: 601		North-South: 670		North-South: 670		North-South: 601		North-South: 670		North-South: 670		North-South: 670		North-South: 670		North-South: 670	
		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43	
		SUM: 644		SUM: 713		SUM: 713		SUM: 644		SUM: 644		SUM: 713		SUM: 713		SUM: 713		SUM: 713	
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.475		0.475		0.429		0.475		0.475		0.475		0.475		0.475	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.375		0.375		0.329		0.375		0.375		0.375		0.375		0.375	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.046**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.046** Δv/c after mitigation: **0.046**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street: Ferry Street	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015													
	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS													
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-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	85	19	104	104	0	85	1	85	19	104	1	104		104	1	104
	Left-Through 2	0							0				0				0	
	Through 3	2	28	-15	40	20	0	55	2	28	-15	40	2	20		40	2	20
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6	0							0				0				0	
	Left-Right 7	0							0				0				0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	37	0	37	37	0	37	1	37	0	37	1	37		37	1	37
	Through-Right 11	0							0				0				0	
	Right 12	1	27	8	225	10	0	217	1	27	8	225	1	10		225	1	10
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	190	49	429	215	0	380	1	190	49	429	1	215		429	1	215
	Left-Through 16	1							1				1				1	
	Through 17	0	190	0	0	215	0	0	0	190	0	0	0	215		0	0	215
	Through-Right 18	0							0				0				0	
	Right 19	1	0	68	160	0	0	92	1	0	68	160	1	0		160	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	2	0	2	0	0	0	2	0	0		2	0	0
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 122 <i>East-West:</i> 190 <i>SUM:</i> 312	<i>North-South:</i> 141 <i>East-West:</i> 215 <i>SUM:</i> 356	<i>North-South:</i> 122 <i>East-West:</i> 190 <i>SUM:</i> 312		<i>North-South:</i> 141 <i>East-West:</i> 215 <i>SUM:</i> 356		<i>North-South:</i> 122 <i>East-West:</i> 190 <i>SUM:</i> 312		<i>North-South:</i> 141 <i>East-West:</i> 215 <i>SUM:</i> 356		<i>North-South:</i> 141 <i>East-West:</i> 215 <i>SUM:</i> 356						
VOLUME/CAPACITY (V/C) RATIO:		0.208		0.237		0.208		0.237		0.237		0.237						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.108		0.137		0.108		0.137		0.137		0.137						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.029**
Significant impacted? **NO**

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: Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS									
16	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?		0		0		0		0									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	2
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0
	Left-Through-Right	6	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	1	1	84	85	85	0	1	1	84	85	1	85	0	85	1	85
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	1	0	0	1	0	0	1	0	0	1	0	0	0	1	1
	Through-Right	11	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Right	12	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	3	1	3	3	3	0	3	1	0	3	1	3	0	3	1	3
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	53	1	27	-53	0	0	53	1	27	-53	0	1	0	0	1	0
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	29	0	29	29	29	0	29	0	29	0	29	0	29	0	29	29
	Left-Through	23	1	1	1	1	1	0	1	1	1	1	0	1	0	1	1	1
	Through	24	259	1	144	-259	0	0	259	1	144	-259	0	1	0	0	1	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	74	4	26	137	211	0	74	4	26	137	211	4	0	211	4	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 3		87		North-South: 87		North-South: 3		87		North-South: 87		North-South: 87		North-South: 87		
		East-West: 147		29		East-West: 29		East-West: 147		29		East-West: 29		East-West: 29		East-West: 29		
		SUM: 150		116		SUM: 116		SUM: 150		116		SUM: 116		SUM: 116		SUM: 116		
VOLUME/CAPACITY (V/C) RATIO:		0.100		0.077		0.100		0.100		0.077		0.100		0.077		0.100		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100		0.077		0.100		0.100		0.077		0.100		0.077		0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.023**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Workheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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-- 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-- 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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	8	0	0	8	0	0	8	0	0	0	8	0	0	0	8	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	7	0	0	0	7	0	7	0	0	0	7	0	0	0	7	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	Left 8	318	1	318	183	501	501	0	318	1	318	183	501	1	501	501	1	501	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	3	0	14	0	3	14	0	3	0	14	0	3	0	14	3	0	14	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	11	0	0	0	11	0	0	11	0	0	11	0	0	0	11	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	4	1	4	0	4	4	0	4	1	4	0	4	1	4	4	1	4	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	189	1	96	-189	0	0	0	189	1	96	-189	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	10	0	10	0	10	10	0	10	0	10	0	10	0	10	10	0	10	
	Left-Through 23	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through 24	60	1	35	-60	0	0	0	60	1	35	-60	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	298	4	0	185	483	0	0	298	4	0	185	483	4	0	483	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 326		North-South: 509		North-South: 326		North-South: 509		North-South: 326		North-South: 509		North-South: 326		North-South: 509			
		East-West: 106		East-West: 12		East-West: 106		East-West: 12		East-West: 106		East-West: 12		East-West: 106		East-West: 12			
		SUM: 432		SUM: 521		SUM: 432		SUM: 521		SUM: 432		SUM: 521		SUM: 432		SUM: 521			
VOLUME/CAPACITY (V/C) RATIO:				0.288				0.288				0.288				0.288			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.288				0.288				0.288				0.288			
LEVEL OF SERVICE (LOS):				A				A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.059**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.059** Δv/c after mitigation: **0.059**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases 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? ATSC-1 or ATSC+ATCS-2? Override Capacity		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								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	24
	Through-Right 4		0						0				0				0	
	Right 5	24	0	0	0	24	0	24	0	0	0	24	0	0	24	0	0	0
	Left-Through-R 6		1						1				1				1	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	130	1	130	127	257	257	0	130	1	130	127	257	1	257	257	1	257
	Left-Through 9		0						0				0				0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	3	0	5
	Through-Right 11		1						1				1				1	
	Right 12	2	0	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1
	Left-Through 16		0						0				0				0	
	Through 17	228	1	114	-228	0	0	0	228	1	114	-228	0	1	0	0	1	0
	Through-Right 18		1						1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2
	Left-Through 23		1						1				1				1	
	Through 24	42	1	22	-42	0	0	0	42	1	22	-42	0	1	0	0	1	0
	Through-Right 25		0						0				0				0	
	Right 26	194	4	3	123	317	0	0	194	4	3	123	317	4	0	317	4	0
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 154 East-West: 116 SUM: 270			North-South: 281 East-West: 2 SUM: 283			North-South: 154 East-West: 116 SUM: 270				North-South: 281 East-West: 2 SUM: 283						
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.189			0.180				0.189						
V/C LESS ATSC/ATCS ADJUSTMENT:		0.180			0.189			0.180				0.189						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.009**
 ant impacted? **NO**

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:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	Reviewed by:	Project:	Everport Draft EIR/EIS												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSA-1 or ATSA+ATCS-2? 2 Override Capacity 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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	219	220	140	0	1	0	8	219	220	0	140	0	220	0	140
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	0	52	140	0	52	0	0	0	52	0	140	0	52	0	140
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	141	142	74	0	1	0	1	141	142	0	74	0	142	0	74
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	0	5	74	0	5	0	2	0	5	0	74	0	5	0	74
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	0	46	25	0	46	1	25	0	46	1	25	0	46	1	25
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	225	470	470	0	245	1	245	225	470	1	470	0	470	1	470
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	0	384	192	0	384	2	192	0	384	2	192	0	384	2	192
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279			North-South: 140 East-West: 495 SUM: 635			North-South: 9 East-West: 270 SUM: 279				North-South: 140 East-West: 495 SUM: 635							
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.446			0.196				0.446							
V/C LESS ATSA/ATCS ADJUSTMENT:		0.098			0.346			0.098				0.346							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.248**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.248** Δv/c after mitigation: **0.248**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015								
	17	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
No. of Phases				3		3		3		3		3		3		3						
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		0 0		0 0		0 0		0 0		0 0		0 0		0 0						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0						
Override Capacity				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	←	Left 1	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5		
		Left-Through 2		1					1			1			1			1				
		Through 3	31	0	36	81	112	117	0	31	0	36	81	112	117	0	31	0	36	81	112	117
		Through-Right 4		1					1			1			1			1				
		Right 5	96	0	42	118	214	101	0	96	0	42	118	214	101	0	96	0	42	118	214	101
		Left-Through-R 6		0					0			0			0			0				
		Left-Right 7		0					0			0			0			0				
SOUTHBOUND	→	Left 8	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2		
		Left-Through 9		1					1			1			1			1				
		Through 10	25	0	27	94	119	83	0	25	0	27	94	119	83	0	25	0	27	94	119	83
		Through-Right 11		1					1			1			1			1				
		Right 12	43	0	17	0	43	83	0	43	0	17	0	43	83	0	43	0	17	0	43	83
		Left-Through-R 13		0					0			0			0			0				
		Left-Right 14		0					0			0			0			0				
EASTBOUND	→	Left 15	52	1	52	0	52	52	0	52	1	52	0	52	1	52	0	52	1	52		
		Left-Through 16		0					0			0			0			0				
		Through 17	368	1	186	0	368	186	0	368	1	186	0	368	1	186	0	368	1	186		
		Through-Right 18		1					1			1			1			1				
		Right 19	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4		
		Left-Through-R 20		0					0			0			0			0				
		Left-Right 21		0					0			0			0			0				
WESTBOUND	←	Left 22	109	1	109	117	226	226	0	109	1	109	117	226	1	226	1	226	1	226		
		Left-Through 23		0					0			0			0			0				
		Through 24	226	2	113	0	226	113	0	226	2	113	0	226	2	113	0	226	2	113		
		Through-Right 25		0					0			0			0			0				
		Right 26	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0		
		Left-Through-R 27		0					0			0			0			0				
		Left-Right 28		0					0			0			0			0				
CRITICAL VOLUMES		North-South: 44		North-South: 119		North-South: 44		North-South: 119		North-South: 44		North-South: 119		North-South: 44		North-South: 119						
		East-West: 295		East-West: 412		East-West: 295		East-West: 412		East-West: 295		East-West: 412		East-West: 295		East-West: 412						
		SUM: 339		SUM: 531		SUM: 339		SUM: 531		SUM: 339		SUM: 531		SUM: 339		SUM: 531						
VOLUME/CAPACITY (V/C) RATIO:		0.238		0.373		0.238		0.373		0.238		0.373		0.238		0.373						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138		0.273		0.138		0.273		0.138		0.273		0.138		0.273						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.135**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.135** Δv/c after mitigation: **0.135**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases			3		3		3		3											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2		2		2		2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0		0		0		0											
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0											
Override Capacity			2		2		2		2											
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	2	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Through	3	0	4	108	112	112	0	4	0	4	108	112	0	112	0	112	0		
	Through-Right	4	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0		
	Right	5	0	130	193	372	304	0	179	0	130	193	372	0	304	0	372	0		
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4		
	Left-Through	9	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Through	10	3	7	11	14	15	0	3	0	7	11	14	0	15	0	14	0		
	Through-Right	11	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Right	12	8	6	0	8	15	0	8	0	6	0	8	0	15	0	8	0		
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	4	1	4	4	0	4	1	4	0	4	1	4	0	4	1	4		
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	17	280	140	0	280	140	0	280	1	140	0	280	1	140	0	280	1		
	Through-Right	18	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	98	1	98	137	0	98	1	98	39	137	1	137	0	137	1	137		
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	24	190	95	0	190	95	0	190	2	95	0	190	2	95	0	190	2		
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	26	7	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1		
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES			North-South: 134	East-West: 238	SUM: 372	North-South: 308	East-West: 277	SUM: 585	North-South: 134	East-West: 238	SUM: 372	North-South: 308	East-West: 277	SUM: 585	North-South: 134	East-West: 238	SUM: 372	North-South: 308	East-West: 277	SUM: 585
VOLUME/CAPACITY (V/C) RATIO:			0.261			0.411			0.261			0.411			0.261			0.411		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161			0.311			0.161			0.311			0.161			0.311		
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.150**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.150** Δv/c after mitigation: **0.150**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	10/1/2015 Everport Draft EIR/EIS										
	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?		0		0		0		0										
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Left-Through 2	1							1				1				1		
	Through 3	42	23	0	42	29	0	42	1	23	0	42	1	29	0	42	1	29	
	Through-Right 4								0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6								0				0				0		0
	Left-Right 7								0				0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9								0				0				0		
	Through 10	272	148	0	272	272	0	272	1	148	0	272	1	272	0	272	1	272	
	Through-Right 11								1				1				1		
	Right 12	24	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13								0				0				0		
	Left-Right 14								0				0				0		
EASTBOUND	Left 15	15	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16								0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18								0				0				0		
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20								0				0				0		
	Left-Right 21								0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23								0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25								0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27								0				0				0		
	Left-Right 28								0				0				0		
CRITICAL VOLUMES		North-South: 152 East-West: 15 SUM: 167	North-South: 277 East-West: 234 SUM: 511	North-South: 152 East-West: 15 SUM: 167	North-South: 277 East-West: 234 SUM: 511	North-South: 152 East-West: 15 SUM: 167	North-South: 277 East-West: 234 SUM: 511												
VOLUME/CAPACITY (V/C) RATIO:		0.111		0.341		0.111		0.341		0.111		0.341		0.111		0.341			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111		0.341		0.111		0.341		0.111		0.341		0.111		0.341			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.230** Δv/c after mitigation: **0.230**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	
	Left-Through 2		1						1				1				1			
	Through 3	61	1	34	0	61	37	0	61	1	34	0	61	1	37	0	61	1	37	
	Through-Right 4		0						0				0				0			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0			
	Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0			
	Through 10	123	1	84	0	123	123	0	123	1	84	0	123	1	123	0	123	1	123	
	Through-Right 11		1						1				1				1			
	Right 12	45	0	45	211	256	115	0	45	0	45	211	256	0	115	211	256	0	115	
	Left-Through-R 13		0						0				0				0			
	Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	83	1	83	199	282	282	0	83	1	83	199	282	1	282	199	282	1	282	
	Left-Through 16		0						0				0				0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0			
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	
	Left-Through-R 20		0						0				0				0			
	Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0			
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0			
	Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 90 East-West: 83 SUM: 173				North-South: 129 East-West: 282 SUM: 411				North-South: 129 East-West: 282 SUM: 411				
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.115				0.274				0.274				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.115				0.274				0.274				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.159** Δv/c after mitigation: **0.159**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	2		2		2		2		2									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
	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-- 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									
	Override Capacity	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through 2		1					1					1				1		
	Through 3	143	1	73	0	143	73	0	143	1	73	0	143	1	73	0	143	1	73
	Through-Right 4		0					0					0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0					0					0				0		
	Left-Right 7		0					0					0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0					0					0				0		
	Through 10	85	1	48	0	85	73	0	85	1	48	0	85	1	73	0	85	1	73
	Through-Right 11		1					1					1				1		
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	0	61	0	61
	Left-Through-R 13		0					0					0				0		
	Left-Right 14		0					0					0				0		
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	0	331	1	331
	Left-Through 16		0					0					0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0					0					0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 20		0					0					0				0		
	Left-Right 21		0					0					0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0					0					0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0					0					0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0					0					0				0		
	Left-Right 28		0					0					0				0		
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103		North-South: 76 East-West: 331 SUM: 407		North-South: 73 East-West: 30 SUM: 103		North-South: 76 East-West: 331 SUM: 407		North-South: 76 East-West: 331 SUM: 407		North-South: 76 East-West: 331 SUM: 407		North-South: 76 East-West: 331 SUM: 407					
VOLUME/CAPACITY (V/C) RATIO:		0.069		0.271		0.069		0.271		0.069		0.271		0.271					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.271		0.069		0.271		0.069		0.271		0.271					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.202** Δv/c after mitigation: **0.202**
Significant impacted? **NO** Fully mitigated? **N/A**

CEQA Project Alternative

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	185	1,600	0.000	N-S(1): 0.085 *	
	TH	0.29	32	472	0.068	N-S(2): 0.000	
	LT	1.71	185	2,455	0.075 *	E-W(1): 0.144	
Westbound	RT	1.00	174	1,600	0.041	E-W(2): 0.499 *	
	TH	1.00	602	1,600	0.376 *	V/C: 0.584	
	LT	1.00	4	1,600	0.003	Lost Time: 0.180	
Northbound	RT	0.00	3	0	0.000		
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.764	
	TH	2.00	447	3,200	0.141		
	LT	1.00	196	1,600	0.123 *	LOS: C	
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.000	N-S(1): 0.066 *	
	TH	0.21	18	331	0.054	N-S(2): 0.000	
	LT	1.79	156	2,582	0.060 *	E-W(1): 0.125	
Westbound	RT	1.00	236	1,600	0.093	E-W(2): 0.333 *	
	TH	1.00	326	1,600	0.204 *	V/C: 0.399	
	LT	1.00	2	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	5	0	0.000		
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.579	
	TH	2.00	394	3,200	0.124		
	LT	1.00	207	1,600	0.129 *	LOS: A	
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	186	1,600	0.000	N-S(1): 0.077 *	
	TH	0.21	18	329	0.055	N-S(2): 0.000	
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.223	
Westbound	RT	1.00	267	1,600	0.112	E-W(2): 0.422 *	
	TH	1.00	441	1,600	0.276 *	V/C: 0.499	
	LT	1.00	1	1,600	0.001	Lost Time: 0.180	
Northbound	RT	0.00	14	0	0.000		
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	ICU: 0.679	
	TH	2.00	707	3,200	0.222		
	LT	1.00	233	1,600	0.146 *	LOS: B	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.205 E-W(1): 0.030 * E-W(2): 0.003	
	TH	3.00	985	4,800	0.205		
	LT	1.00	306	1,600	0.191 *		
Westbound	RT	2.00	317	3,200	0.003	V/C: 0.348 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	85	2,880	0.030 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.468	
	TH	3.00	525	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 * N-S(2): 0.174 E-W(1): 0.036 E-W(2): 0.046 *	
	TH	3.00	834	4,800	0.174		
	LT	1.00	186	1,600	0.116 *		
Westbound	RT	2.00	334	3,200	0.046	V/C: 0.352 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	105	2,880	0.036 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.472	
	TH	3.00	771	4,800	0.190 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.225 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,078	4,800	0.225		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	136	0	0.000	ICU: 0.529	
	TH	3.00	839	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.075 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.206
	TH	2.00	612	3,200	0.196	
	LT	2.00	179	2,880	0.062 *	V/C: 0.333
Northbound	RT	2.00	75	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	407	1,600	0.196 *	ICU: 0.513
	TH	2.00	269	3,200	0.084	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.260 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.192 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.087
	TH	2.00	249	3,200	0.078	
	LT	2.00	83	2,880	0.029 *	V/C: 0.452
Northbound	RT	2.00	123	3,200	0.025	Lost Time: 0.180
	TH	0.01	3	14	0.216	
	LT	1.99	687	2,867	0.240 *	
Eastbound	RT	1.00	605	1,600	0.163 *	ICU: 0.632
	TH	2.00	330	3,200	0.103	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.222 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.271 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.093
	TH	2.00	276	3,200	0.087	
	LT	2.00	117	2,880	0.041 *	V/C: 0.493
Northbound	RT	2.00	196	3,200	0.043	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	587	2,880	0.204 *	
Eastbound	RT	1.00	496	1,600	0.127	ICU: 0.673
	TH	2.00	735	3,200	0.230 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	592	3,200	0.185 *	N-S(1): 0.075
	TH	2.00	202	3,200	0.063	N-S(2): 0.189 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	61	1,600	0.000	E-W(2): 0.059 *
	TH	2.00	189	3,200	0.059 *	
	LT	1.00	36	1,600	0.023	V/C: 0.248
Northbound	RT	0.00	1	0	0.000	Lost Time: 0.120
	TH	2.00	239	3,200	0.075	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.368
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	722	3,200	0.226 *	N-S(1): 0.221
	TH	2.00	167	3,200	0.052	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	189	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	195	3,200	0.061 *	
	LT	1.00	10	1,600	0.006	V/C: 0.288
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	706	3,200	0.221	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	580	3,200	0.181	N-S(1): 0.217 *
	TH	2.00	138	3,200	0.043	N-S(2): 0.183
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.052 *
	TH	2.00	166	3,200	0.052 *	
	LT	1.00	11	1,600	0.007	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	695	3,200	0.217 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.389
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.065 *
	TH	0.05	5	87	0.057	N-S(2): 0.000
	LT	1.95	178	2,801	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.090 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.155
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.275
	TH	2.00	241	3,200	0.076	
	LT	2.00	259	2,880	0.090 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.13	13	214	0.061	N-S(2): 0.000
	LT	1.87	181	2,687	0.067 *	E-W(1): 0.092
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.324 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.400
Northbound	RT	1.00	9	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	30	3,200	0.009	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.520
	TH	2.00	290	3,200	0.092	
	LT	2.00	932	2,880	0.324 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.060 *
	TH	0.17	13	275	0.047	N-S(2): 0.000
	LT	1.83	138	2,632	0.052 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.241 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.301
Northbound	RT	1.00	12	1,600	0.008 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.421
	TH	2.00	326	3,200	0.103	
	LT	2.00	695	2,880	0.241 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	174	3,200	0.054	E-W(2): 0.178 *
	TH	2.00	569	3,200	0.178 *	
	LT	0.00	0	0	0.000	V/C: 0.231
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	101	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.331
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.027
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	290	3,200	0.091	E-W(2): 0.199 *
	TH	2.00	636	3,200	0.199 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	82	3,200	0.027	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.365
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.028
	TH	2.00	127	3,200	0.040	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	147	3,200	0.046	E-W(2): 0.182 *
	TH	2.00	583	3,200	0.182 *	
	LT	0.00	0	0	0.000	V/C: 0.269
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	90	3,200	0.028	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.369
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.112 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.155
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.275
	TH	2.00	359	3,200	0.112 *	
	LT	1.00	97	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.229 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.059
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.302
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.422
	TH	2.00	733	3,200	0.229 *	
	LT	1.00	95	1,600	0.059	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.231 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.063
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.275
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.395
	TH	2.00	739	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	189	1,600	0.000	N-S(1): 0.085 *
	TH	0.30	32	474	0.068	N-S(2): 0.000
	LT	1.70	184	2,453	0.075 *	E-W(1): 0.145
Westbound	RT	1.00	178	1,600	0.044	E-W(2): 0.502 *
	TH	1.00	604	1,600	0.378 *	V/C: 0.587
	LT	1.00	4	1,600	0.003	Lost Time: 0.180
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.767
	TH	2.00	452	3,200	0.142	
	LT	1.00	199	1,600	0.124 *	LOS: C
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	135	1,600	0.000	N-S(1): 0.066 *
	TH	0.21	18	333	0.054	N-S(2): 0.000
	LT	1.79	155	2,580	0.060 *	E-W(1): 0.125
Westbound	RT	1.00	227	1,600	0.088	E-W(2): 0.330 *
	TH	1.00	322	1,600	0.201 *	V/C: 0.396
	LT	1.00	2	1,600	0.001	Lost Time: 0.180
Northbound	RT	0.00	5	0	0.000	
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.576
	TH	2.00	393	3,200	0.124	
	LT	1.00	206	1,600	0.129 *	LOS: A
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	184	1,600	0.000	N-S(1): 0.077 *
	TH	0.21	18	329	0.055	N-S(2): 0.000
	LT	1.79	157	2,584	0.061 *	E-W(1): 0.219
Westbound	RT	1.00	265	1,600	0.111	E-W(2): 0.424 *
	TH	1.00	441	1,600	0.276 *	V/C: 0.501
	LT	1.00	1	1,600	0.001	Lost Time: 0.180
Northbound	RT	0.00	14	0	0.000	
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.681
	TH	2.00	693	3,200	0.218	
	LT	1.00	236	1,600	0.148 *	LOS: B

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.321 * N-S(2): 0.205 E-W(1): 0.028 * E-W(2): 0.006	
	TH	3.00	983	4,800	0.205		
	LT	1.00	310	1,600	0.194 *		
Westbound	RT	2.00	330	3,200	0.006	V/C: 0.349 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	80	2,880	0.028 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.469	
	TH	3.00	524	4,800	0.127 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.176 E-W(1): 0.034 E-W(2): 0.047 *	
	TH	3.00	846	4,800	0.176		
	LT	1.00	182	1,600	0.114 *		
Westbound	RT	2.00	331	3,200	0.047	V/C: 0.354 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	99	2,880	0.034 *		
Northbound	RT	0.00	142	0	0.000	ICU: 0.474	
	TH	3.00	782	4,800	0.193 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.341 * N-S(2): 0.226 E-W(1): 0.032 E-W(2): 0.068 *	
	TH	3.00	1,085	4,800	0.226		
	LT	1.00	221	1,600	0.138 *		
Westbound	RT	2.00	437	3,200	0.068 *	V/C: 0.409 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	91	2,880	0.032		
Northbound	RT	0.00	135	0	0.000	ICU: 0.529	
	TH	3.00	840	4,800	0.203 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	8	1,600	0.010 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.258 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.205
	TH	2.00	609	3,200	0.195	
	LT	2.00	179	2,880	0.062 *	V/C: 0.337
Northbound	RT	2.00	77	3,200	0.000	Lost Time: 0.180
	TH	0.12	12	192	0.062	
	LT	1.88	188	2,707	0.069 *	
Eastbound	RT	1.00	413	1,600	0.196 *	ICU: 0.517
	TH	2.00	272	3,200	0.085	
	LT	1.00	16	1,600	0.010	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.258 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	4	1,600	0.003	E-W(1): 0.201 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.086
	TH	2.00	246	3,200	0.077	
	LT	2.00	87	2,880	0.030 *	V/C: 0.459
Northbound	RT	2.00	130	3,200	0.027	Lost Time: 0.180
	TH	0.01	3	14	0.214	
	LT	1.99	683	2,867	0.238 *	
Eastbound	RT	1.00	617	1,600	0.171 *	ICU: 0.639
	TH	2.00	325	3,200	0.102	
	LT	1.00	15	1,600	0.009	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.217 *
	TH	1.00	8	1,600	0.018 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.266 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.096
	TH	2.00	286	3,200	0.090	
	LT	2.00	118	2,880	0.041 *	V/C: 0.483
Northbound	RT	2.00	220	3,200	0.050	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	574	2,880	0.199 *	
Eastbound	RT	1.00	498	1,600	0.132	ICU: 0.663
	TH	2.00	719	3,200	0.225 *	
	LT	1.00	9	1,600	0.006	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	629	3,200	0.197 *	N-S(1): 0.085
	TH	2.00	204	3,200	0.064	N-S(2): 0.200 *
	LT	0.00	0	0	0.000	E-W(1): 0.022
Westbound	RT	1.00	62	1,600	0.000	E-W(2): 0.056 *
	TH	2.00	179	3,200	0.056 *	V/C: 0.256
	LT	1.00	35	1,600	0.022	Lost Time: 0.120
Northbound	RT	0.00	1	0	0.000	
	TH	2.00	272	3,200	0.085	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.376
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	728	3,200	0.228 *	N-S(1): 0.238 *
	TH	2.00	175	3,200	0.055	N-S(2): 0.229
	LT	0.00	0	0	0.000	E-W(1): 0.005
Westbound	RT	1.00	188	1,600	0.000	E-W(2): 0.061 *
	TH	2.00	194	3,200	0.061 *	V/C: 0.299
	LT	1.00	8	1,600	0.005	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	763	3,200	0.238	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.419
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	601	3,200	0.188	N-S(1): 0.235 *
	TH	2.00	140	3,200	0.044	N-S(2): 0.187
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.046 *
	TH	2.00	148	3,200	0.046 *	V/C: 0.281
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	751	3,200	0.235 *	
	LT	1.00	(1)	1,600	-0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.401
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.064 *
	TH	0.05	5	87	0.058	N-S(2): 0.000
	LT	1.95	179	2,802	0.064 *	E-W(1): 0.076
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.161
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.120
	TH	2.00	1	3,200	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	1	0	0.000	ICU: 0.281
	TH	2.00	241	3,200	0.076	
	LT	2.00	279	2,880	0.097 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.082 *
	TH	0.17	17	272	0.063	N-S(2): 0.000
	LT	1.83	183	2,635	0.069 *	E-W(1): 0.088
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.340 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.422
Northbound	RT	1.00	(1)	1,600	0.000	Lost Time: 0.120
	TH	2.00	40	3,200	0.013	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	(2)	0	0.000	ICU: 0.542
	TH	2.00	284	3,200	0.088	
	LT	2.00	978	2,880	0.340 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.062 *
	TH	0.17	13	272	0.048	N-S(2): 0.000
	LT	1.83	140	2,635	0.053 *	E-W(1): 0.103
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.260 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.322
Northbound	RT	1.00	15	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	(3)	3,200	-0.001	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.442
	TH	2.00	324	3,200	0.103	
	LT	2.00	750	2,880	0.260 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050 *	N-S(1): 0.033
	TH	2.00	134	3,200	0.042	N-S(2): 0.053 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	165	3,200	0.052	E-W(2): 0.189 *
	TH	2.00	605	3,200	0.189 *	V/C: 0.242
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	102	3,200	0.033	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.342
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	75	1,600	0.047 *	N-S(1): 0.026
	TH	2.00	205	3,200	0.064	N-S(2): 0.066 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	289	3,200	0.090	E-W(2): 0.201 *
	TH	2.00	643	3,200	0.201 *	V/C: 0.267
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	79	3,200	0.026	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.367
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	137	1,600	0.086 *	N-S(1): 0.027
	TH	2.00	126	3,200	0.039	N-S(2): 0.087 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	129	3,200	0.040	E-W(2): 0.188 *
	TH	2.00	600	3,200	0.188 *	V/C: 0.275
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	86	3,200	0.027	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.375
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.043 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	125	2,880	0.043 *	E-W(1): 0.121 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.061
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.164
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.284
	TH	2.00	388	3,200	0.121 *	
	LT	1.00	98	1,600	0.061	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.073 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	210	2,880	0.073 *	E-W(1): 0.240 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.058
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.313
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.433
	TH	2.00	769	3,200	0.240 *	
	LT	1.00	92	1,600	0.058	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	126	2,880	0.044 *	E-W(1): 0.248 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.060
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.292
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.412
	TH	2.00	793	3,200	0.248 *	
	LT	1.00	96	1,600	0.060	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2017 Construction

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015							
3	East-West Street:	Pacific Coast Highway		Projection Year:	2017		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS							
No. of Phases		0		0		0		0		0		0		0							
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-- 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						
ATSAC-1 or ATSAC+ATCS-2?		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						
Override Capacity		1500		#####		1500		1500		1500		1500		1500							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←←←←←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→→→→→	Left 8	214	1	214	0	214	214	22	236	1	236	0	236	1	236	0	236	1	236	
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 12	220	1	0	0	220	0	9	229	1	0	0	229	1	0	0	229	1	0	
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	←←←←←	Left 15	231	1	231	0	231	231	41	272	1	272	0	272	1	272	0	272	1	272	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	931	2	466	0	931	466	111	1042	2	521	0	1042	2	521	0	1042	2	521	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	→→→→→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	1033	2	402	0	1033	402	216	1249	2	474	0	1249	2	474	0	1249	2	474	
		Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Right 26	172	0	172	0	172	172	1	173	0	173	0	173	0	173	0	173	0	173	
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 214	East-West: 868	SUM: 1082	North-South: 214	East-West: 868	SUM: 1082	North-South: 236	East-West: 995	SUM: 1231	North-South: 236	East-West: 995	SUM: 1231	North-South: 236	East-West: 995	SUM: 1231					
VOLUME/CAPACITY (V/C) RATIO:		0.721		0.721		0.821		0.821		0.821		0.821									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621		0.621		0.721		0.721		0.721		0.721									
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C									

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2017		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			0		0		0		0		0		0		0		
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-- 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-- 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		1500			#####		1500		1500		1500		1500		1500		1500		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0					0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0						0					0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0						0					0				0	
	Left-Right 7		0						0					0				0	
SOUTHBOUND	Left 8	233	1	233	0	233	233	48	281	1	281	0	281	1	281		281	1	281
	Left-Through 9		0						0				0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0						0				0				0		
	Right 12	245	1	14	0	245	14	16	261	1	13	0	261	1	13		261	1	13
	Left-Through-Ri 13		0						0				0				0		
EASTBOUND	Left 15	231	1	231	0	231	231	17	248	1	248	0	248	1	248		248	1	248
	Left-Through 16		0						0				0				0		
	Through 17	886	2	443	0	886	443	53	939	2	470	0	939	2	470		939	2	470
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0		
	Through 24	813	2	357	0	813	357	43	856	2	402	0	856	2	402		856	2	402
	Through-Right 25		1						1				1				1		
	Right 26	257	0	257	0	257	257	94	351	0	351	0	351	0	351		351	0	351
	Left-Through-Ri 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 233 East-West: 800 SUM: 1033			North-South: 233 East-West: 800 SUM: 1033			North-South: 281 East-West: 872 SUM: 1153				North-South: 281 East-West: 872 SUM: 1153				North-South: 281 East-West: 872 SUM: 1153			
VOLUME/CAPACITY (V/C) RATIO:		0.689			0.689			0.769				0.769				0.769			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589			0.589			0.669				0.669				0.669			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2017		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0		0		
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-- 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-- 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		1500			#####		1500		1500		1500		1500		1500		1500		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0											0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0											0				0	
	Left-Right 7		0											0				0	
SOUTHBOUND	Left 8	192	1	192	0	192	#	29	221	1	221	0	221	1	221		221	1	221
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0							0				0				0	
	Right 12	301	1	56	0	301	#	34	335	1	80	0	335	1	80		335	1	80
	Left-Through-Ri 13		0							0				0				0	
EASTBOUND	Left 15	245	1	245	0	245	#	10	255	1	255	0	255	1	255		255	1	255
	Left-Through 16		0							0				0				0	
	Through 17	1191	2	596	0	1191	#	47	1238	2	619	0	1238	2	619		1238	2	619
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	997	2	407	0	997	#	23	1020	2	436	0	1020	2	436		1020	2	436
	Through-Right 25		1							1				1				1	
	Right 26	225	0	225	0	225	#	62	287	0	287	0	287	0	287		287	0	287
	Left-Through-Ri 27		0							0				0				0	
CRITICAL VOLUMES	North-South:	192			192			221				221				221			
	East-West:	1003			1003			1055				1055				1055			
	SUM:	1195			1195			1276				1276				1276			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			0.851				0.851				0.851			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			0.751				0.751				0.751			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	Alameda St		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
4	East-West Street:	O St		Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	1								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	0								
Override Capacity		3		3		3		3		3		3								
		1		1		1		1		1		1								
		3		3		3		3		3		3								
		2		2		2		2		2		2								
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	315	2	141	0	315	141	148	463	2	192	0	463	2	192	0	463	2	192	
	Through-Right 4	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Right 5	108	0	108	0	108	108	6	114	0	114	0	114	0	114	0	114	0	114	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	314	1	314	0	314	314	22	336	1	336	0	336	1	336	0	336	1	336	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	699	3	233	0	699	233	284	983	3	328	0	983	3	328	0	983	3	328	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	102	1	102	0	102	102	34	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	299	1	0	0	299	0	23	322	1	0	0	322	1	0	0	322	1	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 455		North-South: 455		North-South: 528		North-South: 528		North-South: 528		North-South: 528								
		East-West: 102		East-West: 102		East-West: 136		East-West: 136		East-West: 136		East-West: 136								
		SUM: 557		SUM: 557		SUM: 664		SUM: 664		SUM: 664		SUM: 664								
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.391		0.466		0.466		0.466		0.466								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.291		0.366		0.366		0.366		0.366								
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015				
	4	East-West Street:	O St		Projection Year:	2017		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		3		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1				
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			
ATSAC-1 or ATSAC+ATCS-2?		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			
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	441	2	193	0	441	193	447	888	2	357	0	888	2	357	888	2	357
	Through-Right 4		1							1				1			1	
	Right 5	139	0	139	0	139	139	45	184	0	184	0	184	0	184	184	0	184
	Left-Through-R 6		0							0				0			0	
	Left-Right 7		0							0				0			0	
SOUTHBOUND	Left 8	199	1	199	0	199	199	9	208	1	208	0	208	1	208	208	1	208
	Left-Through 9		0							0				0			0	
	Through 10	476	3	159	0	476	159	490	966	3	322	0	966	3	322	966	3	322
	Through-Right 11		0							0				0			0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0			0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0	
	Left-Right 21		0							0				0			0	
WESTBOUND	Left 22	105	1	105	0	105	105	51	156	1	156	0	156	1	156	156	1	156
	Left-Through 23		0							0				0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0			0	
	Right 26	256	1	57	0	256	57	53	309	1	101	0	309	1	101	309	1	101
	Left-Through-R 27		0							0				0			0	
	Left-Right 28		0							0				0			0	
CRITICAL VOLUMES	North-South:	392		392		679				679				679				
	East-West:	105		105		156				156				156				
	SUM:	497		497		835				835				835				
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.586				0.586				0.586					
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.486				0.486				0.486					
LEVEL OF SERVICE (LOS):	A		A		A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	2017	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	NB-- 0 SB-- 0 EB-- 0 WB-- 0		3	NB-- 0 SB-- 0 EB-- 0 WB-- 0		3	NB-- 0 SB-- 0 EB-- 0 WB-- 0										
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		1 0 3 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		1 0 3 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		1 0 3 2 0	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	101	805	2	328	0	805	2	328		805	2	328
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	30	180	0	180	0	180	0	180		180	0	180
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	0	279	#	28	307	1	307	0	307	1	307		307	1	307
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	0	967	#	5	972	3	324	0	972	3	324		972	3	324
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	99	1	99	0	99	#	41	140	1	140	0	140	1	140		140	1	140
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	30	389	1	82	0	389	1	82		389	1	82
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 607			North-South: 607			North-South: 652				North-South: 652				North-South: 652			
		East-West: 99			East-West: 99			East-West: 140				East-West: 140				East-West: 140			
		SUM: 706			SUM: 706			SUM: 792				SUM: 792				SUM: 792			
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.495			0.556				0.556				0.556			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.395			0.456				0.456				0.456			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	East-West Street:	Denni St	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
5	No. of Phases		3		3		3		3									
	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? Override Capacity		2		2		2		2									
		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	280	2	140	0	280	140	34	314	2	157	0	314	2	157	0	314	2
	Through-Right 4		0						0				0				0	
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1
	Left-Through-F 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0
	Left-Through 9		1						1				1				1	
	Through 10	304	0	158	0	304	158	199	503	0	264	0	503	0	264	0	503	0
	Through-Right 11		1						1				1				1	
	Right 12	0	0	158	0	0	158	0	0	0	264	0	0	0	264	0	0	0
	Left-Through-F 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	32	1	32	0	32	32	255	287	1	287	0	287	1	287	0	287	1
	Left-Through 16		0						0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0
	Through-Right 18		1						1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-F 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0
	Left-Through 23		0						0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0
	Left-Through-F 27		1						1				1				1	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 158		North-South: 158		North-South: 264		North-South: 264		North-South: 264		North-South: 264		North-South: 264		North-South: 264		
		East-West: 38		East-West: 38		East-West: 293		East-West: 293		East-West: 293		East-West: 293		East-West: 293		East-West: 293		
		SUM: 196		SUM: 196		SUM: 557		SUM: 557		SUM: 557		SUM: 557		SUM: 557		SUM: 557		
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.138		0.391		0.391		0.391		0.391		0.391		0.391		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.069		0.291		0.291		0.291		0.291		0.291		0.291		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	2017		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	2	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	0	593	297	102	695	2	348	0	695	2	348	0	695	2	348	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	317	0	173	0	317	173	352	669	0	349	0	669	0	349	0	669	0	349	
	Through-Right 11	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	173	0	0	173	0	0	0	349	0	0	0	349	0	0	0	349	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	92	1	92	0	92	92	255	347	1	347	0	347	1	347	0	347	1	347	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 304		North-South: 304		North-South: 355		North-South: 355		North-South: 355		North-South: 355		North-South: 355		North-South: 355				
		East-West: 121		East-West: 121		East-West: 376		East-West: 376		East-West: 376		East-West: 376		East-West: 376		East-West: 376				
		SUM: 425		SUM: 425		SUM: 731		SUM: 731		SUM: 731		SUM: 731		SUM: 731		SUM: 731				
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.513		0.513		0.513		0.513		0.513		0.513				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.413		0.413		0.413		0.413		0.413		0.413				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
5	East-West Street:	Denni St		Projection Year:	2017		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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		EB--		0		NB--		0		SB--		0	
EB--		0		WB--		0		NB--		0		EB--		0		NB--		0	
ATC-1 or ATC-2		2		ATC-3 or ATC-4		2		ATC-5 or ATC-6		2		ATC-7 or ATC-8		2		ATC-9 or ATC-10		2	
Override Capacity		0		Override Capacity		0		Override Capacity		0		Override Capacity		0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	3	573	2	287	0	573	287	85	658	2	329	0	658	2	329	0	329
	↔	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right	5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26
	↔	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left	8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11
	↔	Left-Through	9	0	1	0	0	0	1	1	0	1	0	1	0	1	0	1	0
	↔	Through	10	347	0	185	0	347	185	142	489	0	269	0	489	0	269	0	269
	↔	Through-Right	11	0	1	0	0	0	1	1	0	1	0	1	0	1	0	1	0
	↔	Right	12	3	0	185	0	3	185	1	4	0	269	0	4	0	269	0	269
	↔	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left	15	83	1	83	0	83	83	293	376	1	376	0	376	1	376	0	376
	↔	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	16
	↔	Through-Right	18	0	1	0	0	0	1	1	0	1	0	1	0	1	0	1	0
	↔	Right	19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	0
	↔	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left	22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11
	↔	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Through	24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	68
	↔	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right	26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	0
	↔	Left-Through-R	27	0	1	0	0	0	1	1	0	1	0	1	0	1	0	1	0
	↔	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:			297			North-South:			297			North-South:			340		
		East-West:			150			East-West:			150			East-West:			444		
		SUM:			447			SUM:			447			SUM:			784		
VOLUME/CAPACITY (V/C) RATIO:					0.314						0.314						0.550		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.214						0.214						0.450		
LEVEL OF SERVICE (LOS):					A						A						A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2017		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
	No. of Phases	4																	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1																	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	36	334	389	1	224	0	389	1	224	0	389	1	224	
	Left-Through	2	1	0	109	109	44	153	1	153	0	153	1	153	0	153	1	153	
	Through	3	36	0	54	36	228	282	1	224	0	282	1	224	0	282	1	224	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	35	0	66	35	70	136	1	76	0	136	1	76	0	136	1	76	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	109	0	109	109	44	153	1	153	0	153	1	153	0	153	1	153	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	74	0	188	74	314	502	2	179	0	502	2	179	0	502	2	179	
	Through-Right	11	1	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Right	12	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	354	0	707	354	133	840	2	420	0	840	2	420	0	840	2	420	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	0	0	545	0	40	585	1	0	0	585	1	0	0	585	1	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	63	0	63	63	58	121	1	121	0	121	1	121	0	121	1	121	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	409	0	818	409	225	1043	2	522	0	1043	2	522	0	1043	2	522	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	42	0	96	42	42	138	1	62	0	138	1	62	0	138	1	62	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 145 East-West: 470 SUM: 615		North-South: 145 East-West: 470 SUM: 615		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995		North-South: 403 East-West: 592 SUM: 995
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.447		0.724		0.724		0.724		0.724		0.724		0.724		0.724	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.347		0.624		0.624		0.624		0.624		0.624		0.624		0.624	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2017		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	84	0	141	84	200	341	1	293	0	341	1	293		341	1	293	
	Left-Through 2	1							1				1				1		
	Through 3	1	84	0	112	84	425	537	1	293	0	537	1	293		537	1	293	
	Through-Right 4	0							0				0				0		
	Right 5	1	53	0	71	53	107	178	1	110	0	178	1	110		178	1	110	
	Left-Through-R 6	0							0				0				0		
	Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	163	0	163	163	21	184	1	184	0	184	1	184		184	1	184	
	Left-Through 9	0							0				0				0		
	Through 10	2	97	0	234	97	396	630	2	229	0	630	2	229		630	2	229	
	Through-Right 11	1							1				1				1		
	Right 12	0	56	0	56	56	2	58	0	58	0	58	0	58		58	0	58	
	Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0			
EASTBOUND	Left 15	1	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through 16	0							0				0				0		
	Through 17	2	375	0	750	375	51	801	2	401	0	801	2	401		801	2	401	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	0	172	0	200	372	1	0	0	372	1	0		372	1	0	
	Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0			
WESTBOUND	Left 22	1	36	0	36	36	101	137	1	137	0	137	1	137		137	1	137	
	Left-Through 23	0							0				0				0		
	Through 24	2	317	0	634	317	-29	605	2	303	0	605	2	303		605	2	303	
	Through-Right 25	0							0				0				0		
	Right 26	1	123	0	204	123	20	224	1	132	0	224	1	132		224	1	132	
	Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 247	East-West: 443	SUM: 690	North-South: 522	East-West: 538	SUM: 1060	North-South: 522	East-West: 538	SUM: 1060	North-South: 522	East-West: 538	SUM: 1060	North-South: 522	East-West: 538	SUM: 1060
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.502		0.771		0.771		0.771		0.771		0.771		0.771		0.771	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.402		0.671		0.671		0.671		0.671		0.671		0.671		0.671	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2017	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	0	184	111	651	835	1	439	0	835	1	439		835	1	439
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	0	149	111	332	481	1	439	0	481	1	439		481	1	439
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	0	54	32	108	162	1	110	0	162	1	110		162	1	110
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	45	179	1	179	0	179	1	179		179	1	179
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	0	288	111	223	511	2	187	0	511	2	187		511	2	187
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	0	952	476	90	1042	2	521	0	1042	2	521		1042	2	521
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	0	249	0	361	610	1	0	0	610	1	0		610	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	44	60	104	1	104	0	104	1	104		104	1	104
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	0	854	427	220	1074	2	537	0	1074	2	537		1074	2	537
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	73	316	1	227	0	316	1	227		316	1	227
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 245 East-West: 561 SUM: 806		North-South: 626 East-West: 693 SUM: 1319				North-South: 626 East-West: 693 SUM: 1319				North-South: 626 East-West: 693 SUM: 1319						
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.586		0.959		0.959		0.959		0.959		0.959					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.486		0.859		0.859		0.859		0.859		0.859					
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	-1	5	1	5	0	5	1	5	0	5	1	5	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	46	23	0	46	23	497	543	2	272	0	543	2	0	543	2	272	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	4	36	1	0	0	36	1	0	36	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	2	69	38	180	249	2	137	0	249	2	137	0	249	2	137	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	0	649	336	76	725	1	407	0	725	1	0	725	1	407	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	1	35	35	40	75	1	75	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	0	8	0	28	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	19	0	19	19	2	21	0	21	0	21	0	21	0	21	0	21	
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	38	0	17	0	0	17	0	38	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	0	13	0	121	134	1	0	0	134	1	0	134	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A									

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2017		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	-1	18	1	18	0	18	1	18	0	18	1	18	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	0	221	111	348	569	2	285	0	569	2	285	0	569	2	285	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	8	28	1	0	0	28	1	0	0	28	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	278	305	2	168	0	305	2	168	0	305	2	168	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	0	362	197	56	418	1	247	0	418	1	247	0	418	1	247	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	43	75	0	75	0	75	0	75	0	75	0	75	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	20	0	5	0	20	0	5	0	20	
	Through-Right	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through	23	1	23	0	23	23	0	23	1	23	0	23	1	23	0	23	1	23	
	Through	4	0	11	0	4	11	-1	3	0	10	0	3	0	10	0	3	0	10	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	0	33	0	268	301	1	0	0	301	1	0	0	301	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 216 East-West: 62 SUM: 278		North-South: 216 East-West: 62 SUM: 278		North-South: 453 East-West: 105 SUM: 558				North-South: 453 East-West: 105 SUM: 558				North-South: 453 East-West: 105 SUM: 558					
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.202		0.406		0.406		0.406		0.406		0.406						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.102		0.306		0.306		0.306		0.306		0.306						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2017		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	2	0							0				0				0	
	Through	3	2	152	0	303	152	690	993	2	497	0	993	2	497	0	993	2	497
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	50	0	2	52	1	0	0	52	1	0	0	52	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	0	137	75	119	256	2	141	0	256	2	141	0	256	2	141
	Left-Through	9	0							0				0				0	
	Through	10	1	237	0	439	237	47	486	1	294	0	486	1	294	0	486	1	294
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	68	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	19	0	4	0	19	0	4	0	19
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	-1	3	0	20	0	3	0	20	0	3	0	20
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	282	333	1	0	0	333	1	0	0	333	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254		North-South: 254		North-South: 638		North-South: 638		North-South: 638		North-South: 638		North-South: 638					
		East-West: 62		East-West: 62		East-West: 125		East-West: 125		East-West: 125		East-West: 125		East-West: 125					
		SUM: 316		SUM: 316		SUM: 763		SUM: 763		SUM: 763		SUM: 763		SUM: 763					
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.230		0.555		0.555		0.555		0.555		0.555					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.130		0.455		0.455		0.455		0.455		0.455					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015				
	East-West Street:	Seaside Avenue	Projection Year:		2017	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS				
13	No. of Phases		2		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		0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1		1		1		
	ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1		1		1		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2		2	
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	59	89	2	49	0	89	2	49	0	89	2	49
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	0	88	0	426	514	1	0	0	514	1	0	0	514	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	4	1976	659	375	2347	3	782	4	2351	3	784	0	2351	3	784
	Through-Right 18		0							0				0				0	
	Right 19	274	1	0	0	274	0	72	346	1	0	0	346	1	0	0	346	1	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	1	67	2	37	0	67	2	37	0	67	2	37
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	50	2226	742	349	2525	3	842	50	2575	3	858	0	2575	3	858
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 49		North-South: 49		North-South: 49		North-South: 49		North-South: 49		North-South: 49		North-South: 49	
		East-West: 725		East-West: 742		East-West: 842		East-West: 842		East-West: 858		East-West: 858		East-West: 858		East-West: 858		East-West: 858	
		SUM: 742		SUM: 759		SUM: 891		SUM: 891		SUM: 907		SUM: 907		SUM: 907		SUM: 907		SUM: 907	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.506		0.594		0.594		0.605		0.605		0.605		0.605		0.605	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.406		0.494		0.494		0.505		0.505		0.505		0.505		0.505	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.011**
Significant impacted? **NO**

Change in v/c due to project: **0.011**
Significant impacted? **NO**

Δv/c after mitigation: **0.011**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Navy Way		Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Seaside Avenue		Projection Year: 2017		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
No. of Phases 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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	101	358	2	197	0	358	2	197		358	2	197
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	0	880	0	345	1225	1	0	0	1225	1	0	0	1225	1	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	4	1507	502	82	1585	3	528	4	1589	3	530	1589	3	530	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	0	113	0	131	244	1	0	0	244	1	0	244	1	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	142	176	2	97	0	176	2	97	176	2	97	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	38	1485	495	155	1602	3	534	38	1640	3	547	1640	3	547	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 197		<i>North-South:</i> 197		<i>North-South:</i> 197		<i>North-South:</i> 197		<i>North-South:</i> 197		<i>North-South:</i> 197		
		<i>East-West:</i> 520		<i>East-West:</i> 521		<i>East-West:</i> 625		<i>East-West:</i> 625		<i>East-West:</i> 627		<i>East-West:</i> 627		<i>East-West:</i> 627		<i>East-West:</i> 627			
		SUM: 661		SUM: 662		SUM: 822		SUM: 822		SUM: 824		SUM: 824		SUM: 824		SUM: 824			
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.441		0.548		0.548		0.549		0.549		0.549		0.549			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.341		0.448		0.448		0.449		0.449		0.449		0.449			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2017	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	2	190	0	346	190	122	468	2	257	0	468	2	257	0	468	2	257
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	0	941	0	512	1453	1	0	0	1453	1	0	0	1453	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	2141	3	714	5	2146	715	458	2599	3	866	5	2604	3	868	2604	3	868
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	0	0	209	0	80	289	1	0	0	289	1	0	289	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	23	0	41	23	2	43	2	24	0	43	2	24	0	43	2
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	655	27	1992	664	402	2367	3	789	27	2394	3	798	2394	3	798
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 190 <i>East-West:</i> 737 <i>SUM:</i> 927	<i>North-South:</i> 190 <i>East-West:</i> 738 <i>SUM:</i> 928	<i>North-South:</i> 257 <i>East-West:</i> 890 <i>SUM:</i> 1147	<i>North-South:</i> 257 <i>East-West:</i> 892 <i>SUM:</i> 1149	<i>North-South:</i> 257 <i>East-West:</i> 892 <i>SUM:</i> 1149													
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.619	0.765	0.766	0.766													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.519	0.665	0.666	0.666													
LEVEL OF SERVICE (LOS):		A	A	B	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.001**
:ant impacted? **NO**

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 #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
	East-West Street:	Ferry Street		Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3		3		3		3		3		3							
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-- 3	SB-- 0						
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0							
Override Capacity		2		2		2		2		2		2							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	44	1	44	67	111	111	196	240	1	240	67	307	1	307	0	307	1	307
	Through-Right 4																		
	Right 5	32	1	0	4	36	0	156	188	1	0	4	192	1	0	0	192	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through 9																		
	Through 10	280	2	140	50	330	165	214	494	2	247	50	544	2	272	0	544	2	272
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	22	350	350	128	456	1	456	22	478	1	478	0	478	1	241
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	241
	Through-Right 25																		
	Right 26	3	1	1	0	3	1	0	3	1	1	0	3	1	1	0	3	1	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512		North-South: 276 East-West: 350 SUM: 626		North-South: 487 East-West: 456 SUM: 943		North-South: 579 East-West: 478 SUM: 1057		North-South: 579 East-West: 241 SUM: 820		North-South: 579 East-West: 241 SUM: 820							
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.439		0.662		0.742		0.575		0.575							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.339		0.562		0.642		0.475		0.475							
LEVEL OF SERVICE (LOS):		A		A		A		B		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.080**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.080**
Significant impacted? **NO**
Δv/c after mitigation: **-0.087**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 2017	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	51	288	288	125	362	1	362	51	413	1	413	413	1	413	
	Through-Right 4		0						0				0				0		
	Right 5	354	1	214	4	358	200	-21	333	1	11	4	337	1	0	337	1	161	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	3	1	3	0	3	3	0	3	1	3	0	3	1	3	3	1	3	
	Left-Through 9		0						0				0				0		
	Through 10	223	2	112	38	261	131	199	422	2	211	38	460	2	230	460	2	230	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	140	1	140	18	158	158	182	322	1	322	18	340	1	340	340	1	176	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	
	Through-Right 25		0						0				0				0		
	Right 26	10	1	9	0	10	9	2	12	1	11	0	12	1	11	12	0	0	
	Left-Through-R 27		0						0				0				1		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 419 East-West: 158 SUM: 577			North-South: 573 East-West: 322 SUM: 895				North-South: 643 East-West: 340 SUM: 983				North-South: 643 East-West: 176 SUM: 819			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.405			0.628				0.690				0.575			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.243			0.305			0.528				0.590				0.475			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.062**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.062** Δv/c after mitigation: **-0.053**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 2017	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 0 2 0	3 1 3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	37	413	#	165	541	1	541	37	578	1	578	37	578	1	
	Through-Right 4		0							0				0			0		
	Right 5	289	1	146	5	294	#	127	416	1	184	5	421	1	175		421	1	
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	27	177	#	210	360	2	180	27	387	2	194		387	2	
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	14	157	#	89	232	1	232	14	246	1	246		246	1	
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 502 East-West: 157 SUM: 659			North-South: 721 East-West: 232 SUM: 953				North-South: 772 East-West: 246 SUM: 1018				North-South: 772 East-West: 123 SUM: 895			
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.462			0.669				0.714				0.628			
V/C LESS ATCS/ATCS ADJUSTMENT:		0.317			0.362			0.569				0.614				0.528			
LEVEL OF SERVICE (LOS):		A			A			A				B				A			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.045**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.045** Δv/c after mitigation: **-0.041**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	2013		Ambient Growth: (%):			Conducted by:			Date:	10/1/2015				
	East-West Street:	Terminal Way		Projection Year:	2017		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
No. of Phases 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-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0			
Override Capacity			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	110	0	110	110	29	139	1	139	0	139	1	139	0	139	1	139
	Left-Through 2	0		0			0		0		0		0		0		0	
	Through 3	2	2	0	3	2	0	3	2	2	0	3	2	2	0	3	2	2
	Through-Right 4	0		0			0		0		0		0		0		0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6	0		0			0		0		0		0		0		0	
	Left-Right 7	0		0			0		0		0		0		0		0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9	0		0			0		0		0		0		0		0	
	Through 10	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Through-Right 11	0		0			0		0		0		0		0		0	
	Right 12	1	491	0	534	491	23	557	1	514	0	557	1	514	0	557	1	514
	Left-Through-R 13	0		0			0		0		0		0		0		0	
	Left-Right 14	0		0			0		0		0		0		0		0	
EASTBOUND	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16	1		0			0		1		0		1		0		1	
	Through 17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18	0		0			0		0		0		0		0		0	
	Right 19	1	0	0	11	0	107	118	1	0	0	118	1	0	0	118	1	0
	Left-Through-R 20	0		0			0		0		0		0		0		0	
	Left-Right 21	0		0			0		0		0		0		0		0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0		0			0		0		0		0		0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0		0			0		0		0		0		0		0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0		0			0		0		0		0		0		0	
	Left-Right 28	0		0			0		0		0		0		0		0	
CRITICAL VOLUMES			North-South: 601 East-West: 43 SUM: 644	North-South: 601 East-West: 43 SUM: 644	North-South: 601 East-West: 43 SUM: 644	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696	North-South: 653 East-West: 43 SUM: 696					
VOLUME/CAPACITY (V/C) RATIO:			0.429	0.429	0.429	0.464	0.464	0.464	0.464	0.464	0.464	0.464	0.464					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329	0.329	0.329	0.364	0.364	0.364	0.364	0.364	0.364	0.364	0.364					
LEVEL OF SERVICE (LOS):			A	A	A	A	A	A	A	A	A	A	A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
15	East-West Street:	Terminal Way	Projection Year:	2017	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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-- 1 SB-- 3 EB-- 1 WB-- 0	2 0 3 0 2 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	2 0 3 0 2 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	2 0 3 0 2 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	2 0 3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	112	0	112	112	24	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	2	6	0	12	6	0	12	2	6	0	12	2	6	0	12	2	6	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	1	45	0	259	45	79	338	1	123	0	338	1	123	0	338	1	123	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	1	214	0	427	214	3	430	1	215	0	430	1	215	0	430	1	215	
	Left-Through 16	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 17	0	214	0	0	214	0	0	0	215	0	0	0	215	0	0	0	215	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	1	0	0	0	80	0	80	1	0	0	151	1	0	0	151	1	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 157 East-West: 214 SUM: 371	North-South: 157 East-West: 214 SUM: 371	North-South: 259 East-West: 215 SUM: 474	North-South: 259 East-West: 215 SUM: 474	North-South: 259 East-West: 215 SUM: 474	North-South: 259 East-West: 215 SUM: 474											
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.247 0.147 A	0.247 0.147 A	0.316 0.216 A	0.316 0.216 A	0.316 0.216 A	0.316 0.216 A											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015																			
	East-West Street:	Terminal Way		Projection Year:	2017		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS																			
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--	1	SB--	3	EB--	1	WB--	0	NB--	1	SB--	3	EB--	1	WB--	0	NB--	1	SB--	3	EB--	1	WB--	0	NB--	1	SB--	3	EB--	1	WB--	0
			2		0		2		0		2		0		2		0		2		0		2		0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume														
NORTHBOUND	↔	Left	1	85	0	85	85	30	115	1	115	0	115	1	115		115	1	115														
		Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Through	3	55	28	0	55	28	2	57	2	29	0	57	2	29	0	57	2	29													
		Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Right	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0													
		Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
		Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
SOUTHBOUND	↔	Left	8	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0														
		Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Through	10	37	37	0	37	37	0	37	1	37	0	37	1	37	0	37	1	37													
		Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Right	12	217	27	0	217	27	31	248	1	60	0	248	1	60	0	248	1	60													
		Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
EASTBOUND	↔	Left	15	380	190	0	380	190	-5	375	1	188	0	375	1	188	0	375	1	188													
		Left-Through	16	0	0	0	0	0	0	0	1	188	0	0	0	188	0	0	0	188													
		Through	17	0	190	0	0	190	0	0	0	188	0	0	0	188	0	0	0	188													
		Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Right	19	92	0	0	92	0	174	266	1	0	0	266	1	0	0	266	1	0													
		Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
WESTBOUND	↔	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
		Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
		Right	26	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0													
		Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
CRITICAL VOLUMES		<i>North-South:</i>	122		<i>North-South:</i>	122		<i>North-South:</i>	175		<i>North-South:</i>	175		<i>North-South:</i>	175		<i>North-South:</i>	175															
	<i>East-West:</i>	190		<i>East-West:</i>	190		<i>East-West:</i>	188		<i>East-West:</i>	188		<i>East-West:</i>	188		<i>East-West:</i>	188		<i>East-West:</i>	188													
	<i>SUM:</i>	312		<i>SUM:</i>	312		<i>SUM:</i>	363		<i>SUM:</i>	363		<i>SUM:</i>	363		<i>SUM:</i>	363		<i>SUM:</i>	363													
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.208		0.242		0.242		0.242		0.242		0.242		0.242		0.242														
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.108		0.142		0.142		0.142		0.142		0.142		0.142		0.142														
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A														

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.000**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	2017	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases 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	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? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	2	0	0	0	2	0	2	0	0	0	2	0	0	2	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	1	1	72	73	73	94	95	1	95	72	167	1	167	0	167	1	167	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	
	Through-Right	11	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	1	1	
	Right	12	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	3	1	0	3	3	2	5	1	5	0	5	1	5	0	5	1	5	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	53	1	0	53	27	219	272	1	136	0	272	1	136	0	272	1	136	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	29	0	0	29	29	0	29	0	29	0	29	0	29	0	29	0	29	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	259	1	0	259	144	309	568	1	299	0	568	1	299	0	568	1	299	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	74	4	72	146	15	205	279	4	51	72	351	4	40	0	351	4	40	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 3			North-South: 75			North-South: 97				North-South: 169				North-South: 169				
		East-West: 147			East-West: 147			East-West: 304				East-West: 304				East-West: 304				
		SUM: 150			SUM: 222			SUM: 401				SUM: 473				SUM: 473				
VOLUME/CAPACITY (V/C) RATIO:		0.100			0.148			0.267				0.315				0.315				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.100			0.148			0.267				0.315				0.315				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.048**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.048** Δv/c after mitigation: **0.048**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	Ambient Growth: (%):		Conducted by:	Date:											
16	East-West Street:	Terminal Way	0	0		0	10/1/2015											
No. of Phases			Projection Year:		Peak Hour:		Project:											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2017		MD		Everport Draft EIR/EIS											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			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											
Override Capacity			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	8	0	0	8	0	0	0	0	0	0	8	0	0	0	8
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	7	0	0	7	0	0	7	0	0	7	0	0	0	7	0	0
	Left-Through-R	6	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	318	1	55	373	373	323	641	1	55	696	1	696	696	1	696	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	3	14	0	3	14	0	3	0	0	3	0	14	0	3	0	14
	Through-Right	11	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0
	Right	12	11	0	0	11	0	0	11	0	0	11	0	0	0	11	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	4	1	0	4	4	0	4	1	0	4	1	4	4	1	4	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	189	1	0	189	96	209	398	1	0	398	1	200	398	1	200	
	Through-Right	18	1	96	0	1	96	0	1	1	0	1	1	0	0	1	0	
	Right	19	2	0	2	0	2	0	2	0	0	2	0	2	0	2	0	2
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	10	0	0	10	10	0	10	0	0	10	0	10	10	0	10	
	Left-Through	23	1	1	0	1	1	1	1	1	0	1	1	0	0	1	0	
	Through	24	60	1	0	60	35	248	308	1	0	308	1	164	308	1	164	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	298	4	55	353	0	332	630	4	55	685	4	0	685	4	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 326 East-West: 106 SUM: 432	North-South: 381 East-West: 106 SUM: 487	North-South: 649 East-West: 210 SUM: 859	North-South: 704 East-West: 210 SUM: 914	North-South: 704 East-West: 210 SUM: 914												
VOLUME/CAPACITY (V/C) RATIO:		0.288	0.325	0.573	0.609	0.609												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.288	0.325	0.573	0.609	0.609												
LEVEL OF SERVICE (LOS):		A	A	A	B	B												

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.037**
:ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.036** Δv/c after mitigation: **0.036**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
16	East-West Street:	Terminal Way	Projection Year:	2017	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases 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	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								
ATSA-1 or ATSA+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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0								0	
	Through 3	0	0	24	0	0	24	0	0	0	24	0	0	0	24	0	0	24
	Through-Right 4		0						0					0			0	
	Right 5	24	0	0	0	24	0	24	0	0	0	24	0	0	24	0	0	0
	Left-Through-R 6		1						1					1			1	
	Left-Right 7		0						0					0			0	
SOUTHBOUND	Left 8	130	1	130	41	171	171	219	349	1	349	41	390	1	390	390	1	390
	Left-Through 9		0							0				0			0	
	Through 10	3	0	5	0	3	5	0	3	0	5	0	3	0	5	3	0	5
	Through-Right 11		1							1				1			1	
	Right 12	2	0	0	0	2	0	0	2	0	0	0	2	0	0	2	0	0
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	1	1	1	0	1	1	0	1	1	1	0	1	1	1	1	1	1
	Left-Through 16		0							0				0			0	
	Through 17	228	1	114	0	228	114	328	556	1	278	0	556	1	278	556	1	278
	Through-Right 18		1							1				1			1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0	
	Left-Right 21		0							0				0			0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2
	Left-Through 23		1							1				1			1	
	Through 24	42	1	22	0	42	22	73	115	1	60	0	115	1	60	115	1	60
	Through-Right 25		0							0				0			0	
	Right 26	194	4	3	41	235	0	208	402	4	0	41	443	4	0	443	4	0
	Left-Through-R 27		0							0				0			0	
	Left-Right 28		0							0				0			0	
CRITICAL VOLUMES		<i>North-South:</i> 154			<i>North-South:</i> 195			<i>North-South:</i> 373				<i>North-South:</i> 414						
		<i>East-West:</i> 116			<i>East-West:</i> 116			<i>East-West:</i> 280				<i>East-West:</i> 280						
		SUM: 270			SUM: 311			SUM: 653				SUM: 694						
VOLUME/CAPACITY (V/C) RATIO:		0.180			0.207			0.435				0.463						
V/C LESS ATSA/ATCS ADJUSTMENT:		0.180			0.207			0.435				0.463						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.027**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	0	1	8	79	80	0	86	0	80	0	86	0	80	0	86
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	0	52	0	32	84	0	86	0	84	0	86	0	84	0	86
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	0	1	1	84	85	0	45	0	85	0	45	0	85	0	45
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	0	5	2	0	5	0	45	0	5	0	45	0	5	0	45
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	0	46	25	1	47	1	25	0	47	1	25	0	47	1	25
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	0	245	245	59	304	1	304	0	304	1	304	0	304	1	304
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	0	384	192	24	408	2	204	0	408	2	204	0	408	2	204
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	0	4	4	1	5	1	5	0	5	1	5	0	5	1	5
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 9 East-West: 270 SUM: 279	North-South: 86 East-West: 329 SUM: 415	North-South: 86 East-West: 329 SUM: 415	North-South: 86 East-West: 329 SUM: 415	North-South: 86 East-West: 329 SUM: 415												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.196 0.098 A	0.196 0.098 A	0.291 0.191 A	0.291 0.191 A	0.291 0.191 A	0.291 0.191 A												

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
17	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left 1	5	0	5	0	5	5	4	9	0	9	0	9	9	9	0	9	0	9	
		Left-Through 2		1						1				1				1			1
		Through 3	31	0	36	0	31	36	72	103	0	112	0	103	0	112	0	103	0	112	
		Through-Right 4		1						1				1				1			1
		Right 5	96	0	42	0	96	42	23	119	0	44	0	119	0	44	0	119	0	44	
		Left-Through-R 6		0						0				0				0			0
Left-Right 7		0						0				0				0			0		
SOUTHBOUND	↔	Left 8	2	0	2	0	2	2	-2	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 9		1						1				1				1			1
		Through 10	25	0	27	0	25	27	67	92	0	73	0	92	0	73	0	92	0	73	
		Through-Right 11		1						1				1				1			1
		Right 12	43	0	17	0	43	17	11	54	0	73	0	54	0	73	0	54	0	73	
		Left-Through-R 13		0						0				0				0			0
Left-Right 14		0						0				0				0			0		
EASTBOUND	↔	Left 15	52	1	52	0	52	52	8	60	1	60	0	60	1	60	60	60	1	60	
		Left-Through 16		0						0				0				0			0
		Through 17	368	1	186	0	368	186	49	417	1	212	0	417	1	212	417	417	1	212	
		Through-Right 18		1						1				1				1			1
		Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	6	0	6	
		Left-Through-R 20		0						0				0				0			0
Left-Right 21		0						0				0				0			0		
WESTBOUND	↔	Left 22	109	1	109	0	109	109	42	151	1	151	0	151	1	151	151	151	1	151	
		Left-Through 23		0						0				0				0			0
		Through 24	226	2	113	0	226	113	21	247	2	124	0	247	2	124	247	247	2	124	
		Through-Right 25		0						0				0				0			0
		Right 26	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
		Left-Through-R 27		0						0				0				0			0
Left-Right 28		0						0				0				0			0		
CRITICAL VOLUMES		North-South: 44	East-West: 295		SUM: 339		North-South: 44	East-West: 295		SUM: 339		North-South: 112	East-West: 363		SUM: 475		North-South: 112	East-West: 363		SUM: 475	
VOLUME/CAPACITY (V/C) RATIO:		0.238		0.238		0.333		0.333		0.333		0.333		0.333		0.333		0.333		0.333	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138		0.138		0.233		0.233		0.233		0.233		0.233		0.233		0.233		0.233	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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:	Earle Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
17	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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-- 0 SB-- 0 EB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	3 2 0 2 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	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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Through 3	4	0	4	0	4	4	129	133	0	133	0	133	0	133	133	0	133	
	Through-Right 4	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Right 5	179	0	130	0	179	130	72	251	0	188	0	251	0	188	251	0	188	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4	4	0	4	
	Left-Through 9	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Through 10	3	0	7	0	3	7	117	120	0	70	0	120	0	70	120	0	70	
	Through-Right 11	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Right 12	8	0	6	0	8	6	3	11	0	70	0	11	0	70	11	0	70	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	0	4	4	1	5	1	5	0	5	1	5	5	1	5	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	0	280	140	36	316	1	158	0	316	1	158	316	1	158	
	Through-Right 18	1	1	1	0	1	1	0	1	1	0	1	1	0	1	1	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	0	98	98	29	127	1	127	0	127	1	127	127	1	127	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	0	190	95	30	220	2	110	0	220	2	110	220	2	110	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 134 <i>East-West:</i> 238 <i>SUM:</i> 372	<i>North-South:</i> 134 <i>East-West:</i> 238 <i>SUM:</i> 372	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477	<i>North-South:</i> 192 <i>East-West:</i> 285 <i>SUM:</i> 477		
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.261 0.161 A		0.261 0.161 A		0.335 0.235 A		0.335 0.235 A		0.335 0.235 A		0.335 0.235 A		0.335 0.235 A		0.335 0.235 A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Ant impacted? **NO**

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: Earle Street	Year of Count: 0	Ambient Growth: (%): 0	Conducted by:	0	Date:	10/1/2015													
18	East-West Street: Cannery Street	Projection Year: 0	Peak Hour: MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS													
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		2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 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													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	
	Left-Through 2		1						1				1				1			
	Through 3	61	1	34	0	61	34	134	195	1	101	0	195	1	101	0	195	1	101	
	Through-Right 4		0						0				0				0			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0			
	Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0			
	Through 10	123	1	84	0	123	84	110	233	1	139	0	233	1	139	0	233	1	139	
	Through-Right 11		1						1				1				1			
	Right 12	45	0	45	0	45	45	0	45	0	45	0	45	0	45	0	45	0	45	
	Left-Through-R 13		0						0				0				0			
	Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	83	1	83	0	83	83	19	102	1	102	0	102	1	102	0	102	1	102	
	Left-Through 16		0						0				0				0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0			
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	
	Left-Through-R 20		0						0				0				0			
	Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0			
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0			
	Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 90 East-West: 83 SUM: 173			North-South: 145 East-West: 102 SUM: 247				North-South: 145 East-West: 102 SUM: 247				North-South: 145 East-West: 102 SUM: 247				
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.115 0.115 A			0.115 0.115 A			0.165 0.165 A				0.165 0.165 A				0.165 0.165 A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	143	1	73	0	143	73	144	287	1	145	0	287	1	145	0	287	1	145	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		
Left-Right 7		0							0				0				0			
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	85	1	48	0	85	48	75	160	1	86	0	160	1	86	0	160	1	86	
	Through-Right 11		1							1				1				1		
	Right 12	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through-R 13		0							0				0				0		
Left-Right 14		0							0				0				0			
EASTBOUND	Left 15	30	1	30	0	30	30	0	30	1	30	0	30	1	30	0	30	1	30	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
Left-Right 21		0							0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0			
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 73 East-West: 30 SUM: 103			North-South: 145 East-West: 30 SUM: 175				North-South: 145 East-West: 30 SUM: 175				North-South: 145 East-West: 30 SUM: 175				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.069			0.117				0.117				0.117				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.069			0.117				0.117				0.117				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

∆v/c in v/c due to project: **0.000**
 ant impacted? **NO**

PROJECT IMPACT

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

2017 Construction

Intersection Analysis

Cities of Carson and Long Beach Locations

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	214	1,600	0.016	N-S(1): 0.065 * N-S(2): 0.000 E-W(1): 0.180 E-W(2): 0.544 *
	TH	0.41	32	648	0.049	
	LT	1.59	126	2,297	0.055 *	
Westbound	RT	1.00	155	1,600	0.048	V/C: 0.609 Lost Time: 0.180
	TH	1.00	681	1,600	0.426 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	3	0	0.000	ICU: 0.789
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	562	3,200	0.177	
	LT	1.00	188	1,600	0.118 *	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	172	1,600	0.000	N-S(1): 0.050 * N-S(2): 0.000 E-W(1): 0.135 E-W(2): 0.377 *
	TH	0.28	18	450	0.040	
	LT	1.72	110	2,475	0.044 *	
Westbound	RT	1.00	109	1,600	0.028	V/C: 0.427 Lost Time: 0.180
	TH	1.00	392	1,600	0.245 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	5	0	0.000	ICU: 0.607
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	427	3,200	0.134	
	LT	1.00	211	1,600	0.132 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	207	1,600	0.000	N-S(1): 0.064 * N-S(2): 0.000 E-W(1): 0.232 E-W(2): 0.458 *
	TH	0.26	18	417	0.043	
	LT	1.74	120	2,504	0.048 *	
Westbound	RT	1.00	196	1,600	0.079	V/C: 0.522 Lost Time: 0.180
	TH	1.00	476	1,600	0.298 *	
	LT	1.00	1	1,600	0.001	
Northbound	RT	0.00	14	0	0.000	ICU: 0.702
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	737	3,200	0.231	
	LT	1.00	256	1,600	0.160 *	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.313 * N-S(2): 0.254 E-W(1): 0.026 * E-W(2): 0.000	
	TH	3.00	1,219	4,800	0.254		
	LT	1.00	247	1,600	0.154 *		
Westbound	RT	2.00	191	3,200	0.000	V/C: 0.339 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	74	2,880	0.026 *		
Northbound	RT	0.00	87	0	0.000	ICU: 0.459	
	TH	3.00	675	4,800	0.159 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.302 * N-S(2): 0.235 E-W(1): 0.032 E-W(2): 0.036 *	
	TH	3.00	1,126	4,800	0.235		
	LT	1.00	85	1,600	0.053 *		
Westbound	RT	2.00	200	3,200	0.036	V/C: 0.338 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	92	2,880	0.032 *		
Northbound	RT	0.00	138	0	0.000	ICU: 0.458	
	TH	3.00	1,057	4,800	0.249 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.345 * N-S(2): 0.239 E-W(1): 0.063 E-W(2): 0.065 *	
	TH	3.00	1,148	4,800	0.239		
	LT	1.00	169	1,600	0.106 *		
Westbound	RT	2.00	376	3,200	0.065 *	V/C: 0.410 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	182	2,880	0.063		
Northbound	RT	0.00	138	0	0.000	ICU: 0.530	
	TH	3.00	1,008	4,800	0.239 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.058 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.217
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228 *
	TH	2.00	673	3,200	0.215 *	V/C: 0.286
	LT	2.00	272	2,880	0.094	Lost Time: 0.180
Northbound	RT	2.00	96	3,200	0.000	
	TH	0.19	12	305	0.039	
	LT	1.81	114	2,606	0.044 *	
Eastbound	RT	1.00	260	1,600	0.123	ICU: 0.466
	TH	2.00	351	3,200	0.110	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.237 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.094
	TH	2.00	267	3,200	0.083 *	V/C: 0.481
	LT	2.00	226	2,880	0.078	Lost Time: 0.180
Northbound	RT	2.00	223	3,200	0.034	
	TH	0.02	5	26	0.196	
	LT	1.98	621	2,857	0.217 *	
Eastbound	RT	1.00	578	1,600	0.166	ICU: 0.661
	TH	2.00	344	3,200	0.108	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.202 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.388 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.090
	TH	2.00	261	3,200	0.082	V/C: 0.590
	LT	2.00	466	2,880	0.162 *	Lost Time: 0.180
Northbound	RT	2.00	435	3,200	0.063	
	TH	0.00	0	0	0.000	
	LT	2.00	528	2,880	0.183 *	
Eastbound	RT	1.00	526	1,600	0.164	ICU: 0.770
	TH	2.00	724	3,200	0.226 *	
	LT	1.00	12	1,600	0.008	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	713	3,200	0.223 *	N-S(1): 0.151
	TH	2.00	280	3,200	0.088	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	168	1,600	0.000	E-W(2): 0.093 *
	TH	2.00	296	3,200	0.093 *	V/C: 0.320
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	480	3,200	0.151	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.440
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	900	3,200	0.281 *	N-S(1): 0.291 *
	TH	2.00	224	3,200	0.070	N-S(2): 0.282
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	248	1,600	0.000	E-W(2): 0.079 *
	TH	2.00	252	3,200	0.079 *	V/C: 0.370
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	930	3,200	0.291	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	987	3,200	0.308	N-S(1): 0.367 *
	TH	2.00	245	3,200	0.077	N-S(2): 0.311
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	341	1,600	0.000	E-W(2): 0.078 *
	TH	2.00	251	3,200	0.078 *	V/C: 0.445
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,174	3,200	0.367 *	
	LT	1.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.565
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.092 * N-S(2): 0.000 E-W(1): 0.151 E-W(2): 0.173 * V/C: 0.265 Lost Time: 0.120
	TH	0.04	5	61	0.082	
	LT	1.96	257	2,825	0.091 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	1	1,600	0.001 *	
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.385 LOS: A
	TH	2.00	481	3,200	0.151	
	LT	2.00	498	2,880	0.173 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.094 * N-S(2): 0.000 E-W(1): 0.144 E-W(2): 0.409 * V/C: 0.503 Lost Time: 0.120
	TH	0.12	14	191	0.073	
	LT	1.88	221	2,708	0.082 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	10	1,600	0.006 *	
	TH	2.00	37	3,200	0.012	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.623 LOS: B
	TH	2.00	457	3,200	0.144	
	LT	2.00	1,177	2,880	0.409 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.099 * N-S(2): 0.000 E-W(1): 0.148 E-W(2): 0.405 * V/C: 0.504 Lost Time: 0.120
	TH	0.10	13	161	0.081	
	LT	1.90	245	2,735	0.090 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	14	1,600	0.009 *	
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.624 LOS: B
	TH	2.00	467	3,200	0.148	
	LT	2.00	1,166	2,880	0.405 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056 *	N-S(1): 0.038
	TH	2.00	120	3,200	0.038	N-S(2): 0.059 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	161	3,200	0.050	E-W(2): 0.243 *
	TH	2.00	778	3,200	0.243 *	V/C: 0.302
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	118	3,200	0.038	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.402
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059 *	N-S(1): 0.068 *
	TH	2.00	199	3,200	0.062	N-S(2): 0.064
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	204	3,200	0.064	E-W(2): 0.297 *
	TH	2.00	951	3,200	0.297 *	V/C: 0.365
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	215	3,200	0.068	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.465
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.124 *
	TH	2.00	133	3,200	0.042	N-S(2): 0.099
	LT	0.00	0	0	0.000 *	E-W(1): 0.000
Westbound	RT	2.00	116	3,200	0.036	E-W(2): 0.358 *
	TH	2.00	1,147	3,200	0.358 *	V/C: 0.482
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	395	3,200	0.124 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.582
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #:	12
North/South Street:	PIER S WAY
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS
Scenario:	CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.038 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	110	2,880	0.038 *	E-W(1): 0.271 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.071
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.309
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.429
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	114	1,600	0.071	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.063 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	180	2,880	0.063 *	E-W(1): 0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.143
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.423
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.543
	TH	2.00	1,151	3,200	0.360 *	
	LT	1.00	229	1,600	0.143	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	128	2,880	0.044 *	E-W(1): 0.437 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.254
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.481
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.601
	TH	2.00	1,399	3,200	0.437 *	
	LT	1.00	407	1,600	0.254	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	214	1,600	0.016	N-S(1): 0.065 * N-S(2): 0.000 E-W(1): 0.180 E-W(2): 0.544 *	
	TH	0.41	32	648	0.049		
	LT	1.59	126	2,297	0.055 *		
Westbound	RT	1.00	155	1,600	0.048	V/C: 0.609 Lost Time: 0.180	
	TH	1.00	681	1,600	0.426 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.789	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	562	3,200	0.177		
	LT	1.00	188	1,600	0.118 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	172	1,600	0.000	N-S(1): 0.050 * N-S(2): 0.000 E-W(1): 0.135 E-W(2): 0.377 *	
	TH	0.28	18	450	0.040		
	LT	1.72	110	2,475	0.044 *		
Westbound	RT	1.00	109	1,600	0.028	V/C: 0.427 Lost Time: 0.180	
	TH	1.00	392	1,600	0.245 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.607	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	427	3,200	0.134		
	LT	1.00	211	1,600	0.132 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	207	1,600	0.000	N-S(1): 0.064 * N-S(2): 0.000 E-W(1): 0.232 E-W(2): 0.458 *	
	TH	0.26	18	417	0.043		
	LT	1.74	120	2,504	0.048 *		
Westbound	RT	1.00	196	1,600	0.079	V/C: 0.522 Lost Time: 0.180	
	TH	1.00	476	1,600	0.298 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.702	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	737	3,200	0.231		
	LT	1.00	256	1,600	0.160 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.313 * N-S(2): 0.254 E-W(1): 0.026 * E-W(2): 0.000	
	TH	3.00	1,219	4,800	0.254		
	LT	1.00	247	1,600	0.154 *		
Westbound	RT	2.00	191	3,200	0.000	V/C: 0.339 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	74	2,880	0.026 *		
Northbound	RT	0.00	87	0	0.000	ICU: 0.459	
	TH	3.00	675	4,800	0.159 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.302 * N-S(2): 0.235 E-W(1): 0.032 E-W(2): 0.036 *	
	TH	3.00	1,126	4,800	0.235		
	LT	1.00	85	1,600	0.053 *		
Westbound	RT	2.00	200	3,200	0.036	V/C: 0.338 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	92	2,880	0.032 *		
Northbound	RT	0.00	138	0	0.000	ICU: 0.458	
	TH	3.00	1,057	4,800	0.249 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.345 * N-S(2): 0.239 E-W(1): 0.063 E-W(2): 0.065 *	
	TH	3.00	1,148	4,800	0.239		
	LT	1.00	169	1,600	0.106 *		
Westbound	RT	2.00	376	3,200	0.065 *	V/C: 0.410 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	182	2,880	0.063		
Northbound	RT	0.00	138	0	0.000	ICU: 0.530	
	TH	3.00	1,008	4,800	0.239 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	6		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-103)		
East/West Street:	WILLOW STREET/SEPULVEDA BLVD		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.058 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.217
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228 *
	TH	2.00	673	3,200	0.215 *	V/C: 0.286
	LT	2.00	272	2,880	0.094	Lost Time: 0.180
Northbound	RT	2.00	96	3,200	0.000	
	TH	0.19	12	305	0.039	
	LT	1.81	114	2,606	0.044 *	
Eastbound	RT	1.00	260	1,600	0.123	ICU: 0.466
	TH	2.00	351	3,200	0.110	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.237 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.094
	TH	2.00	267	3,200	0.083 *	V/C: 0.481
	LT	2.00	226	2,880	0.078	Lost Time: 0.180
Northbound	RT	2.00	223	3,200	0.034	
	TH	0.02	5	26	0.196	
	LT	1.98	621	2,857	0.217 *	
Eastbound	RT	1.00	578	1,600	0.166	ICU: 0.661
	TH	2.00	344	3,200	0.108	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.202 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.388 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.090
	TH	2.00	261	3,200	0.082	V/C: 0.590
	LT	2.00	466	2,880	0.162 *	Lost Time: 0.180
Northbound	RT	2.00	435	3,200	0.063	
	TH	0.00	0	0	0.000	
	LT	2.00	528	2,880	0.183 *	
Eastbound	RT	1.00	526	1,600	0.164	ICU: 0.770
	TH	2.00	724	3,200	0.226 *	
	LT	1.00	12	1,600	0.008	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	713	3,200	0.223 *	N-S(1): 0.151
	TH	2.00	280	3,200	0.088	N-S(2): 0.227 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	168	1,600	0.000	E-W(2): 0.093 *
	TH	2.00	296	3,200	0.093 *	V/C: 0.320
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	480	3,200	0.151	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.440
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	900	3,200	0.281 *	N-S(1): 0.291 *
	TH	2.00	224	3,200	0.070	N-S(2): 0.282
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	248	1,600	0.000	E-W(2): 0.079 *
	TH	2.00	252	3,200	0.079 *	V/C: 0.370
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	930	3,200	0.291	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	988	3,200	0.309	N-S(1): 0.367 *
	TH	2.00	245	3,200	0.077	N-S(2): 0.312
	LT	0.00	0	0	0.000 *	E-W(1): 0.007
Westbound	RT	1.00	341	1,600	0.000	E-W(2): 0.078 *
	TH	2.00	251	3,200	0.078 *	V/C: 0.445
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,174	3,200	0.367 *	
	LT	1.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.565
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.092 *
	TH	0.04	5	61	0.082	N-S(2): 0.000
	LT	1.96	257	2,825	0.091 *	E-W(1): 0.151
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.173 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.265
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.385
	TH	2.00	481	3,200	0.151	
	LT	2.00	498	2,880	0.173 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.094 *
	TH	0.12	14	191	0.073	N-S(2): 0.000
	LT	1.88	221	2,708	0.082 *	E-W(1): 0.144
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.409 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.503
Northbound	RT	1.00	10	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	37	3,200	0.012	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.623
	TH	2.00	457	3,200	0.144	
	LT	2.00	1,177	2,880	0.409 *	LOS: B

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.099 *
	TH	0.10	13	161	0.081	N-S(2): 0.000
	LT	1.90	245	2,735	0.090 *	E-W(1): 0.148
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.405 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.504
Northbound	RT	1.00	14	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.624
	TH	2.00	467	3,200	0.148	
	LT	2.00	1,166	2,880	0.405 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056 *	N-S(1): 0.038
	TH	2.00	120	3,200	0.038	N-S(2): 0.059 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	161	3,200	0.050	E-W(2): 0.243 *
	TH	2.00	778	3,200	0.243 *	V/C: 0.302
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	118	3,200	0.038	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.402
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059 *	N-S(1): 0.068 *
	TH	2.00	199	3,200	0.062	N-S(2): 0.064
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	204	3,200	0.064	E-W(2): 0.297 *
	TH	2.00	951	3,200	0.297 *	V/C: 0.365
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	215	3,200	0.068	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.465
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.124 *
	TH	2.00	133	3,200	0.042	N-S(2): 0.099
	LT	0.00	0	0	0.000 *	E-W(1): 0.000
Westbound	RT	2.00	116	3,200	0.036	E-W(2): 0.359 *
	TH	2.00	1,148	3,200	0.359 *	V/C: 0.483
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	395	3,200	0.124 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.583
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #:	12
North/South Street:	PIER S WAY
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS
Scenario:	CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.038 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	110	2,880	0.038 *	E-W(1): 0.271 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.071
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.309
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.429
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	114	1,600	0.071	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.063 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	180	2,880	0.063 *	E-W(1): 0.360 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.143
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.423
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.543
	TH	2.00	1,151	3,200	0.360 *	
	LT	1.00	229	1,600	0.143	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.044 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	128	2,880	0.044 *	E-W(1): 0.437 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.254
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.481
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.601
	TH	2.00	1,399	3,200	0.437 *	
	LT	1.00	407	1,600	0.254	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2018 Construction

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%)			Conducted by:			Date:	10/1/2015							
	East-West Street:	Pacific Coast Highway	Projection Year:	2018	Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS							
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-- 0 SB-- 3 EB-- 0 WB-- 3	0 2 3 3 2 #####	0 2 3 3 2 1500	NB-- 0 SB-- 3 EB-- 0 WB-- 3	0 2 3 3 2 1500	NB-- 0 SB-- 3 EB-- 0 WB-- 3	0 2 3 3 2 1500	NB-- 0 SB-- 3 EB-- 0 WB-- 3	0 2 3 3 2 1500								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	0	214	214	6	220	1	220	0	220	1	220	0	220	1	220
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	220	1	0	0	220	0	39	259	1	0	0	259	1	0	0	259	1	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	231	1	231	0	231	231	239	470	1	470	0	470	1	470	0	470	1	470
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	931	2	466	0	931	466	506	1437	2	719	0	1437	2	719	0	1437	2	719
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1033	2	402	0	1033	402	725	1758	2	632	0	1758	2	632	0	1758	2	632
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 26	172	0	172	0	172	172	-33	139	0	139	0	139	0	139	0	139	0	139
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082	North-South: 220 East-West: 1351 SUM: 1571	North-South: 220 East-West: 1351 SUM: 1571	North-South: 220 East-West: 1351 SUM: 1571	North-South: 220 East-West: 1351 SUM: 1571	North-South: 220 East-West: 1351 SUM: 1571										
VOLUME/CAPACITY (V/C) RATIO:		0.721		0.721		1.047		1.047		1.047		1.047							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621		0.621		0.947		0.947		0.947		0.947							
LEVEL OF SERVICE (LOS):		B		B		E		E		E		E							

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Pacific Coast Highway		Projection Year:	2018		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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			
ATSAC-1 or ATSAC+ATCS-2?																				
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	233	1	233	0	233	233	51	284	1	284	0	284	1	284		284	1	284	
	Left-Through 9																			
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																			
	Right 12	245	1	14	0	245	14	14	259	1	8	0	259	1	8		259	1	8	
	Left-Through-Ri 13																			
EASTBOUND	Left 15	231	1	231	0	231	231	20	251	1	251	0	251	1	251		251	1	251	
	Left-Through 16																			
	Through 17	886	2	443	0	886	443	31	917	2	459	0	917	2	459		917	2	459	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-Ri 20																			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																			
	Through 24	813	2	357	0	813	357	36	849	2	397	0	849	2	397		849	2	397	
	Through-Right 25																			
	Right 26	257	0	257	0	257	257	86	343	0	343	0	343	0	343		343	0	343	
	Left-Through-Ri 27																			
CRITICAL VOLUMES	North-South:	233		233		233		284		284		284		284		284		284		
	East-West:	800		800		800		856		856		856		856		856		856		
	SUM:	1033		1033		1033		1140		1140		1140		1140		1140		1140		
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.689		0.689		0.760		0.760		0.760		0.760		0.760		0.760		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.589		0.589		0.660		0.660		0.660		0.660		0.660		0.660		
LEVEL OF SERVICE (LOS):		A		A		A		B		B		B		B		B		B		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2018		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		3			3		3		3		3		3		3				
Override Capacity		2			2		2		2		2		2		2				
		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0											0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0											0				0	
	Left-Right 7		0											0				0	
SOUTHBOUND	Left 8	192	1	192	0	192	#	22	214	1	214	0	214	1	214	214	1	214	
	Left-Through 9		0							0				0			0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0							0				0			0		
	Right 12	301	1	56	0	301	#	162	463	1	114	0	463	1	114	463	1	114	
	Left-Through-Ri 13		0							0				0			0		
EASTBOUND	Left 15	245	1	245	0	245	#	104	349	1	349	0	349	1	349	349	1	349	
	Left-Through 16		0							0				0			0		
	Through 17	1191	2	596	0	1191	#	641	1832	2	916	0	1832	2	916	1832	2	916	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0							0				0			0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		
	Through 24	997	2	407	0	997	#	572	1569	2	618	0	1569	2	618	1569	2	618	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	59	284	0	284	0	284	0	284	284	0	284	
	Left-Through-Ri 27		0							0				0			0		
CRITICAL VOLUMES	North-South:	192			192			214				214				214			
	East-West:	1003			1003			1534				1534				1534			
	SUM:	1195			1195			1748				1748				1748			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			1.165				1.165				1.165			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			1.065				1.065				1.065			
LEVEL OF SERVICE (LOS):		B			B			F				F				F			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT
Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
4	East-West Street:	O St	Projection Year:	2018	Reviewed by:	Project:	Everport Draft EIR/EIS												
		No. of Phases	3																
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1																
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0	NB-- 0 SB-- 0 EB-- 0	NB-- 0 SB-- 0 EB-- 0	NB-- 0 SB-- 0 EB-- 0	NB-- 0 SB-- 0 EB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	315	2	141	0	315	141	538	853	2	324	0	853	2	324	0	853	2	324
	Through-Right 4	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Right 5	108	0	108	0	108	108	10	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	314	1	314	0	314	314	31	345	1	345	0	345	1	345	0	345	1	345
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	699	3	233	0	699	233	686	1385	3	462	0	1385	3	462	0	1385	3	462
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	102	1	102	0	102	102	37	139	1	139	0	139	1	139	0	139	1	139
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	299	1	0	0	299	0	185	484	1	139	0	484	1	139	0	484	1	139
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 455 East-West: 102 SUM: 557		North-South: 455 East-West: 102 SUM: 557		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925		North-South: 786 East-West: 139 SUM: 925	
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.391		0.649		0.649		0.649		0.649		0.649		0.649		0.649	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.291		0.549		0.549		0.549		0.549		0.549		0.549		0.549	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.000
Significant impacted? NO

Change in v/c due to project: 0.000
Significant impacted? NO

Δv/c after mitigation: 0.000
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St			Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015				
4	East-West Street:	O St			Projection Year:	2018		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1		1		1			
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2		2		2		2		2		2		2		2			
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			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	441	2	193	0	441	193	488	929	2	372	0	929	2	372	929	2	372	
	Through-Right 4		1							1				1			1		
	Right 5	139	0	139	0	139	139	48	187	0	187	0	187	0	187	187	0	187	
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	199	1	199	0	199	199	6	205	1	205	0	205	1	205	205	1	205	
	Left-Through 9		0							0				0			0		
	Through 10	476	3	159	0	476	159	541	1017	3	339	0	1017	3	339	1017	3	339	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	105	1	105	0	105	105	57	162	1	162	0	162	1	162	162	1	162	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		
	Right 26	256	1	57	0	256	57	42	298	1	93	0	298	1	93	298	1	93	
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES	North-South:		392	North-South:		392	North-South:		711	North-South:		711	North-South:		711	North-South:		711	
	East-West:		105	East-West:		105	East-West:		162	East-West:		162	East-West:		162	East-West:		162	
	SUM:		497	SUM:		497	SUM:		873	SUM:		873	SUM:		873	SUM:		873	
VOLUME/CAPACITY (V/C) RATIO:			0.349			0.349			0.613			0.613			0.613			0.613	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.249			0.249			0.513			0.513			0.513			0.513	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
4	East-West Street:	O St	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-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											
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↕	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 2		0																
		Through 3	704	2	285	0	704	#	398	1102	2	431	0	1102	2	431		1102	2	431
		Through-Right 4		1							1				1				1	
		Right 5	150	0	150	0	150	#	40	190	0	190	0	190	0	190		190	0	190
		Left-Through-R 6		0							0				0				0	
		Left-Right 7		0							0				0				0	
SOUTHBOUND	↕	Left 8	279	1	279	0	279	#	139	418	1	418	0	418	1	418		418	1	418
		Left-Through 9		0						0				0				0		
		Through 10	967	3	322	0	967	#	505	1472	3	491	0	1472	3	491		1472	3	491
		Through-Right 11		0						0				0				0		
		Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
		Left-Through-R 13		0							0				0				0	
		Left-Right 14		0							0				0				0	
EASTBOUND	↕	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through 16		0							0				0				0	
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Through-Right 18		0							0				0				0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0			
WESTBOUND	↕	Left 22	99	1	99	0	99	#	42	141	1	141	0	141	1	141		141	1	141
		Left-Through 23		0							0				0				0	
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Through-Right 25		0							0				0				0	
		Right 26	359	1	80	0	359	#	120	479	1	61	0	479	1	61		479	1	61
		Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0			
CRITICAL VOLUMES			North-South: 607 East-West: 99 SUM: 706			North-South: 607 East-West: 99 SUM: 706			North-South: 922 East-West: 141 SUM: 1063				North-South: 922 East-West: 141 SUM: 1063							
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.495			0.746				0.746							
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.395			0.646				0.646							
LEVEL OF SERVICE (LOS):			A			A			B				B							

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 0		NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	280	2	140	0	280	140	93	373	2	187	0	373	2	187	0	373	2	187
	Through-Right 4		0																
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	0	304	158	267	571	0	298	0	571	0	298	0	571	0	298
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	158	0	0	0	298	0	0	0	298	0	0	0	298
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	0	32	32	593	625	1	625	0	625	1	625	0	625	1	625
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158		East-West: 38		SUM: 196		North-South: 158		East-West: 38		SUM: 196		North-South: 298		East-West: 631		SUM: 929	
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.138		0.138		0.652		0.652		0.652		0.652		0.652		0.652	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.069		0.069		0.552		0.552		0.552		0.552		0.552		0.552	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	219	219	0	0	0	219	0	0	219	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	0	573	167	740	2	370	0	740	2	370	0	740	2	370	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	1	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	1	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	347	0	185	0	347	303	650	0	349	0	650	0	349	0	650	0	349	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	3	0	185	0	3	1	4	0	349	0	4	0	349	0	4	0	349	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	0	83	534	617	1	617	0	617	1	617	0	617	1	617	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	0	5	0	185	0	5	0	185	0	5	0	185	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	11	0	0	0	11	169	180	0	0	0	180	0	0	0	180	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	0	4	0	68	0	4	0	68	0	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	1	53	0	0	0	53	0	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 297 East-West: 150 SUM: 447		North-South: 381 East-West: 685 SUM: 1066				North-South: 381 East-West: 685 SUM: 1066				North-South: 381 East-West: 685 SUM: 1066						
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.314		0.748				0.748				0.748						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.214		0.648				0.648				0.648						
LEVEL OF SERVICE (LOS):		A	A		B				B				B						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015										
	East-West Street:	Anaheim Street	Projection Year: 2018		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS										
7	No. of Phases		4		4		4		4											
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1											
	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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	55	1	36	0	55	36	347	402	1	239	0	402	1	239	0	402	1	239
	Left-Through	2		1							1				1				1	
	Through	3	54	1	36	0	54	36	260	314	1	239	0	314	1	239	0	314	1	239
	Through-Right	4		0							0				0				0	
	Right	5	66	1	35	0	66	35	39	105	1	86	0	105	1	86	0	105	1	86
	Left-Through-R	6		0							0				0				0	
	Left-Right	7		0							0				0				0	
SOUTHBOUND	Left	8	109	1	109	0	109	109	68	177	1	177	0	177	1	177	0	177	1	177
	Left-Through	9		0							0				0				0	
	Through	10	188	2	74	0	188	74	365	553	2	196	0	553	2	196	0	553	2	196
	Through-Right	11		1							1				1				1	
	Right	12	34	0	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-R	13		0							0				0				0	
	Left-Right	14		0							0				0				0	
EASTBOUND	Left	15	61	1	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through	16		0							0				0				0	
	Through	17	707	2	354	0	707	354	545	1252	2	626	0	1252	2	626	0	1252	2	626
	Through-Right	18		0							0				0				0	
	Right	19	545	1	0	0	545	0	56	601	1	0	0	601	1	0	0	601	1	0
	Left-Through-R	20		0							0				0				0	
	Left-Right	21		0							0				0				0	
WESTBOUND	Left	22	63	1	63	0	63	63	-24	39	1	39	0	39	1	39	0	39	1	39
	Left-Through	23		0							0				0				0	
	Through	24	818	2	409	0	818	409	541	1359	2	680	0	1359	2	680	0	1359	2	680
	Through-Right	25		0							0				0				0	
	Right	26	96	1	42	0	96	42	76	172	1	84	0	172	1	84	0	172	1	84
	Left-Through-R	27		0							0				0				0	
	Left-Right	28		0							0				0				0	
CRITICAL VOLUMES		North-South: 145	East-West: 470	SUM: 615	North-South: 145	East-West: 470	SUM: 615	North-South: 435	East-West: 750	SUM: 1185	North-South: 435	East-West: 750	SUM: 1185	North-South: 435	East-West: 750	SUM: 1185				
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.447		0.862		0.862		0.862		0.862								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.347		0.762		0.762		0.762		0.762								
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
7	East-West Street:	Anaheim Street	Projection Year:	2018	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 4 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 0			NB-- 0 SB-- 0 EB-- 1 WB-- 0			NB-- 0 SB-- 0 EB-- 1 WB-- 0			NB-- 0 SB-- 0 EB-- 1 WB-- 0			NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left	1	141	84	0	141	84	206	347	1	311	0	347	1	311	0	347	1	311	
	←	Left-Through	2	112	84	0	112	84	475	587	1	311	0	587	1	311	0	587	1	311	
	←	Through	3	71	53	0	71	53	83	154	1	82	0	154	1	82	0	154	1	82	
	←	Through-Right	4								0				0				0		
	←	Right	5								0				0				0		
	←	Left-Through-R	6								0				0				0		
	←	Left-Right	7								0				0				0		
SOUTHBOUND	→	Left	8	163	163	0	163	163	23	186	1	186	0	186	1	186	0	186	1	186	
	→	Left-Through	9	234	97	0	234	97	429	663	2	240	0	663	2	240	0	663	2	240	
	→	Through	10	56	56	0	56	56	2	58	0	58	0	58	0	58	0	58	0	58	
	→	Through-Right	11								1				1				1		
	→	Right	12								0				0				0		
	→	Left-Through-R	13								0				0				0		
EASTBOUND	→	Left	15	126	126	0	126	126	21	147	1	147	0	147	1	147	0	147	1	147	
	→	Left-Through	16	750	375	0	750	375	80	830	2	415	0	830	2	415	0	830	2	415	
	→	Through	17	172	0	0	172	0	202	374	1	0	0	374	1	0	0	374	1	0	
	→	Through-Right	18								0				0				0		
	→	Right	19								0				0				0		
	→	Left-Through-R	20								0				0				0		
WESTBOUND	←	Left	22	36	36	0	36	36	109	145	1	145	0	145	1	145	0	145	1	145	
	←	Left-Through	23	634	317	0	634	317	-48	586	2	293	0	586	2	293	0	586	2	293	
	←	Through	24	204	123	0	204	123	22	226	1	133	0	226	1	133	0	226	1	133	
	←	Through-Right	25								0				0				0		
	←	Right	26								0				0				0		
	←	Left-Through-R	27								0				0				0		
CRITICAL VOLUMES		North-South:	247	North-South:	247	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551	North-South:	551
		East-West:	443	East-West:	443	East-West:	560	East-West:	560	East-West:	560	East-West:	560	East-West:	560	East-West:	560	East-West:	560	East-West:	560
		SUM:	690	SUM:	690	SUM:	1111	SUM:	1111	SUM:	1111	SUM:	1111	SUM:	1111	SUM:	1111	SUM:	1111	SUM:	1111
VOLUME/CAPACITY (V/C) RATIO:			0.502		0.502		0.808		0.808		0.808		0.808		0.808		0.808		0.808		0.808
V/C LESS ATSA/ATCS ADJUSTMENT:			0.402		0.402		0.708		0.708		0.708		0.708		0.708		0.708		0.708		0.708
LEVEL OF SERVICE (LOS):			A		A		C		C		C		C		C		C		C		C

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
7	East-West Street:	Anaheim Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases		4	4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	111	0	184	111	1024	1208	1	664	0	1208	1	664		1208	1	664
	Left-Through	2	1	0	134	134	274	408	1	408	0	408	1	408		408	1	408
	Through	3	111	0	288	111	334	622	2	224	0	622	2	224		622	2	224
	Through-Right	4	0	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Right	5	32	0	249	0	615	864	1	0	0	864	1	0		864	1	0
	Left-Through-R	6	0	0	44	44	-22	22	1	22	0	22	1	22		22	1	22
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
SOUTHBOUND	Left	8	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through	9	0	0	44	44	-22	22	1	22	0	22	1	22		22	1	22
	Through	10	111	0	854	427	257	1111	2	556	0	1111	2	556		1111	2	556
	Through-Right	11	0	0	243	176	273	516	1	312	0	516	1	312		516	1	312
	Right	12	46	0	243	176	273	516	1	312	0	516	1	312		516	1	312
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
EASTBOUND	Left	15	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through	16	0	0	44	44	-22	22	1	22	0	22	1	22		22	1	22
	Through	17	476	0	854	427	257	1111	2	556	0	1111	2	556		1111	2	556
	Through-Right	18	0	0	243	176	273	516	1	312	0	516	1	312		516	1	312
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
WESTBOUND	Left	22	44	0	44	44	-22	22	1	22	0	22	1	22		22	1	22
	Left-Through	23	0	0	44	44	-22	22	1	22	0	22	1	22		22	1	22
	Through	24	427	0	854	427	257	1111	2	556	0	1111	2	556		1111	2	556
	Through-Right	25	0	0	243	176	273	516	1	312	0	516	1	312		516	1	312
CRITICAL VOLUMES	North-South:	245	North-South:	245	North-South:	1072	North-South:	1072	North-South:	1072	North-South:	1072	North-South:	1072		1072	North-South:	1072
	East-West:	561	East-West:	561	East-West:	712	East-West:	712	East-West:	712	East-West:	712	East-West:	712		712	East-West:	712
	SUM:	806	SUM:	806	SUM:	1784	SUM:	1784	SUM:	1784	SUM:	1784	SUM:	1784		1784	SUM:	1784
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.586		1.297		1.297		1.297		1.297		1.297		1.297		1.297
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.486		1.197		1.197		1.197		1.197		1.197		1.197		1.197
LEVEL OF SERVICE (LOS):		A		A		F		F		F		F		F		F		F

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2013	Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2			2			2												
ATSAC-1 or ATSAC+ATCS-2?		2			2			2												
Override Capacity		0			0			0												
		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	6	0	6	6	-1	5	1	5	0	5	1	5	0	5	1	5		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	46	23	0	46	23	537	583	2	292	0	583	2	292	0	583	2	292	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	4	36	1	0	0	36	1	0	0	36	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	38	0	69	38	109	178	2	98	0	178	2	98	0	178	2	98	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	0	649	336	76	725	1	407	0	725	1	407	0	725	1	407	
	Through-Right	11	1	1	0	1	1	1	1	1	0	1	1	1	0	1	1	1	1	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	35	0	35	35	40	75	1	75	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28	
	Through-Right	18	1	1	0	1	1	1	1	1	0	1	1	1	0	1	1	1	1	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	19	19	0	19	19	2	21	0	21	0	21	0	21	0	21	0	21	
	Left-Through	23	1	1	0	1	1	1	1	1	0	1	1	1	0	1	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	38	0	17	0	38	0	17	0	38	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	0	13	0	95	108	1	0	0	108	1	0	0	108	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525	North-South: 412 East-West: 113 SUM: 525										
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A	0.382 0.282 A										

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2018		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	-1	18	1	18	0	18	1	18	0	18	1	18	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	0	221	111	371	592	2	296	0	592	2	296	0	592	2	296	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	8	28	1	0	0	28	1	0	0	28	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	287	314	2	173	0	314	2	173	0	314	2	173	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	0	362	197	56	418	1	247	0	418	1	247	0	418	1	247	
	Through-Right	11	1	11	0	11	11	1	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	43	75	0	75	0	75	0	75	0	75	0	75	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	20	0	5	0	20	0	5	0	20	
	Through-Right	18	1	18	0	18	18	1	18	1	18	0	18	1	18	0	18	1	18	
	Right	15	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through	23	1	23	0	23	23	1	23	1	23	0	23	1	23	0	23	1	23	
	Through	4	0	11	0	4	11	-1	3	0	10	0	3	0	10	0	3	0	10	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	0	33	0	277	310	1	0	0	310	1	0	0	310	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 216 East-West: 62 SUM: 278	North-South: 216 East-West: 62 SUM: 278	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574	North-South: 469 East-West: 105 SUM: 574					
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.202		0.417		0.417		0.417		0.417		0.417						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.102		0.317		0.317		0.317		0.317		0.317						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2018		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	2	0							0				0				0	
	Through	3	2	152	0	303	152	762	1065	2	533	0	1065	2	533	0	1065	2	533
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	50	0	2	52	1	0	0	52	1	0	0	52	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	0	137	75	419	556	2	306	0	556	2	306	0	556	2	306
	Left-Through	9	0							0				0				0	
	Through	10	1	237	0	439	237	47	486	1	290	0	486	1	290	0	486	1	290
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	60	94	0	94	0	94	0	94	0	94	0	94
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	56	97	1	97	0	97	1	97	0	97	1	97
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	9	13	0	28	0	13	0	28	0	13	0	28
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	0	17	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	7	11	0	28	0	11	0	28	0	11	0	28
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	580	631	1	0	0	631	1	0	0	631	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254		North-South: 254		North-South: 839		North-South: 839		North-South: 839		North-South: 839		North-South: 839		North-South: 839		North-South: 839	
		East-West: 62		East-West: 62		East-West: 125		East-West: 125		East-West: 125		East-West: 125		East-West: 125		East-West: 125		East-West: 125	
		SUM: 316		SUM: 316		SUM: 964		SUM: 964		SUM: 964		SUM: 964		SUM: 964		SUM: 964		SUM: 964	
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.230		0.701		0.701		0.701		0.701		0.701		0.701		0.701	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.130		0.601		0.601		0.601		0.601		0.601		0.601		0.601	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street: Navy Way	East-West Street: Seaside Avenue	Year of Count: 2013	Projection Year: 2018	Ambient Growth: (%):	Peak Hour: AM	Conducted by:	Reviewed by:	Date: 10/1/2015	Project: Everport Draft EIR/EIS									
	No. of Phases: 2 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-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	68	98	2	54	0	98	2	54	0	98	2	54
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	0	88	0	553	641	1	0	0	641	1	0	0	641	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	4	1976	659	675	2647	3	882	4	2651	3	884	0	2651	3	884
	Through-Right 18		0							0				0				0	
	Right 19	274	1	0	0	274	0	93	367	1	0	0	367	1	0	0	367	1	0
	Left-Through-F 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	66	2	36	0	66	36	1	67	2	37	0	67	2	37	0	67	2	37
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	50	2226	742	730	2906	3	969	50	2956	3	985	0	2956	3	985
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 742 SUM: 759			North-South: 54 East-West: 969 SUM: 1023				North-South: 54 East-West: 985 SUM: 1039				North-South: 54 East-West: 985 SUM: 1039			
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.506			0.682				0.693				0.693			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.406			0.582				0.593				0.593			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.011**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.011**
 Significant impacted? **NO**

Δv/c after mitigation: **0.011**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Navy Way		Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Seaside Avenue		Projection Year: 2018		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2									
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1		NB-- 1 SB-- 0 EB-- 1 WB-- 1		NB-- 1 SB-- 0 EB-- 1 WB-- 1		NB-- 1 SB-- 0 EB-- 1 WB-- 1									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	123	380	2	209	0	380	2	209		380	2	209
	Left-Through 2		0	0		0	0		0	0	0		0	0	0		0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 4		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right 5	880	1	0	0	880	0	385	1265	1	0	0	1265	1	0		1265	1	0
	Left-Through-R 6		0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Right 7		0	0		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 9		0	0		0	0		0	0		0	0	0	0		0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 11		0	0		0	0		0	0		0	0	0	0		0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0	0		0	0		0	0		0	0	0	0		0	0	0
Left-Right 14		0	0		0	0		0	0	0		0	0	0		0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0	0		0	0		0	0		0	0	0	0		0	0	0
	Through 17	1503	3	501	4	1507	502	80	1583	3	528	4	1587	3	529		1587	3	529
	Through-Right 18		0	0		0	0		0	0		0	0	0	0		0	0	0
	Right 19	113	1	0	0	113	0	155	268	1	0	0	268	1	0		268	1	0
	Left-Through-R 20		0	0		0	0		0	0		0	0	0	0		0	0	0
Left-Right 21		0	0		0	0		0	0	0		0	0	0		0	0	0	
WESTBOUND	Left 22	34	2	19	0	34	19	198	232	2	128	0	232	2	128		232	2	128
	Left-Through 23		0	0		0	0		0	0		0	0	0	0		0	0	0
	Through 24	1447	3	482	38	1485	495	145	1592	3	531	38	1630	3	543		1630	3	543
	Through-Right 25		0	0		0	0		0	0		0	0	0	0		0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 27		0	0		0	0		0	0		0	0	0	0		0	0	0
Left-Right 28		0	0		0	0		0	0	0		0	0	0		0	0	0	
CRITICAL VOLUMES		North-South: 141		North-South: 141		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209	
		East-West: 520		East-West: 521		East-West: 656		East-West: 656		East-West: 657		East-West: 657		East-West: 657		East-West: 657		East-West: 657	
		SUM: 661		SUM: 662		SUM: 865		SUM: 865		SUM: 866		SUM: 866		SUM: 866		SUM: 866		SUM: 866	
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.441		0.577		0.577		0.577		0.577		0.577		0.577		0.577	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.341		0.477		0.477		0.477		0.477		0.477		0.477		0.477	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
13	East-West Street:	Seaside Avenue	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	190	0	346	190	175	521	2	287	0	521	2	287	0	521	2	287	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	0	941	0	743	1684	1	0	0	1684	1	0	0	1684	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	5	2146	715	782	2923	3	974	5	2928	3	976	2928	3	976	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	0	0	209	0	132	341	1	0	0	341	1	0	341	1	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	23	0	41	23	95	136	2	75	0	136	2	75	136	2	75	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	655	27	1992	664	768	2733	3	911	27	2760	3	920	2760	3	920	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	North-South:	190	North-South:	190	North-South:	287	North-South:	287	North-South:	287	North-South:	287	North-South:	287	North-South:	287	North-South:	287	North-South:	287
	East-West:	737	East-West:	738	East-West:	1049	East-West:	1049	East-West:	1049	East-West:	1051	East-West:	1051	East-West:	1051	East-West:	1051	East-West:	1051
	SUM:	927	SUM:	928	SUM:	1336	SUM:	1336	SUM:	1338	SUM:	1338	SUM:	1338	SUM:	1338	SUM:	1338	SUM:	1338
VOLUME/CAPACITY (V/C) RATIO:		0.618		0.619		0.891		0.892		0.892		0.892		0.892		0.892		0.892		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518		0.519		0.791		0.792		0.792		0.792		0.792		0.792		0.792		
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C		C		C		C		

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.001**
:ant impacted? **NO**

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:	SR-47 Ramps	Year of Count:	2013	Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	2018	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				3						3									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0		1 0 0						1 0 0									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	44	1	44	67	111	111	198	242	1	242	67	309	1	309	0	309	1	309
	Through-Right 4																		
	Right 5	32	1	0	4	36	0	46	78	1	0	4	82	1	0	0	82	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through 9																		
	Through 10	280	2	140	50	330	165	208	488	2	244	50	538	2	269	0	538	2	269
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	22	350	350	140	468	1	468	22	490	1	490	0	490	1	247
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	247
	Through-Right 25																		
	Right 26	3	1	1	0	3	1	0	3	1	1	0	3	1	1	0	3	1	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512		North-South: 276 East-West: 350 SUM: 626		North-South: 486 East-West: 468 SUM: 954		North-South: 578 East-West: 490 SUM: 1068		North-South: 578 East-West: 247 SUM: 825									
VOLUME/CAPACITY (V/C) RATIO:			0.359		0.439		0.669		0.749		0.579								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.259		0.339		0.569		0.649		0.479								
LEVEL OF SERVICE (LOS):			A		A		A		B		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.080**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.080** Δv/c after mitigation: **-0.090**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 2013	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 2018	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	51	288	288	127	364	1	364	51	415	1	415	415	1	415	
	Through-Right 4		0							0				0			0		
	Right 5	354	1	214	4	358	200	-5	349	1	25	4	353	1	11	353	1	176	
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	3	1	3	0	3	3	0	3	1	3	0	3	1	3	3	1	3	
	Left-Through 9		0							0				0			0		
	Through 10	223	2	112	38	261	131	201	424	2	212	38	462	2	231	462	2	231	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	140	1	140	18	158	158	184	324	1	324	18	342	1	342	342	1	177	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	
	Through-Right 25		0							0				0			0		
	Right 26	10	1	9	0	10	9	2	12	1	11	0	12	1	11	12	0	0	
	Left-Through-R 27		0							0				0			1		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		<i>North-South:</i> 349			<i>North-South:</i> 419			<i>North-South:</i> 576				<i>North-South:</i> 646				<i>North-South:</i> 646			
		<i>East-West:</i> 140			<i>East-West:</i> 158			<i>East-West:</i> 324				<i>East-West:</i> 342				<i>East-West:</i> 177			
		SUM: 489			SUM: 577			SUM: 900				SUM: 988				SUM: 823			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.405			0.632				0.693				0.578			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.243			0.305			0.532				0.593				0.478			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.062**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.061** Δv/c after mitigation: **-0.054**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Ferry Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	No. of Phases		3	No. of Phases		3	No. of Phases		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0 WB-- 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								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	37	413	#	210	586	1	586	37	623	1	623		623	1	623
	Through-Right 4		0						0				0				0		
	Right 5	289	1	146	5	294	#	-115	174	1	0	5	179	1	0		179	1	44
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	27	177	#	-22	128	2	64	27	155	2	78		155	2	78
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	14	157	#	113	256	1	256	14	270	1	270		270	1	135
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	135
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	0	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594		North-South: 502 East-West: 157 SUM: 659		North-South: 650 East-West: 256 SUM: 906		North-South: 701 East-West: 270 SUM: 971		North-South: 701 East-West: 135 SUM: 836									
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.462		0.636		0.681		0.587									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.362		0.536		0.581		0.487									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.045**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.045** Δv/c after mitigation: **-0.049**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015											
15	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	AM	Reviewed by:	Project: Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	110	0	110	110	29	139	1	139	0	139	1	139	0	139	1	139
	Left-Through	2							0				0				0	
	Through	3	3	2	0	3	2	0	3	2	2	0	3	2	2	0	3	2
	Through-Right	4							0				0				0	
	Right	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
	Left-Through-R	6							0				0				0	
	Left-Right	7							0				0				0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	9							0				0				0	
	Through	10	12	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1
	Through-Right	11							0				0				0	
	Right	12	534	491	0	534	491	43	577	1	534	0	577	1	534	0	577	1
	Left-Through-R	13							0				0				0	
	Left-Right	14							0				0				0	
EASTBOUND	Left	15	85	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1
	Left-Through	16							1				1				1	
	Through	17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0
	Through-Right	18							0				0				0	
	Right	19	11	0	0	11	0	214	225	1	0	0	225	1	0	0	225	1
	Left-Through-R	20							0				0				0	
	Left-Right	21							0				0				0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27							0				0				0	
	Left-Right	28							0				0				0	
CRITICAL VOLUMES		North-South: 601 East-West: 43 SUM: 644	North-South: 601 East-West: 43 SUM: 644	North-South: 601 East-West: 43 SUM: 644	North-South: 673 East-West: 43 SUM: 716	North-South: 673 East-West: 43 SUM: 716	North-South: 673 East-West: 43 SUM: 716	North-South: 673 East-West: 43 SUM: 716										
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.429 0.329 A	0.429 0.329 A	0.429 0.329 A	0.477 0.377 A	0.477 0.377 A	0.477 0.377 A	0.477 0.377 A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
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-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	112	1	112	0	112	112	24	136	1	136	0	136	1	136	136	1	136		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	12	2	6	0	12	6	0	12	2	6	0	12	2	6	0	12	2	6	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	→	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0		
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 10	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6	
		Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 12	259	1	45	0	259	45	100	359	1	148	0	359	1	148	0	359	1	148	
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	←	Left 15	427	1	214	0	427	214	-6	421	1	211	0	421	1	211	421	1	211		
		Left-Through 16	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Through 17	0	0	214	0	0	214	0	0	0	211	0	0	0	211	0	0	0	211	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	80	1	0	0	80	0	58	138	1	0	0	138	1	0	0	138	1	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 157 East-West: 214 SUM: 371	North-South: 157 East-West: 214 SUM: 371	North-South: 284 East-West: 211 SUM: 495	North-South: 284 East-West: 211 SUM: 495	North-South: 284 East-West: 211 SUM: 495	North-South: 284 East-West: 211 SUM: 495													
VOLUME/CAPACITY (V/C) RATIO:			0.247	0.247	0.330	0.330	0.330	0.330													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.147	0.147	0.230	0.230	0.230														
LEVEL OF SERVICE (LOS):			A	A	A	A	A														

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

PROJECT IMPACT
 Change in v/c due to project: **0.000**
 Significant impacted? **NO**

Δv/c after mitigation: **0.000**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	2018		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases						2												2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0												0	
Right Turns: FREE-1, NRTOS-2 or OLA-3?		NB--	1	SB--	3	NB--	1	SB--	3	NB--	1	SB--	3	NB--	1	SB--	3	0	
ATSAC-1 or ATSAC+ATCS-2?		EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	0	
Override Capacity						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	85	0	85	85	236	321	1	321	0	321	1	321		321	1	321	
	Left-Through	2		0					0		0		0				0		
	Through	3	55	28	0	55	28	2	57	2	29	0	57	2	29		57	2	
	Through-Right	4							0		0		0				0		
	Right	5	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through-R	6							0		0		0				0		
	Left-Right	7							0		0		0				0		
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through	9							0		0		0				0		
	Through	10	37	37	0	37	37	0	37	1	37	0	37	1	37		37	1	
	Through-Right	11							0		0		0				0		
	Right	12	217	27	0	217	27	31	248	1	165	0	248	1	165		248	1	
	Left-Through-R	13							0		0		0				0		
	Left-Right	14							0		0		0				0		
EASTBOUND	Left	15	380	190	0	380	190	-214	166	1	83	0	166	1	83		166	1	
	Left-Through	16								1				1				1	
	Through	17	0	190	0	0	190	0	0	0	83	0	0	0	83		0	0	
	Through-Right	18								0				0				0	
	Right	19	92	0	0	92	0	376	468	1	0	0	468	1	0		468	1	
	Left-Through-R	20							0		0		0				0		
	Left-Right	21							0		0		0				0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through	23								0				0			0		
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right	25								0				0			0		
	Right	26	2	0	0	0	2	0	2	0	0	0	2	0	0		2	0	
	Left-Through-R	27							0		0		0				0		
	Left-Right	28							0		0		0				0		
CRITICAL VOLUMES	North-South:	122			122			486				486				486			
	East-West:	190			190			83				83				83			
	SUM:	312			312			569				569				569			
VOLUME/CAPACITY (V/C) RATIO:				0.208		0.208				0.379		0.379				0.379		0.379	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.108		0.108				0.279		0.279				0.279		0.279	
LEVEL OF SERVICE (LOS):				A		A				A		A				A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.000
Significant impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	2013		Ambient Growth: (%):			Conducted by:			Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	2018		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	72	72	72	95	95	1	95	72	167	1	167	0	167	1	167
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	0	10	10	2	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	1	0	0	0	219	219	1	110	0	219	1	110	0	219	1	110
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through	24	134	1	0	134	67	309	443	1	222	0	443	1	222	0	443	1	222
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	4	0	72	72	208	208	4	26	72	280	4	15	0	280	4	15
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0			North-South: 72			North-South: 95				North-South: 167				North-South: 167			
		East-West: 77			East-West: 77			East-West: 234				East-West: 234				East-West: 234			
		SUM: 77			SUM: 149			SUM: 329				SUM: 401				SUM: 401			
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.099			0.219				0.267				0.267			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.099			0.219				0.267				0.267			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.048**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.048** Δv/c after mitigation: **0.048**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count: 2013			Ambient Growth: (%): 0			Conducted by: 0			Date: 10/1/2015							
	East-West Street:	Terminal Way	Projection Year: 2018			Peak Hour: MD			Reviewed by: 0			Project: Everport Draft EIR/EIS							
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-- 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-- 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			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	55	55	326	326	1	326	55	381	1	381	381	381	1	381	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	0	273	209	482	1	241	0	482	1	241	482	482	1	241	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	0	279	248	527	1	264	0	527	1	264	527	527	1	264	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	55	55	336	336	4	0	55	391	4	0	391	391	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0			North-South: 55			North-South: 326				North-South: 381				North-South: 381			
		East-West: 140			East-West: 140			East-West: 264				East-West: 264				East-West: 264			
		SUM: 140			SUM: 195			SUM: 590				SUM: 645				SUM: 645			
VOLUME/CAPACITY (V/C) RATIO:		0.093			0.130			0.393				0.430				0.430			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093			0.130			0.393				0.430				0.430			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.037**
:ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.037** Δv/c after mitigation: **0.037**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		1							1				1				1	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	41	41	41	222	222	1	222	41	263	1	263		263	1	263
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		1							1				1				1	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 16		0							0				0				0	
	Through 17	220	1	110	0	220	110	328	548	1	274	0	548	1	274		548	1	274
	Through-Right 18		1							1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		1							1				1				1	
	Through 24	105	1	53	0	105	53	73	178	1	89	0	178	1	89		178	1	89
	Through-Right 25		0							0				0				0	
	Right 26	0	4	0	41	41	0	211	211	4	0	41	252	4	0		252	4	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i>			<i>North-South:</i>			<i>North-South:</i>				<i>North-South:</i>				<i>North-South:</i>			
		<i>East-West:</i>			<i>East-West:</i>			<i>East-West:</i>				<i>East-West:</i>				<i>East-West:</i>			
		SUM:			SUM:			SUM:				SUM:				SUM:			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.101			0.331				0.358				0.358			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.101			0.331				0.358				0.358			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.028**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.027** Δv/c after mitigation: **0.027**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	AM	Reviewed by:												
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	3													
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												
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0												
Override Capacity		2	2		2		2												
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1							1				1			1		
	Through 3	1	0	8	0	1	8	47	48	0	55	0	48	0	55	0	48	0	55
	Through-Right 4		1							1				1			1		
	Right 5	52	0	0	0	52	0	66	118	0	0	0	118	0	0	0	118	0	0
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1							1				1			1		
	Through 10	1	0	1	0	1	1	81	82	0	44	0	82	0	44	0	82	0	44
	Through-Right 11		1							1				1			1		
	Right 12	5	0	2	0	5	2	0	5	0	44	0	5	0	44	0	5	0	44
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 16		0							0				0			0		
	Through 17	46	1	25	0	46	25	1	47	1	25	0	47	1	25	0	47	1	25
	Through-Right 18		1							1				1			1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	245	1	245	0	245	245	65	310	1	310	0	310	1	310	0	310	1	310
	Left-Through 23		0							0				0			0		
	Through 24	384	2	192	0	384	192	24	408	2	204	0	408	2	204	0	408	2	204
	Through-Right 25		0							0				0			0		
	Right 26	4	1	4	0	4	4	1	5	1	5	0	5	1	5	0	5	1	5
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 9			North-South: 9			North-South: 55				North-South: 55				North-South: 55			
		East-West: 270			East-West: 270			East-West: 335				East-West: 335				East-West: 335			
		SUM: 279			SUM: 279			SUM: 390				SUM: 390				SUM: 390			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.196			0.274				0.274				0.274			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.098			0.174				0.174				0.174			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-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										
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	0	9	0	9	
	Left-Through 2	31	1	36	0	31	80	111	1	116	0	111	1	116	0	111	1	116	
	Through 3	96	1	42	0	96	16	112	1	116	0	112	1	116	0	112	1	116	
	Through-Right 4	2	0	2	0	2	-2	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	25	1	27	0	25	63	88	1	71	0	88	1	71	0	88	1	71	71
	Left-Through-R 6	43	1	17	0	43	11	54	0	71	0	54	0	71	0	54	0	71	71
SOUTHBOUND	Left 8	52	1	52	0	52	8	60	1	60	0	60	1	60	0	60	1	60	
	Left-Through 9	368	0	186	0	368	49	417	0	212	0	417	1	212	0	417	1	212	
	Through 10	4	1	4	0	4	2	6	0	6	0	6	0	6	0	6	0	6	
	Through-Right 11	109	0	109	0	109	47	156	1	156	0	156	1	156	0	156	1	156	
	Right 12	226	2	113	0	226	21	247	2	124	0	247	2	124	0	247	2	124	124
	Left-Through-R 13	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
EASTBOUND	Left 15	109	1	109	0	109	47	156	1	156	0	156	1	156	0	156	1	156	
	Left-Through 16	226	0	113	0	226	21	247	2	124	0	247	2	124	0	247	2	124	
	Through 17	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through-Right 18	109	0	109	0	109	47	156	1	156	0	156	1	156	0	156	1	156	
	Right 19	226	2	113	0	226	21	247	2	124	0	247	2	124	0	247	2	124	124
	Left-Through-R 20	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
WESTBOUND	Left 22	North-South: 44			North-South: 44			North-South: 116				North-South: 116				North-South: 116			
	Left-Through 23	East-West: 295			East-West: 295			East-West: 368				East-West: 368				East-West: 368			
	Through 24	SUM: 339			SUM: 339			SUM: 484				SUM: 484				SUM: 484			
	Through-Right 25	VOLUME/CAPACITY (V/C) RATIO:			0.238			0.340				0.340				0.340			
	Right 26	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.138			0.240				0.240				0.240			
	Left-Through-R 27	LEVEL OF SERVICE (LOS):			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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 #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases				3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2									
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				2		2		2		2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 3	4	0	4	0	4	4	140	144	0	144	0	144	0	144	0	144	144	
	Through-Right 4	1	1	1	1	1	1	67	246	0	149	0	246	0	149	0	246	149	
	Right 5	179	0	130	0	179	130	67	246	0	149	0	246	0	149	0	246	149	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	4	
	Left-Through 9	1	1	1	1	1	1	51	54	0	37	0	54	0	37	0	54	37	
	Through 10	3	0	7	0	3	7	3	11	0	37	0	11	0	37	0	11	37	
	Through-Right 11	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	8	0	6	0	8	6	3	11	0	37	0	11	0	37	0	11	37	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	4	1	4	0	4	4	1	5	1	5	0	5	1	5	0	5	5	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	0	280	140	36	316	1	158	0	316	1	158	0	316	158	
	Through-Right 18	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	98	1	98	0	98	98	97	195	1	195	0	195	1	195	0	195	195	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	0	190	95	30	220	2	110	0	220	2	110	0	220	110	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 134	East-West: 238	SUM: 372	North-South: 134	East-West: 238	SUM: 372	North-South: 153	East-West: 353	SUM: 506	North-South: 153	East-West: 353	SUM: 506	North-South: 153	East-West: 353	SUM: 506		
VOLUME/CAPACITY (V/C) RATIO:				0.261		0.261		0.355		0.355		0.355		0.355		0.355		0.355	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.161		0.161		0.255		0.255		0.255		0.255		0.255		0.255	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
ant impacted? **NO**

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 #: 18	North-South Street:	Earle Street			Year of Count:				Ambient Growth: (%):				Conducted by:				Date:	10/1/2015		
	East-West Street:	Cannery Street			Projection Year:	2018			Peak Hour:	AM			Reviewed by:				Project:	Everport Draft EIR/EIS		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			NB--		0		SB--		0		NB--		0		SB--		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			EB--		0		WB--		0		EB--		0		WB--		0	
ATSAC-1 or ATSAC+ATCS-2?		0																		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	2	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3		
	Left-Through 2	1	0	0	0	0	1	0	1	1	1	0	1	0	1	1	0	1		
	Through 3	42	1	23	0	42	23	89	131	1	69	0	131	1	69	0	131	1	69	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 10	272	1	148	0	272	148	20	292	1	158	0	292	1	158	0	292	1	158	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 12	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
WESTBOUND	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 152		East-West: 15		SUM: 167		North-South: 152		East-West: 15		SUM: 167		North-South: 161		East-West: 15		SUM: 176		
VOLUME/CAPACITY (V/C) RATIO:		0.111		0.111		0.117		0.117		0.117		0.117		0.117		0.117		0.117		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111		0.111		0.117		0.117		0.117		0.117		0.117		0.117		0.117		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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: Earle Street	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
18	East-West Street: Cannery Street	Projection Year: 2018	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCSAC-1 or ATCSAC+ATCS-2? 0 Override Capacity 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													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1							1			1				1		
	Through 3	61	1	34	0	61	34	136	197	1	102	0	197	1	102	0	197	1	102
	Through-Right 4		0							0			0		0		0		0
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0			0		0		0		0
	Left-Right 7		0							0			0		0		0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0			0				0		
	Through 10	123	1	84	0	123	84	111	234	1	140	0	234	1	140	0	234	1	140
	Through-Right 11		1							1			1		1		1		1
	Right 12	45	0	45	0	45	45	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-R 13		0							0			0		0		0		0
Left-Right 14		0							0			0		0		0		0	
EASTBOUND	Left 15	83	1	83	0	83	83	19	102	1	102	0	102	1	102	0	102	1	102
	Left-Through 16		0							0			0		0		0		0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0			0		0		0		0
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0							0			0		0		0		0
Left-Right 21		0							0			0		0		0		0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0			0		0		0		0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0			0		0		0		0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0			0		0		0		0
Left-Right 28		0							0			0		0		0		0	
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 90 East-West: 83 SUM: 173			North-South: 146 East-West: 102 SUM: 248				North-South: 146 East-West: 102 SUM: 248				North-South: 146 East-West: 102 SUM: 248			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.115			0.165				0.165				0.165			
V/C LESS ATCSAC/ATCS ADJUSTMENT:		0.115			0.115			0.165				0.165				0.165			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	2018	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1						1				
	Through 3	143	1	73	0	143	73	150	293	1	148	0	293	1	148	0	293	1	148	
	Through-Right 4		0							0				0		0				
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0		0				
	Left-Right 7		0							0				0		0				
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0		0				
	Through 10	85	1	48	0	85	48	78	163	1	87	0	163	1	87	0	163	1	87	
	Through-Right 11		1							1				1		1				
	Right 12	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through-R 13		0							0				0		0				
Left-Right 14		0							0				0		0					
EASTBOUND	Left 15	30	1	30	0	30	30	0	30	1	30	0	30	1	30	0	30	1	30	
	Left-Through 16		0							0				0		0				
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0		0				
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0		0				
Left-Right 21		0							0				0		0					
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0		0				
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0		0				
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0		0				
Left-Right 28		0							0				0		0					
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 73 East-West: 30 SUM: 103			North-South: 148 East-West: 30 SUM: 178				North-South: 148 East-West: 30 SUM: 178				North-South: 148 East-West: 30 SUM: 178				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.069			0.119				0.119				0.119				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.069			0.119				0.119				0.119				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

∆e in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

2018 Construction

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.036	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.286 E-W(2): 0.751 *	
	TH	0.42	32	665	0.048		
	LT	1.58	122	2,282	0.053 *		
Westbound	RT	1.00	166	1,600	0.056	V/C: 0.814 Lost Time: 0.180	
	TH	1.00	1,040	1,600	0.650 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.994	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	902	3,200	0.283		
	LT	1.00	162	1,600	0.101 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	169	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.125 E-W(2): 0.377 *	
	TH	0.27	18	433	0.042		
	LT	1.73	115	2,490	0.046 *		
Westbound	RT	1.00	115	1,600	0.030	V/C: 0.429 Lost Time: 0.180	
	TH	1.00	393	1,600	0.246 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.609	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	394	3,200	0.124		
	LT	1.00	209	1,600	0.131 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.000	N-S(1): 0.092 * N-S(2): 0.000 E-W(1): 0.370 E-W(2): 0.721 *	
	TH	0.16	18	263	0.068		
	LT	1.84	201	2,643	0.076 *		
Westbound	RT	1.00	206	1,600	0.060	V/C: 0.813 Lost Time: 0.180	
	TH	1.00	852	1,600	0.533 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.993	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	1,179	3,200	0.369		
	LT	1.00	300	1,600	0.188 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.422 * N-S(2): 0.345 E-W(1): 0.023 * E-W(2): 0.000	
	TH	3.00	1,654	4,800	0.345		
	LT	1.00	253	1,600	0.158 *		
Westbound	RT	2.00	190	3,200	0.000	V/C: 0.445 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	66	2,880	0.023 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.565	
	TH	3.00	1,184	4,800	0.264 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.241 E-W(1): 0.034 E-W(2): 0.036 *	
	TH	3.00	1,159	4,800	0.241		
	LT	1.00	83	1,600	0.052 *		
Westbound	RT	2.00	197	3,200	0.036	V/C: 0.343 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	97	2,880	0.034 *		
Northbound	RT	0.00	143	0	0.000	ICU: 0.463	
	TH	3.00	1,081	4,800	0.255 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.313 E-W(1): 0.063 E-W(2): 0.083 *	
	TH	3.00	1,504	4,800	0.313		
	LT	1.00	181	1,600	0.113 *		
Westbound	RT	2.00	446	3,200	0.083 *	V/C: 0.483 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	182	2,880	0.063		
Northbound	RT	0.00	156	0	0.000	ICU: 0.603	
	TH	3.00	1,222	4,800	0.287 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.145 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.361 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.265
	TH	2.00	789	3,200	0.252	V/C: 0.506 Lost Time: 0.180
	LT	2.00	432	2,880	0.150 *	
Northbound	RT	2.00	184	3,200	0.000	ICU: 0.686
	TH	0.06	12	102	0.118	
	LT	1.94	364	2,788	0.131 *	
Eastbound	RT	1.00	268	1,600	0.050	LOS: B
	TH	2.00	676	3,200	0.211 *	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.239 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.243 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.093
	TH	2.00	263	3,200	0.082	V/C: 0.482 Lost Time: 0.180
	LT	2.00	227	2,880	0.079 *	
Northbound	RT	2.00	228	3,200	0.036	ICU: 0.662
	TH	0.02	5	25	0.197	
	LT	1.98	625	2,857	0.219 *	
Eastbound	RT	1.00	578	1,600	0.164	LOS: B
	TH	2.00	308	3,200	0.096 *	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.320 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.486 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	314	3,200	0.098	V/C: 0.806 Lost Time: 0.180
	LT	2.00	484	2,880	0.168 *	
Northbound	RT	2.00	467	3,200	0.070	ICU: 0.986
	TH	0.00	0	0	0.000	
	LT	2.00	867	2,880	0.301 *	
Eastbound	RT	1.00	751	1,600	0.198	LOS: E
	TH	2.00	1,018	3,200	0.318 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	687	3,200	0.215 *	N-S(1): 0.183
	TH	2.00	314	3,200	0.098	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.124 *
	TH	2.00	396	3,200	0.124 *	V/C: 0.343
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	582	3,200	0.183	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.463
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	914	3,200	0.286 *	N-S(1): 0.283
	TH	2.00	233	3,200	0.073	N-S(2): 0.287 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	256	1,600	0.000	E-W(2): 0.069 *
	TH	2.00	220	3,200	0.069 *	V/C: 0.356
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	907	3,200	0.283	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.476
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,117	3,200	0.349 *	N-S(1): 0.322
	TH	2.00	246	3,200	0.077	N-S(2): 0.352 *
	LT	0.00	0	0	0.000	E-W(1): 0.007
Westbound	RT	1.00	394	1,600	0.000	E-W(2): 0.084 *
	TH	2.00	270	3,200	0.084 *	V/C: 0.436
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,030	3,200	0.322	
	LT	1.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.556
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.103 *
	TH	0.03	5	54	0.092	N-S(2): 0.000
	LT	1.97	290	2,831	0.102 *	E-W(1): 0.185
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.209 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.312
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.432
	TH	2.00	588	3,200	0.185	
	LT	2.00	601	2,880	0.209 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.097 *
	TH	0.11	14	183	0.077	N-S(2): 0.000
	LT	1.89	231	2,715	0.085 *	E-W(1): 0.116
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.401 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	1.00	10	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	37	3,200	0.012	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.618
	TH	2.00	367	3,200	0.116	
	LT	2.00	1,154	2,880	0.401 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.099 *
	TH	0.10	13	161	0.081	N-S(2): 0.000
	LT	1.90	246	2,735	0.090 *	E-W(1): 0.186
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.355 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.454
Northbound	RT	1.00	14	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.574
	TH	2.00	590	3,200	0.186	
	LT	2.00	1,022	2,880	0.355 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056 *	N-S(1): 0.059 *
	TH	2.00	115	3,200	0.036	N-S(2): 0.059 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	82	3,200	0.026	E-W(2): 0.296 *
	TH	2.00	947	3,200	0.296 *	
	LT	0.00	0	0	0.000	V/C: 0.355
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	186	3,200	0.059	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.455
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059 *	N-S(1): 0.089 *
	TH	2.00	166	3,200	0.052	N-S(2): 0.061
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	200	3,200	0.063	E-W(2): 0.292 *
	TH	2.00	933	3,200	0.292 *	
	LT	0.00	0	0	0.000	V/C: 0.381
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	283	3,200	0.089	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.481
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.193 *
	TH	2.00	76	3,200	0.024	N-S(2): 0.099
	LT	0.00	0	0	0.000 *	E-W(1): 0.000
Westbound	RT	2.00	119	3,200	0.037	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	
	LT	0.00	0	0	0.000	V/C: 0.600
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	617	3,200	0.193 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.700
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.037 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	106	2,880	0.037 *	E-W(1): 0.338 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.375
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.495
	TH	2.00	1,081	3,200	0.338 *	
	LT	1.00	182	1,600	0.114	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.051 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	147	2,880	0.051 *	E-W(1): 0.328 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.186
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.379
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.499
	TH	2.00	1,048	3,200	0.328 *	
	LT	1.00	297	1,600	0.186	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.025 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	72	2,880	0.025 *	E-W(1): 0.452 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.393
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.477
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597
	TH	2.00	1,446	3,200	0.452 *	
	LT	1.00	629	1,600	0.393	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.036	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.286 E-W(2): 0.751 *	
	TH	0.42	32	665	0.048		
	LT	1.58	122	2,282	0.053 *		
Westbound	RT	1.00	166	1,600	0.056	V/C: 0.814 Lost Time: 0.180	
	TH	1.00	1,040	1,600	0.650 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.994	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	902	3,200	0.283		
	LT	1.00	162	1,600	0.101 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	169	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.125 E-W(2): 0.377 *	
	TH	0.27	18	433	0.042		
	LT	1.73	115	2,490	0.046 *		
Westbound	RT	1.00	115	1,600	0.030	V/C: 0.429 Lost Time: 0.180	
	TH	1.00	393	1,600	0.246 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.609	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	394	3,200	0.124		
	LT	1.00	209	1,600	0.131 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	151	1,600	0.000	N-S(1): 0.092 * N-S(2): 0.000 E-W(1): 0.370 E-W(2): 0.721 *	
	TH	0.16	18	263	0.068		
	LT	1.84	201	2,643	0.076 *		
Westbound	RT	1.00	206	1,600	0.060	V/C: 0.813 Lost Time: 0.180	
	TH	1.00	852	1,600	0.533 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.993	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	1,179	3,200	0.369		
	LT	1.00	300	1,600	0.188 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.422 * N-S(2): 0.345 E-W(1): 0.023 * E-W(2): 0.000	
	TH	3.00	1,654	4,800	0.345		
	LT	1.00	253	1,600	0.158 *		
Westbound	RT	2.00	190	3,200	0.000	V/C: 0.445 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	66	2,880	0.023 *		
Northbound	RT	0.00	84	0	0.000	ICU: 0.565	
	TH	3.00	1,184	4,800	0.264 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 * N-S(2): 0.241 E-W(1): 0.034 E-W(2): 0.036 *	
	TH	3.00	1,159	4,800	0.241		
	LT	1.00	83	1,600	0.052 *		
Westbound	RT	2.00	197	3,200	0.036	V/C: 0.343 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	97	2,880	0.034 *		
Northbound	RT	0.00	143	0	0.000	ICU: 0.463	
	TH	3.00	1,081	4,800	0.255 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.313 E-W(1): 0.063 E-W(2): 0.083 *	
	TH	3.00	1,504	4,800	0.313		
	LT	1.00	181	1,600	0.113 *		
Westbound	RT	2.00	446	3,200	0.083 *	V/C: 0.483 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	182	2,880	0.063		
Northbound	RT	0.00	156	0	0.000	ICU: 0.603	
	TH	3.00	1,222	4,800	0.287 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.145 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.361 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.265
	TH	2.00	789	3,200	0.252	
	LT	2.00	432	2,880	0.150 *	V/C: 0.506
Northbound	RT	2.00	184	3,200	0.000	Lost Time: 0.180
	TH	0.06	12	102	0.118	
	LT	1.94	364	2,788	0.131 *	
Eastbound	RT	1.00	268	1,600	0.050	ICU: 0.686
	TH	2.00	676	3,200	0.211 *	
	LT	1.00	20	1,600	0.013	LOS: B

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.239 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.243 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.093
	TH	2.00	263	3,200	0.082	
	LT	2.00	227	2,880	0.079 *	V/C: 0.482
Northbound	RT	2.00	228	3,200	0.036	Lost Time: 0.180
	TH	0.02	5	25	0.197	
	LT	1.98	625	2,857	0.219 *	
Eastbound	RT	1.00	578	1,600	0.164	ICU: 0.662
	TH	2.00	308	3,200	0.096 *	
	LT	1.00	18	1,600	0.011	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.320 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.486 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	314	3,200	0.098	
	LT	2.00	484	2,880	0.168 *	V/C: 0.806
Northbound	RT	2.00	467	3,200	0.070	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	867	2,880	0.301 *	
Eastbound	RT	1.00	751	1,600	0.198	ICU: 0.986
	TH	2.00	1,018	3,200	0.318 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	687	3,200	0.215 *	N-S(1): 0.183
	TH	2.00	314	3,200	0.098	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.023
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.124 *
	TH	2.00	396	3,200	0.124 *	V/C: 0.343
	LT	1.00	36	1,600	0.023	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	582	3,200	0.183	
	LT	1.00	7	1,600	0.004 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.463
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	914	3,200	0.286 *	N-S(1): 0.283
	TH	2.00	233	3,200	0.073	N-S(2): 0.287 *
	LT	0.00	0	0	0.000	E-W(1): 0.006
Westbound	RT	1.00	256	1,600	0.000	E-W(2): 0.069 *
	TH	2.00	220	3,200	0.069 *	V/C: 0.356
	LT	1.00	10	1,600	0.006	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	907	3,200	0.283	
	LT	1.00	2	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.476
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,118	3,200	0.349 *	N-S(1): 0.322
	TH	2.00	246	3,200	0.077	N-S(2): 0.352 *
	LT	0.00	0	0	0.000	E-W(1): 0.007
Westbound	RT	1.00	394	1,600	0.000	E-W(2): 0.084 *
	TH	2.00	270	3,200	0.084 *	V/C: 0.436
	LT	1.00	11	1,600	0.007	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,030	3,200	0.322	
	LT	1.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.556
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.103 *
	TH	0.03	5	54	0.092	N-S(2): 0.000
	LT	1.97	290	2,831	0.102 *	E-W(1): 0.185
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.209 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.312
Northbound	RT	1.00	1	1,600	0.001 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.432
	TH	2.00	588	3,200	0.185	
	LT	2.00	601	2,880	0.209 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.097 *
	TH	0.11	14	183	0.077	N-S(2): 0.000
	LT	1.89	231	2,715	0.085 *	E-W(1): 0.116
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.401 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	1.00	10	1,600	0.006 *	Lost Time: 0.120
	TH	2.00	37	3,200	0.012	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	3	0	0.000	ICU: 0.618
	TH	2.00	367	3,200	0.116	
	LT	2.00	1,154	2,880	0.401 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.099 *
	TH	0.10	13	161	0.081	N-S(2): 0.000
	LT	1.90	246	2,735	0.090 *	E-W(1): 0.186
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.355 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.454
Northbound	RT	1.00	14	1,600	0.009 *	Lost Time: 0.120
	TH	2.00	0	3,200	0.000	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.574
	TH	2.00	590	3,200	0.186	
	LT	2.00	1,022	2,880	0.355 *	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056 *	N-S(1): 0.059 *
	TH	2.00	115	3,200	0.036	N-S(2): 0.059 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	82	3,200	0.026	E-W(2): 0.296 * V/C: 0.355 Lost Time: 0.100
	TH	2.00	947	3,200	0.296 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	186	3,200	0.059	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.455
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059 *	N-S(1): 0.089 *
	TH	2.00	166	3,200	0.052	N-S(2): 0.061
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	200	3,200	0.063	E-W(2): 0.292 * V/C: 0.381 Lost Time: 0.100
	TH	2.00	933	3,200	0.292 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	283	3,200	0.089	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.481
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.193 *
	TH	2.00	76	3,200	0.024	N-S(2): 0.099
	LT	0.00	0	0	0.000 *	E-W(1): 0.000
Westbound	RT	2.00	119	3,200	0.037	E-W(2): 0.408 * V/C: 0.601 Lost Time: 0.100
	TH	2.00	1,304	3,200	0.408 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	617	3,200	0.193 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.701
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.037 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	106	2,880	0.037 *	E-W(1): 0.338 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.375
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.495
	TH	2.00	1,081	3,200	0.338 *	
	LT	1.00	182	1,600	0.114	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.051 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	147	2,880	0.051 *	E-W(1): 0.328 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.186
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.379
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.499
	TH	2.00	1,048	3,200	0.328 *	
	LT	1.00	297	1,600	0.186	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.025 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	72	2,880	0.025 *	E-W(1): 0.452 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.393
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.477
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597
	TH	2.00	1,446	3,200	0.452 *	
	LT	1.00	629	1,600	0.393	LOS: A

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2019 - Alternative 3

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases		0	0		0		0		0										
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-- 3	NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3		NB-- 0 SB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3										
Override Capacity		2	2		2		2		2										
		1500	#####		1500		1500		1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	0	214	214	20	234	1	234	0	234	1	234	0	234	1	234
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	220	1	0	0	220	0	34	254	1	0	0	254	1	0	0	254	1	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	231	1	231	0	231	231	162	393	1	393	0	393	1	393	0	393	1	393
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	931	2	466	0	931	466	329	1260	2	630	0	1260	2	630	0	1260	2	630
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1033	2	402	0	1033	402	445	1478	2	544	0	1478	2	544	0	1478	2	544
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 26	172	0	172	0	172	172	-18	154	0	154	0	154	0	154	0	154	0	154
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082		North-South: 234 East-West: 1174 SUM: 1408		North-South: 234 East-West: 1174 SUM: 1408				North-South: 234 East-West: 1174 SUM: 1408								
VOLUME/CAPACITY (V/C) RATIO:		0.721	0.721		0.939		0.939				0.939								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621	0.621		0.839		0.839				0.839								
LEVEL OF SERVICE (LOS):		B	B		D		D				D								

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: 0.000
t impacted? NO

PROJECT IMPACT
Change in v/c due to project: 0.000
Significant impacted? NO

Δv/c after mitigation: 0.000
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases		0		0		0		0										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3										
	ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2										
	Override Capacity		1500		1500		1500		1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	233	1	233	0	233	233	70	303	1	303	0	303	1	303	303	1	303	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	245	1	14	0	245	14	16	261	1	6	0	261	1	6	261	1	6	
	Left-Through-Ri 13 Left-Right 14	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	0 0	0 0	0 0	0 0
EASTBOUND	Left 15	231	1	231	0	231	231	24	255	1	255	0	255	1	255	255	1	255	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	886	2	443	0	886	443	-108	778	2	389	0	778	2	389	778	2	389	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20 Left-Right 21	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	0 0	0 0	0 0	0 0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	813	2	357	0	813	357	-77	736	2	363	0	736	2	363	736	2	363	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Right 26	257	0	257	0	257	257	97	354	0	354	0	354	0	354	354	0	354	
	Left-Through-Ri 27 Left-Right 28	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	0 0	0 0	0 0	0 0
CRITICAL VOLUMES		North-South: 233 East-West: 800 SUM: 1033		North-South: 233 East-West: 800 SUM: 1033		North-South: 303 East-West: 752 SUM: 1055		North-South: 303 East-West: 752 SUM: 1055		North-South: 303 East-West: 752 SUM: 1055		North-South: 303 East-West: 752 SUM: 1055							
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.689 0.589 A		0.689 0.589 A		0.703 0.603 B		0.703 0.603 B		0.703 0.603 B		0.703 0.603 B							

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: 0.000
t impacted? NO

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		3			3		3		3		3		3		3				
Override Capacity		2			2		2		2		2		2		2				
		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0																
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	192	1	192	0	192	#	31	223	1	223	0	223	1	223		223	1	223
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	301	1	56	0	301	#	64	365	1	72	0	365	1	72		365	1	72
	Left-Through-Ri 13		0							0				0				0	
EASTBOUND	Left 15	245	1	245	0	245	#	48	293	1	293	0	293	1	293		293	1	293
	Left-Through 16		0							0				0				0	
	Through 17	1191	2	596	0	1191	#	395	1586	2	793	0	1586	2	793		1586	2	793
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	997	2	407	0	997	#	394	1391	2	560	0	1391	2	560		1391	2	560
	Through-Right 25		1							1				1				1	
	Right 26	225	0	225	0	225	#	65	290	0	290	0	290	0	290		290	0	290
	Left-Through-Ri 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 192			North-South: 192			North-South: 223				North-South: 223				North-South: 223			
		East-West: 1003			East-West: 1003			East-West: 1353				East-West: 1353				East-West: 1353			
		SUM: 1195			SUM: 1195			SUM: 1576				SUM: 1576				SUM: 1576			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			1.051				1.051				1.051			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			0.951				0.951				0.951			
LEVEL OF SERVICE (LOS):		B			B			E				E				E			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT
Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St			Year of Count:				Ambient Growth: (%):				Conducted by:				Date:	10/1/2015		
4	East-West Street:	O St			Projection Year:	0			Peak Hour:	AM			Reviewed by:				Project:	Everport Draft EIR/EIS		
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		0			NB--		0			SB--		0			EB--		0			
		1			NB--		1			SB--		1			EB--		1			
		0			NB--		0			SB--		0			EB--		0			
		3			NB--		3			SB--		3			EB--		3			
		2			NB--		2			SB--		2			EB--		2			
		0			NB--		0			SB--		0			EB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2																			
	Through 3	315	2	141	0	315	141	277	592	2	231	0	592	2	231	0	592	2	231	
	Through-Right 4																			
	Right 5	108	0	108	0	108	108	-6	102	0	102	0	102	0	102	0	102	0	102	
	Left-Through-R 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	314	1	314	0	314	314	56	370	1	370	0	370	1	370	0	370	1	370	
	Left-Through 9																			
	Through 10	699	3	233	0	699	233	418	1117	3	372	0	1117	3	372	0	1117	3	372	
	Through-Right 11																			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13																			
	Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16																			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20																			
	Left-Right 21																			
WESTBOUND	Left 22	102	1	102	0	102	102	29	131	1	131	0	131	1	131	0	131	1	131	
	Left-Through 23																			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25																			
	Right 26	299	1	0	0	299	0	130	429	1	59	0	429	1	59	0	429	1	59	
	Left-Through-R 27																			
	Left-Right 28																			
CRITICAL VOLUMES		<i>North-South:</i> 455			<i>North-South:</i> 455			<i>North-South:</i> 603				<i>North-South:</i> 603				<i>North-South:</i> 603				
		<i>East-West:</i> 102			<i>East-West:</i> 102			<i>East-West:</i> 131				<i>East-West:</i> 131				<i>East-West:</i> 131				
		<i>SUM:</i> 557			<i>SUM:</i> 557			<i>SUM:</i> 734				<i>SUM:</i> 734				<i>SUM:</i> 734				
VOLUME/CAPACITY (V/C) RATIO:		0.391			0.391			0.515				0.515				0.515				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291			0.291			0.415				0.415				0.415				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015					
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	441	2	193	0	441	193	563	1004	2	395	0	1004	2	395		1004	2	395
	Through-Right 4		1							1				1				1	
	Right 5	139	0	139	0	139	139	43	182	0	182	0	182	0	182		182	0	182
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	199	1	199	0	199	199	32	231	1	231	0	231	1	231		231	1	231
	Left-Through 9		0							0				0				0	
	Through 10	476	3	159	0	476	159	487	963	3	321	0	963	3	321		963	3	321
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	105	1	105	0	105	105	54	159	1	159	0	159	1	159		159	1	159
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	256	1	57	0	256	57	61	317	1	86	0	317	1	86		317	1	86
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 392			North-South: 392			North-South: 716				North-South: 716				North-South: 716			
		East-West: 105			East-West: 105			East-West: 159				East-West: 159				East-West: 159			
		SUM: 497			SUM: 497			SUM: 875				SUM: 875				SUM: 875			
VOLUME/CAPACITY (V/C) RATIO:		0.349			0.349			0.614				0.614				0.614			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249			0.249			0.514				0.514				0.514			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	174	878	2	353	0	878	2	353	0	878	2	353
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	30	180	0	180	0	180	0	180	0	180	0	180
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	0	279	#	60	339	1	339	0	339	1	339	0	339	1	339
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	0	967	#	159	1126	3	375	0	1126	3	375	0	1126	3	375
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	99	1	99	0	99	#	42	141	1	141	0	141	1	141	0	141	1	141
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	70	429	1	90	0	429	1	90	0	429	1	90
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 607		607	North-South: 607		607	North-South: 728		728	North-South: 728		728	North-South: 728		728	North-South: 728		728
		East-West: 99		99	East-West: 99		99	East-West: 141		141	East-West: 141		141	East-West: 141		141	East-West: 141		141
		SUM: 706		706	SUM: 706		706	SUM: 869		869	SUM: 869		869	SUM: 869		869	SUM: 869		869
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.495			0.610				0.610						0.610
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.395			0.510				0.510						0.510
LEVEL OF SERVICE (LOS):			A			A			A				A						A

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0										
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2		2		2		2										
			0		0		0		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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	280	2	140	0	280	140	26	306	2	153	0	306	2	153	0	306	2	
	Through-Right 4		0						0				0				0		
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	
	Left-Through-F 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	
	Left-Through 9		1						1				1				1		
	Through 10	304	0	158	0	304	158	197	501	0	263	0	501	0	263	0	501	0	
	Through-Right 11		1						1				1				1		
	Right 12	0	0	158	0	0	158	0	0	0	263	0	0	0	263	0	0	0	
	Left-Through-F 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	32	1	32	0	32	32	384	416	1	416	0	416	1	416	0	416	1	
	Left-Through 16		0						0				0				0		
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	
	Through-Right 18		1						1				1				1		
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-F 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	
	Left-Through-F 27		1						1				1				1		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South:	158	North-South:	158	North-South:	263	North-South:	263	North-South:	263	North-South:	263	North-South:	263	North-South:	263	North-South:	263
		East-West:	38	East-West:	38	East-West:	422	East-West:	422	East-West:	422	East-West:	422	East-West:	422	East-West:	422	East-West:	422
		SUM:	196	SUM:	196	SUM:	685	SUM:	685	SUM:	685	SUM:	685	SUM:	685	SUM:	685	SUM:	685
VOLUME/CAPACITY (V/C) RATIO:			0.138		0.138		0.481		0.481		0.481		0.481		0.481		0.481		0.481
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.069		0.069		0.381		0.381		0.381		0.381		0.381		0.381		0.381
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	2	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	593	297	0	593	297	175	768	2	384	0	768	2	384	0	768	2	384
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	35	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	7	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through	9	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1
	Through	10	317	173	0	317	173	300	617	0	323	0	617	0	323	0	617	0	323
	Through-Right	11	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1
	Right	12	0	173	0	0	173	0	0	0	323	0	0	0	323	0	0	0	323
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	92	92	0	92	92	296	388	1	388	0	388	1	388	0	388	1	388
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	5	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8
	Through-Right	18	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1
	Right	19	3	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	8	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	3	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	18	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0
	Left-Through-R	27	1	1	0	1	1	0	1	1	1	0	1	1	0	1	1	0	1
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 304		North-South: 304		North-South: 391		North-South: 391		North-South: 391		North-South: 391		North-South: 391		North-South: 391			
		East-West: 121		East-West: 121		East-West: 417		East-West: 417		East-West: 417		East-West: 417		East-West: 417		East-West: 417			
		SUM: 425		SUM: 425		SUM: 808		SUM: 808		SUM: 808		SUM: 808		SUM: 808		SUM: 808			
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.567		0.567		0.567		0.567		0.567		0.567			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.467		0.467		0.467		0.467		0.467		0.467			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
5	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↔	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	573	2	287	0	573	287	105	678	2	339	0	678	2	339	0	678	2	339
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26	1	26
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	0	
		Left-Through 9	0	1	0	0	1	0	1	1	1	0	1	1	0	1	1	0	1	
		Through 10	347	0	185	0	347	185	129	476	0	262	0	476	0	262	0	476	0	262
		Through-Right 11	0	1	0	0	1	0	1	1	1	0	1	1	0	1	1	0	1	
		Right 12	3	0	185	0	3	185	1	4	0	262	0	4	0	262	0	4	0	262
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left 15	83	1	83	0	83	83	345	428	1	428	0	428	1	428	0	428	1	428
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16
		Through-Right 18	0	1	0	0	1	0	1	1	1	0	1	1	0	1	1	0	1	
		Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	0	68
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	0
		Left-Through-R 27	0	1	0	0	1	0	1	1	1	0	1	1	0	1	1	0	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES		North-South: 297			North-South: 297			North-South: 350				North-South: 350				North-South: 350				
		East-West: 150			East-West: 150			East-West: 496				East-West: 496				East-West: 496				
		SUM: 447			SUM: 447			SUM: 846				SUM: 846				SUM: 846				
VOLUME/CAPACITY (V/C) RATIO:		0.314			0.314			0.594				0.594				0.594				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.214			0.494				0.494				0.494				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	36	0	55	36	352	407	1	226	0	407	1	226	0	407	1	226
	Left-Through	2	1							1				1				1	
	Through	3	1	36	0	54	36	217	271	1	226	0	271	1	226	0	271	1	226
	Through-Right	4	0							0				0				0	
	Right	5	1	35	0	66	35	-11	55	1	0	0	55	1	0	0	55	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	1	109	0	109	109	53	162	1	162	0	162	1	162	0	162	1	162
	Left-Through	9	0							0				0				0	
	Through	10	2	74	0	188	74	318	506	2	180	0	506	2	180	0	506	2	180
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through	16	0							0				0				0	
	Through	17	2	354	0	707	354	196	903	2	452	0	903	2	452	0	903	2	452
	Through-Right	18	0							0				0				0	
	Right	19	1	0	0	545	0	53	598	1	0	0	598	1	0	0	598	1	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	1	63	0	63	63	68	131	1	131	0	131	1	131	0	131	1	131
	Left-Through	23	0							0				0				0	
	Through	24	2	409	0	818	409	336	1154	2	577	0	1154	2	577	0	1154	2	577
	Through-Right	25	0							0				0				0	
	Right	26	1	42	0	96	42	60	156	1	75	0	156	1	75	0	156	1	75
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 145	145		North-South: 145	145		North-South: 406	406		North-South: 406	406		North-South: 406	406		North-South: 406	406	
		East-West: 470	470		East-West: 470	470		East-West: 647	647		East-West: 647	647		East-West: 647	647		East-West: 647	647	
		SUM: 615	615		SUM: 615	615		SUM: 1053	1053		SUM: 1053	1053		SUM: 1053	1053		SUM: 1053	1053	
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.447		0.766		0.766		0.766		0.766		0.766		0.766		0.766	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.347		0.666		0.666		0.666		0.666		0.666		0.666		0.666	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	84	0	141	84	191	332	1	317	0	332	1	317		332	1	317	
	Left-Through	2							1				1				1		
	Through	3	84	0	112	84	508	620	1	317	0	620	1	317		620	1	317	
	Through-Right	4							0				0				0		
	Right	5	53	0	71	53	37	108	1	30	0	108	1	30		108	1	30	
	Left-Through-R	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	163	0	163	163	27	190	1	190	0	190	1	190		190	1	190	
	Left-Through	9							0				0				0		
	Through	10	97	0	234	97	344	578	2	212	0	578	2	212		578	2	212	
	Through-Right	11							1				1				1		
	Right	12	56	0	56	56	2	58	0	58	0	58	0	58		58	0	58	
	Left-Through-R	13							0				0				0		
Left-Right	14							0				0				0			
EASTBOUND	Left	15	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through	16							0				0				0		
	Through	17	375	0	750	375	-64	686	2	343	0	686	2	343		686	2	343	
	Through-Right	18							0				0				0		
	Right	19	0	0	172	0	202	374	1	0	0	374	1	0		374	1	0	
	Left-Through-R	20							0				0				0		
Left-Right	21							0				0				0			
WESTBOUND	Left	22	36	0	36	36	121	157	1	157	0	157	1	157		157	1	157	
	Left-Through	23							0				0				0		
	Through	24	317	0	634	317	-96	538	2	269	0	538	2	269		538	2	269	
	Through-Right	25							0				0				0		
	Right	26	123	0	204	123	14	218	1	123	0	218	1	123		218	1	123	
	Left-Through-R	27							0				0				0		
Left-Right	28							0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 247	East-West: 443	SUM: 690	North-South: 529	East-West: 500	SUM: 1029	North-South: 529	East-West: 500	SUM: 1029	North-South: 529	East-West: 500	SUM: 1029	North-South: 529	East-West: 500	SUM: 1029
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.502		0.748		0.748		0.748		0.748		0.748		0.748		0.748	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.402		0.648		0.648		0.648		0.648		0.648		0.648		0.648	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	0	184	111	599	783	1	430	0	783	1	430		783	1	430
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	0	149	111	359	508	1	430	0	508	1	430		508	1	430
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	0	54	32	-21	33	1	18	0	33	1	18		33	1	18
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	56	190	1	190	0	190	1	190		190	1	190
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	0	288	111	217	505	2	185	0	505	2	185		505	2	185
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	0	952	476	315	1267	2	634	0	1267	2	634		1267	2	634
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	0	249	0	365	614	1	0	0	614	1	0		614	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	44	-14	30	1	30	0	30	1	30		30	1	30
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	0	854	427	346	1200	2	600	0	1200	2	600		1200	2	600
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	83	326	1	231	0	326	1	231		326	1	231
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 245 East-West: 561 SUM: 806		North-South: 620 East-West: 756 SUM: 1376				North-South: 620 East-West: 756 SUM: 1376				North-South: 620 East-West: 756 SUM: 1376						
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.586		1.001		1.001		1.001		1.001							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.486		0.901		0.901		0.901		0.901							
LEVEL OF SERVICE (LOS):		A		A		E		E		E		E							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through	2	0							0				0				0	
	Through	3	2	23	0	46	23	458	504	2	252	0	504	2	252	0	504	2	252
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	32	0	34	66	1	0	0	66	1	0	0	66	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	38	0	69	38	177	246	2	135	0	246	2	135	0	246	2	135
	Left-Through	9	0							0				0				0	
	Through	10	1	336	0	649	336	867	1516	1	802	0	1516	1	802	0	1516	1	802
	Through-Right	11	1							1				1				1	
	Right	12	0	22	0	22	22	65	87	0	87	0	87	0	87	0	87	0	87
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	35	0	35	35	39	74	1	74	0	74	1	74	0	74	1	74
	Left-Through	16	0							0				0				0	
	Through	17	0	28	0	8	28	0	8	0	29	0	8	0	29	0	8	0	29
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	20	0	1	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	19	0	19	19	52	71	0	71	0	71	0	71	0	71	0	71
	Left-Through	23	1							1				1				1	
	Through	24	0	36	0	17	36	0	17	0	88	0	17	0	88	0	17	0	88
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	13	0	87	100	1	0	0	100	1	0	0	100	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 342 <i>East-West:</i> 71 SUM: 413	<i>North-South:</i> 342 <i>East-West:</i> 71 SUM: 413	<i>North-South:</i> 808 <i>East-West:</i> 162 SUM: 970	<i>North-South:</i> 808 <i>East-West:</i> 162 SUM: 970	<i>North-South:</i> 808 <i>East-West:</i> 162 SUM: 970	<i>North-South:</i> 808 <i>East-West:</i> 162 SUM: 970												
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.705	0.705	0.705	0.705												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.605	0.605	0.605	0.605												
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B												

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street: Henry Ford Avenue/SR-103 Ramps	Year of Count: 0	Ambient Growth (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Henry Ford Avenue/Pier A Way	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 4 Right Turns: FREE-1, NRTOR-2 or OLA-3? 2 ATSA-1 or ATSA-2? 2 Override Capacity 0		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1														
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	19	1	19	0	19	19	0	19	1	19	0	19	1	19		19	1	19
	Left-Through 2		0							0				0				0	
	Through 3	221	2	111	0	221	111	352	573	2	287	0	573	2	287		573	2	287
	Through-Right 4		0							0				0				0	
	Right 5	20	1	0	0	20	0	26	46	1	0	0	46	1	0		46	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	27	2	15	0	27	15	290	317	2	174	0	317	2	174		317	2	174
	Left-Through 9		0							0				0				0	
	Through 10	362	1	197	0	362	197	617	979	1	527	0	979	1	527		979	1	527
	Through-Right 11		1							1				1				1	
	Right 12	32	0	32	0	32	32	43	75	0	75	0	75	0	75		75	0	75
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	51	1	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through 16		0							0				0				0	
	Through 17	5	0	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right 18		1							1				1				1	
	Right 19	15	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	7	0	7	0	7	7	50	57	0	57	0	57	0	57		57	0	57
	Left-Through 23		1							1				1				1	
	Through 24	4	0	11	0	4	11	-1	3	0	60	0	3	0	60		3	0	60
	Through-Right 25		0							0				0				0	
	Right 26	33	1	0	0	33	0	268	301	1	0	0	301	1	0		301	1	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278			North-South: 216 East-West: 62 SUM: 278			North-South: 546 East-West: 155 SUM: 701				North-South: 546 East-West: 155 SUM: 701			North-South: 546 East-West: 155 SUM: 701			North-South: 546 East-West: 155 SUM: 701	
VOLUME/CAPACITY (V/C) RATIO:			0.202		0.202			0.510			0.510			0.510			0.510		0.510
V/C LESS ATSA/ATCS ADJUSTMENT:			0.102		0.102			0.410			0.410			0.410			0.410		0.410
LEVEL OF SERVICE (LOS):			A		A			A			A			A			A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4		4			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0							0				0				0	
	Through	3	2	152	0	303	152	656	959	2	480	0	959	2	480	0	959	2	480
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	50	0	22	72	1	0	0	72	1	0	0	72	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	0	137	75	36	173	2	95	0	173	2	95	0	173	2	95
	Left-Through	9	0							0				0				0	
	Through	10	1	237	0	439	237	816	1255	1	678	0	1255	1	678	0	1255	1	678
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	66	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	0	4	0	20
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	0	17	17	63	80	0	80	0	80	0	80	0	80	0	80
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	0	4	0	84	0	4	0	84	0	4	0	84
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	162	213	1	0	0	213	1	0	0	213	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South:	254	North-South:	254	North-South:	695	North-South:	695	North-South:	695	North-South:	695	North-South:	695	North-South:	695	North-South:	695
		East-West:	62	East-West:	62	East-West:	189	East-West:	189	East-West:	189	East-West:	189	East-West:	189	East-West:	189	East-West:	189
		SUM:	316	SUM:	316	SUM:	884	SUM:	884	SUM:	884	SUM:	884	SUM:	884	SUM:	884	SUM:	884
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.230		0.643		0.643		0.643		0.643		0.643		0.643		0.643	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.130		0.543		0.543		0.543		0.543		0.543		0.543		0.543	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015			
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS			
13	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?		1		1		1		1		1		1		1			
	ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1		1			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	2	0	0	0	2	0
	Left-Through 2		0						0	0			0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0	0			0				0	
	Right 5	88	1	0	-1	87	0	475	563	1	0	-1	562	1	0	562	1	0
	Left-Through-F 6		0						0	0			0				0	
	Left-Right 7		0						0	0			0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0	0			0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0						0	0			0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0						0	0			0				0	
	Left-Right 14		0						0	0			0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0	0			0				0	
	Through 17	1972	3	657	0	1972	657	952	2924	3	975	0	2924	3	975	0	2924	3
	Through-Right 18		0						0	0			0				0	
	Right 19	274	1	0	-1	273	0	130	404	1	0	-1	403	1	0	403	1	0
	Left-Through-F 20		0						0	0			0				0	
	Left-Right 21		0						0	0			0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2
	Left-Through 23		0						0	0			0				0	
	Through 24	2176	3	725	0	2176	725	1006	3182	3	1061	0	3182	3	1061	0	3182	3
	Through-Right 25		0						0	0			0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0						0	0			0				0	
	Left-Right 28		0						0	0			0				0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		
		East-West: 725		East-West: 725		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		
		SUM: 742		SUM: 742		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.495		0.707		0.707		0.707		0.707		0.707		0.707		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.395		0.607		0.607		0.607		0.607		0.607		0.607		
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015								
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS								
No. of Phases 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-- 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-- 1	SB-- 0					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1	EB-- 1	WB-- 1					
Override Capacity		2		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0			
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right 5	880	1	0	-1	879	0	493	1373	1	0	-1	1372	1	0	1372	1	0	0			
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through 17	1503	3	501	0	1503	501	254	1757	3	586	0	1757	3	586	1757	3	586	586			
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right 19	113	1	0	-1	112	0	321	434	1	0	-1	433	1	0	433	1	0	0			
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	0			
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through 24	1447	3	482	0	1447	482	895	2342	3	781	0	2342	3	781	2342	3	781	781			
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES		North-South: 141	141		North-South: 141	141		North-South: 0	0				North-South: 0	0				North-South: 0	0			
		East-West: 520	520		East-West: 520	520		East-West: 781	781				East-West: 781	781				East-West: 781	781			
		SUM: 661	661		SUM: 661	661		SUM: 781	781				SUM: 781	781				SUM: 781	781			
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.441		0.441		0.521				0.521				0.521						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.341		0.341		0.421				0.421				0.421						
LEVEL OF SERVICE (LOS):		A		A		A		A				A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	0	941	0	731	1672	1	0	0	1672	1	0	1672	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	2141	3	0	2141	714	899	3040	3	1013	0	3040	3	1013	3040	3	1013
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	0	209	0	147	356	1	0	0	356	1	0	356	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	0	1965	655	1631	3596	3	1199	0	3596	3	1199	3596	3	1199
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 737 SUM: 927	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199											
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.618 0.518 A	0.799 0.699 B	0.799 0.699 B	0.799 0.699 B	0.799 0.699 B											

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:										
	14	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:	10/1/2015										
Project:		Everport Draft EIR/EIS		No. of Phases		3		Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3										
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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	44	1	44	0	44	44	259	303	1	303	0	303	1	303	0	303	1	303	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	32	1	0	0	32	0	230	262	1	0	0	262	1	0	0	262	1	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	280	2	140	0	280	140	198	478	2	239	0	478	2	239	0	478	2	239	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	328	1	328	0	328	328	240	568	1	568	0	568	1	568	0	568	1	286	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	3	1	1	0	3	1	0	3	1	1	0	3	1	1	0	3	1	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 184		184		North-South: 184		184		North-South: 542		542		North-South: 542		542		North-South: 542		
		East-West: 328		328		East-West: 328		328		East-West: 568		568		East-West: 568		286		286		
		SUM: 512		512		SUM: 512		512		SUM: 1110		1110		SUM: 1110		828		828		
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.359		0.359		0.359		0.779		0.779		0.779		0.779		0.581		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.259		0.259		0.259		0.679		0.679		0.679		0.679		0.481		
LEVEL OF SERVICE (LOS):		A		A		A		A		B		B		B		B		A		

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
 cant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
 Significant impacted? **NO**
 Δv/c after mitigation: **-0.198**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	0	237	237	171	408	1	408	0	408	1	408	0	408	1
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	0	354	214	-95	259	1	0	0	259	1	0	0	259	1
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	0	3	3	0	3	1	3	0	3	1	3	0	3	1
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	-1	222	111	311	534	2	267	-1	533	2	267	-1	533	2
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	0	140	140	155	295	1	295	0	295	1	295	0	295	1
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	9	2	12	1	11	0	12	1	11	0	12	1
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489	349 140 488	North-South: 348 East-West: 140 SUM: 488	348 140 488	North-South: 675 East-West: 295 SUM: 970	675 295 970	North-South: 675 East-West: 295 SUM: 970	675 295 970	North-South: 675 East-West: 295 SUM: 970	675 295 970	North-South: 675 East-West: 154 SUM: 829	675 154 829					
VOLUME/CAPACITY (V/C) RATIO:			0.343		0.342		0.681		0.681		0.681		0.582					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.243		0.242		0.581		0.581		0.482		0.482					
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.099**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0		0
	Through 3	376	1	376	0	376	#	234	610	1	610	0	610	1	610	0	610	1	610
	Through-Right 4		0						0				0				0		0
	Right 5	289	1	146	0	289	#	32	321	1	35	0	321	1	35	0	321	1	178
	Left-Through-R 6		0						0				0				0		0
	Left-Right 7		0						0				0				0		0
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7	0	7	1	7
	Left-Through 9		0					0				0		0			0		0
	Through 10	150	2	75	-1	149	#	226	376	2	188	-1	375	2	188	0	375	2	188
	Through-Right 11		0					0		0		0		0			0		0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0				0				0		0
	Left-Right 14		0						0				0				0		0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0					0				0		0			0		0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0					0				0		0			0		0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0		0
	Left-Right 21		0						0				0				0		0
WESTBOUND	Left 22	143	1	143	0	143	#	143	286	1	286	0	286	1	286	0	286	1	143
	Left-Through 23		0					0		0		0		0			0		0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
	Through-Right 25		0					0				0		0			0		0
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 27		0						0				0				0		1
	Left-Right 28		0						0				0				0		0
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594		North-South: 451 East-West: 143 SUM: 594		North-South: 798 East-West: 286 SUM: 1084		North-South: 798 East-West: 286 SUM: 1084		North-South: 798 East-West: 286 SUM: 1084		North-South: 798 East-West: 143 SUM: 941							
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.417		0.761		0.761		0.660									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.317		0.661		0.661		0.560									
LEVEL OF SERVICE (LOS):		A		A		B		B		A									

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.101**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015											
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS											
No. of Phases		2	2		2		2		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?		NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3											
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left 1	110	1	110	-1	109	109	233	343	1	343	-1	342	1	342	0	342	1	342	
		Left-Through 2		0							0				0				0		
		Through 3	3	2	2	0	3	2	12	15	2	8	0	15	2	8	0	15	2	8	0
		Through-Right 4		0							0				0				0		
		Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
		Left-Through-R 6		0							0				0				0		
Left-Right 7		0							0				0				0				
SOUTHBOUND	→	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through 9		0							0				0				0		
		Through 10	12	1	12	0	12	12	4	16	1	16	0	16	1	16	0	16	1	16	
		Through-Right 11		0							0				0				0		
		Right 12	534	1	491	0	534	491	-179	355	1	312	0	355	1	312	0	355	1	312	
		Left-Through-R 13		0							0				0				0		
Left-Right 14		0							0				0				0				
EASTBOUND	←	Left 15	85	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
		Left-Through 16		1							1				1				1		
		Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43	
		Through-Right 18		0							0				0				0		
		Right 19	11	1	0	-1	10	0	193	204	1	0	-1	203	1	0	0	203	1	0	
		Left-Through-R 20		0							0				0				0		
Left-Right 21		0							0				0				0				
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0							0				0				0		
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0				
CRITICAL VOLUMES		North-South: 601 East-West: 43 SUM: 644	North-South: 600 East-West: 43 SUM: 643	North-South: 655 East-West: 43 SUM: 698	North-South: 654 East-West: 43 SUM: 697	North-South: 654 East-West: 43 SUM: 697	North-South: 654 East-West: 43 SUM: 697	North-South: 654 East-West: 43 SUM: 697	North-South: 654 East-West: 43 SUM: 697	North-South: 654 East-West: 43 SUM: 697											
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.429		0.465		0.465		0.465		0.465		0.465		0.465		0.465			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.329		0.365		0.365		0.365		0.365		0.365		0.365		0.365			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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: Ferry Street	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
	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-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0								
	2 0 3 0 2 2 0	2 0 3 0 2 2 0	2 0 3 0 2 2 0	2 0 3 0 2 2 0	2 0 3 0 2 2 0	2 0 3 0 2 2 0	2 0 3 0 2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	112	-1	111	111	120	232	1	232	-1	231	1	231		231	1	231	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	3	6	0	12	6	7	19	2	10	0	19	2	10		19	2	10	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	5	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	10	6	6	0	6	2	8	1	8	0	8	1	8		8	1	8	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	12	259	45	0	259	45	48	307	1	188	0	307	1	188		307	1	188
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
EASTBOUND	Left	15	427	0	427	214	-190	237	1	119	0	237	1	119		237	1	119	
	Left-Through	16	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Through	17	0	214	0	0	214	0	0	0	0	0	0	119		0	0	119	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	19	80	0	-1	79	0	230	310	1	0	-1	309	1	0		309	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
CRITICAL VOLUMES			North-South: 157 East-West: 214 SUM: 371	North-South: 156 East-West: 214 SUM: 370	North-South: 420 East-West: 119 SUM: 539	North-South: 419 East-West: 119 SUM: 538	North-South: 419 East-West: 119 SUM: 538												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:			0.247 0.147	0.247 0.147	0.359 0.259	0.359 0.259	0.359 0.259												
LEVEL OF SERVICE (LOS):			A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 15	North-South Street:	Ferry Street	Year of Count:		0		Ambient Growth: (%):		0		Conducted by:		0		Date:		10/1/2015				
	East-West Street:	Terminal Way	Projection Year:		0		Peak Hour:		PM		Reviewed by:		0		Project:		Everport Draft EIR/EIS				
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-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3				
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0				
Override Capacity					2				2				2				2				
					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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left 1	85	1	85	0	85	85	106	191	1	191	0	191	1	191	0	191	1	191	
		Left-Through 2		0							0				0				0		
		Through 3	55	2	28	0	55	28	22	77	2	39	0	77	2	39	0	77	2	39	
		Through-Right 4		0							0				0				0		
		Right 5	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
		Left-Through-R 6		0								0				0				0	
		Left-Right 7		0								0				0				0	
SOUTHBOUND		Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through 9		0							0				0				0		
		Through 10	37	1	37	0	37	37	4	41	1	41	0	41	1	41	0	41	1	41	
		Through-Right 11		0							0				0				0		
		Right 12	217	1	27	0	217	27	31	248	1	177	0	248	1	177	0	248	1	177	
		Left-Through-R 13		0							0				0				0		
EASTBOUND		Left 15	380	1	190	0	380	190	-239	141	1	71	0	141	1	71	0	141	1	71	
		Left-Through 16		1							1				1				1		
		Through 17	0	0	190	0	0	190	0	0	0	71	0	0	0	71	0	0	0	71	
		Through-Right 18		0							0				0				0		
		Right 19	92	1	0	-1	91	0	325	417	1	0	-1	416	1	0	-1	416	1	0	
		Left-Through-R 20		0							0				0				0		
WESTBOUND		Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0							0				0				0		
		Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0
		Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0				
CRITICAL VOLUMES			North-South: 122		North-South: 122		North-South: 368		North-South: 368				North-South: 368				North-South: 368				
			East-West: 190		East-West: 190		East-West: 71		East-West: 71				East-West: 71				East-West: 71				
			SUM: 312		SUM: 312		SUM: 439		SUM: 439				SUM: 439				SUM: 439				
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.208		0.293		0.293				0.293				0.293				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.108		0.193		0.193				0.193				0.193				
LEVEL OF SERVICE (LOS):			A		A		A		A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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:		Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:								
	16	East-West Street:		Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS							
		No. of Phases 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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	1	-1	-1	-1	98	98	1	98	-1	97	1	97	0	97	1	97
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	0	10	10	2	12	1	12	0	12	1	12	0	12	
	Left-Through	16	0	1	0	-219	-219	###	219	219	1	110	-219	0	1	0	0	1	
	Through	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	1	0	1	0	1	0	1	0	1	0	
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	1	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	-2	-2	1	241	241	4	35	-2	239	4	0	239	4	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 0 East-West: 77 SUM: 77			North-South: 0 East-West: 11 SUM: 11			North-South: 98 East-West: 234 SUM: 332				North-South: 97 East-West: 12 SUM: 109				North-South: 97 East-West: 12 SUM: 109		
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.007			0.221				0.073				0.073			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.007			0.221				0.073				0.073			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.044**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.148**
Significant impacted? **NO**

Δv/c after mitigation: **-0.148**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2		2		2		2		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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	0	1	0	-3	-3	333	333	1	333	-3	330	1	330	330	330	1	330	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	-3	-3	2	357	357	4	0	-3	354	4	0	354	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0			North-South: 0			North-South: 333				North-South: 330				North-South: 330			
		East-West: 140			East-West: 2			East-West: 264				East-West: 0				East-West: 0			
		SUM: 140			SUM: 2			SUM: 597				SUM: 330				SUM: 330			
VOLUME/CAPACITY (V/C) RATIO:		0.093			0.001			0.398				0.220				0.220			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093			0.001			0.398				0.220				0.220			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.092**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.178** Δv/c after mitigation: **-0.178**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	-3	-3	-3	227	227	1	227	-3	224	1	224	224	1	224	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	###	328	548	1	274	-548	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	-73	73	178	1	89	-178	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	-3	-3	2	228	228	4	0	-3	225	4	0	225	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 0			<i>North-South:</i> 227				<i>North-South:</i> 224				<i>North-South:</i> 224			
		<i>East-West:</i> 110			<i>East-West:</i> 2			<i>East-West:</i> 274				<i>East-West:</i> 0				<i>East-West:</i> 0			
		SUM: 110			SUM: 2			SUM: 501				SUM: 224				SUM: 224			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.001			0.334				0.149				0.149			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.001			0.334				0.149				0.149			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.072**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.185** Δv/c after mitigation: **-0.185**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:												
		No. of Phases	3			3	3												
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	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												
		ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0												
		Override Capacity	2			2	2												
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	133	134	140	47	48	0	55	133	181	0	188	0	181	0	188
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	86	138	140	67	119	0	0	86	205	0	0	0	205	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	177	178	-22	89	90	0	90	177	267	0	174	0	267	0	174
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-205	-200	0	280	285	0	209	-205	80	0	174	0	80	0	174
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-133	-126	###	146	153	1	153	-133	20	1	20	0	20	1	20
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	-87	-41	-41	160	206	1	105	-87	119	1	61	0	119	1	61
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	189	434	434	60	305	1	305	189	494	1	494	0	494	1	494
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-164	220	110	312	696	2	348	-164	532	2	266	0	532	2	266
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	0	4	4	1	5	1	5	0	5	1	5	0	5	1	5
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9			North-South: 140			North-South: 216				North-South: 188				North-South: 188			
		East-West: 270			East-West: 437			East-West: 501				East-West: 555				East-West: 555			
		SUM: 279			SUM: 577			SUM: 717				SUM: 743				SUM: 743			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.405			0.503				0.521				0.521			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.305			0.403				0.421				0.421			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.207**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	17	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases				3		3		3		3		3		3		3			
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		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-- 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			
Override Capacity		2		2		2		2		2		2		2		2			
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	5	0	5	5	4	9	0	9	0	9	0	9	0	9	0	9	
	Left-Through	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through	3	31	0	36	132	163	166	96	127	0	122	132	259	0	221	259	0	221
	Through-Right	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	5	96	0	42	67	163	166	2	98	0	122	67	165	0	221	165	0	221
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	
	Left-Through	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through	10	25	0	27	106	131	35	52	77	0	79	106	183	0	185	183	0	185
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	12	43	0	17	-109	-66	35	256	299	0	145	-109	190	0	103	190	0	103
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	52	1	52	-134	-82	-82	256	308	1	308	-134	174	1	174	174	1	174
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	368	1	186	-69	299	152	285	653	1	330	-69	584	1	295	584	1	295
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	109	1	109	106	215	215	59	168	1	168	106	274	1	274	274	1	274
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	226	2	113	-105	121	61	290	516	2	258	-105	411	2	206	411	2	206
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 44			North-South: 168			North-South: 154				North-South: 223				North-South: 223			
		East-West: 295			East-West: 367			East-West: 566				East-West: 569				East-West: 569			
		SUM: 339			SUM: 535			SUM: 720				SUM: 792				SUM: 792			
VOLUME/CAPACITY (V/C) RATIO:		0.238			0.375			0.505				0.556				0.556			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138			0.275			0.405				0.456				0.456			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Increase in v/c due to project: **0.137**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.051** Δv/c after mitigation: **0.051**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17		North-South Street: Earle Street		Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015								
		East-West Street: Terminal Way		Projection Year: 0		Peak Hour: PM		Reviewed by: 0		Project: Everport Draft EIR/EIS								
		No. of Phases		3		3		3		3								
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2								
		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								
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through 3	4	0	4	196	200	200	172	176	0	176	196	372	0	349	372	0	349
	Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right 5	179	0	130	105	284	233	42	221	0	145	105	326	0	349	326	0	349
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4	4	0	4
	Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Through 10	3	0	7	45	48	12	98	101	0	105	45	146	0	153	146	0	153
	Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right 12	8	0	6	-41	-33	12	177	185	0	48	-41	144	0	153	144	0	153
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	-199	-195	###	271	275	1	275	-199	76	1	76	76	1	76
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	280	1	140	-105	175	88	259	539	1	270	-105	434	1	217	434	1	217
	Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	5	103	103	54	152	1	152	5	157	1	157	157	1	157
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	190	2	95	-11	179	90	98	288	2	144	-11	277	2	139	277	2	139
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7
Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 134		<i>North-South:</i> 237		<i>North-South:</i> 180		<i>North-South:</i> 353		<i>North-South:</i> 374		<i>North-South:</i> 727		<i>North-South:</i> 374		<i>North-South:</i> 727		
		<i>East-West:</i> 238		<i>East-West:</i> 191		<i>East-West:</i> 427		<i>East-West:</i> 374		<i>East-West:</i> 374		<i>East-West:</i> 727		<i>East-West:</i> 374		<i>East-West:</i> 727		
		SUM: 372		SUM: 428		SUM: 607		SUM: 727		SUM: 727		SUM: 727		SUM: 727		SUM: 727		
VOLUME/CAPACITY (V/C) RATIO:				0.261		0.300		0.426		0.510		0.510		0.410		0.410		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.161		0.200		0.326		0.410		0.410		0.410		0.410		
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.039**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.084** Δv/c after mitigation: **0.084**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street			Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Cannery Street			Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	4	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	42	1	23	0	42	29	90	132	1	69	0	132	1	72	0	132	1	72	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		0
	Left-Right 7		0							0				0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	272	1	148	0	272	272	23	295	1	160	0	295	1	295	0	295	1	295	
	Through-Right 11		1							1				1				1		
	Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 152			North-South: 277			North-South: 163				North-South: 298				North-South: 298				
		East-West: 15			East-West: 234			East-West: 15				East-West: 234				East-West: 234				
		SUM: 167			SUM: 511			SUM: 178				SUM: 532				SUM: 532				
VOLUME/CAPACITY (V/C) RATIO:		0.111			0.341			0.119				0.355				0.355				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111			0.341			0.119				0.355				0.355				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	137	198	1	102	0	198	1	105	0	198	1	105
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	112	235	1	140	0	235	1	235	0	235	1	235
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	0	257	0	107
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	1	301
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 90			<i>North-South:</i> 129			<i>North-South:</i> 146				<i>North-South:</i> 241				<i>North-South:</i> 241			
		<i>East-West:</i> 83			<i>East-West:</i> 282			<i>East-West:</i> 102				<i>East-West:</i> 301				<i>East-West:</i> 301			
		SUM: 173			SUM: 411			SUM: 248				SUM: 542				SUM: 542			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.165				0.361				0.361			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.165				0.361				0.361			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.196** Δv/c after mitigation: **0.196**
Significant impacted? **NO** Fully mitigated? **N/A**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2		2		2		2		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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through 2		1					1		1			1		1		1		1
	Through 3	143	1	73	-1	142	73	156	299	1	151	-1	298	1	151		298	1	151
	Through-Right 4		0					0		0			0		0		0		0
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0					0		0			0		0		0		0
	Left-Right 7		0					0		0			0		0		0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0					0		0			0		0		0		0
	Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114		166	1	114
	Through-Right 11		1					1		1			1		1		1		1
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61
	Left-Through-R 13		0					0		0			0		0		0		0
	Left-Right 14		0					0		0			0		0		0		0
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331
	Left-Through 16		0					0		0			0		0		0		0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0					0		0			0		0		0		0
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4
	Left-Through-R 20		0					0		0			0		0		0		0
	Left-Right 21		0					0		0			0		0		0		0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0					0		0			0		0		0		0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0					0		0			0		0		0		0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0					0		0			0		0		0		0
	Left-Right 28		0					0		0			0		0		0		0
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 76 East-West: 331 SUM: 407			North-South: 151 East-West: 30 SUM: 181				North-South: 151 East-West: 331 SUM: 482				North-South: 151 East-West: 331 SUM: 482			
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.121				0.321				0.321			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.121				0.321				0.321			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** Δv/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2019 - Alternative 3

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.438 *	
	TH	0.82	18	1,309	0.014		
	LT	1.18	26	1,702	0.015 *		
Westbound	RT	1.00	117	1,600	0.059	V/C: 0.459 Lost Time: 0.180	
	TH	1.00	483	1,600	0.302 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.639	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.339 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	2		
North/South Street:	ALAMEDA STREET		
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period:	AM PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000 V/C: 0.413 Lost Time: 0.120
	TH	3.00	1,415	4,800	0.295	
	LT	1.00	262	1,600	0.164 *	
Westbound	RT	2.00	193	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	116	2,880	0.040 *	
Northbound	RT	0.00	80	0	0.000	
	TH	3.00	921	4,800	0.209 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.533 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period:	MIDDAY PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 * N-S(2): 0.239 E-W(1): 0.035 * E-W(2): 0.032 V/C: 0.370 Lost Time: 0.120
	TH	3.00	1,148	4,800	0.239	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	2.00	198	3,200	0.032	
	TH	0.00	0	0	0.000	
	LT	2.00	102	2,880	0.035 *	
Northbound	RT	0.00	73	0	0.000	
	TH	3.00	1,252	4,800	0.276 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period:	PM PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.276 E-W(1): 0.070 E-W(2): 0.089 * V/C: 0.479 Lost Time: 0.120
	TH	3.00	1,323	4,800	0.276	
	LT	1.00	177	1,600	0.111 *	
Westbound	RT	2.00	463	3,200	0.089 *	
	TH	0.00	0	0	0.000	
	LT	2.00	202	2,880	0.070	
Northbound	RT	0.00	153	0	0.000	
	TH	3.00	1,187	4,800	0.279 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.599 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.234
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.304 *
	TH	2.00	914	3,200	0.291 *	
	LT	2.00	219	2,880	0.076	V/C: 0.383
Northbound	RT	2.00	89	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.124
	TH	2.00	360	3,200	0.113 *	
	LT	2.00	141	2,880	0.049	V/C: 0.448
Northbound	RT	2.00	205	3,200	0.042	Lost Time: 0.180
	TH	0.02	5	30	0.166	
	LT	1.98	525	2,853	0.184 *	
Eastbound	RT	1.00	577	1,600	0.195	ICU: 0.628
	TH	2.00	248	3,200	0.078	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.311 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.448 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	313	3,200	0.098	
	LT	2.00	336	2,880	0.117 *	V/C: 0.759
Northbound	RT	2.00	310	3,200	0.044	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	842	2,880	0.292 *	
Eastbound	RT	1.00	558	1,600	0.086	ICU: 0.939
	TH	2.00	1,058	3,200	0.331 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	893	3,200	0.279 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.353 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	186	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.464
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	532	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,170	3,200	0.366 *	N-S(1): 0.416
	TH	2.00	267	3,200	0.083	N-S(2): 0.451 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.593
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,330	3,200	0.416	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.713
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,295	3,200	0.405	N-S(1): 0.513 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.469
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.016
	TH	2.00	52	3,200	0.016	
	LT	1.00	146	1,600	0.091 *	V/C: 0.604
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,641	3,200	0.513 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 * N-S(2): 0.000 E-W(1): 0.104 E-W(2): 0.176 * V/C: 0.378 Lost Time: 0.120
	TH	1.00	255	1,600	0.159 *	
	LT	1.00	160	1,600	0.100	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	25	1,600	0.016	
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498 LOS: A
	TH	2.00	210	3,200	0.104	
	LT	2.00	507	2,880	0.176 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.000 E-W(1): 0.113 E-W(2): 0.484 * V/C: 0.884 Lost Time: 0.120
	TH	1.00	434	1,600	0.271 *	
	LT	1.00	56	1,600	0.035	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	206	1,600	0.129	
	TH	2.00	355	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	134	0	0.000	ICU: 1.004 LOS: F
	TH	2.00	226	3,200	0.113	
	LT	2.00	1,393	2,880	0.484 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 * N-S(2): 0.000 E-W(1): 0.088 E-W(2): 0.518 * V/C: 0.766 Lost Time: 0.120
	TH	1.00	274	1,600	0.171 *	
	LT	1.00	133	1,600	0.083	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	123	1,600	0.077 *	
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.886 LOS: D
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,491	2,880	0.518 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.296 * V/C: 0.367 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	195	3,200	0.061	
	TH	2.00	940	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.467 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.379 * V/C: 0.491 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,147	3,200	0.358 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.591 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.400 * V/C: 0.497 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	166	3,200	0.052	
	TH	2.00	1,269	3,200	0.397 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	145	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.289
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.409
	TH	2.00	696	3,200	0.218 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.353 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.468
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	2.00	1,129	3,200	0.353 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.447 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.098
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.552
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	2.00	1,431	3,200	0.447 *	
	LT	1.00	157	1,600	0.098	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.438 *	
	TH	0.82	18	1,309	0.014		
	LT	1.18	26	1,702	0.015 *		
Westbound	RT	1.00	117	1,600	0.059	V/C: 0.459 Lost Time: 0.180	
	TH	1.00	483	1,600	0.302 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.639	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.339 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	2		
North/South Street:	ALAMEDA STREET		
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000 V/C: 0.413 Lost Time: 0.120
	TH	3.00	1,415	4,800	0.295	
	LT	1.00	262	1,600	0.164 *	
Westbound	RT	2.00	193	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	116	2,880	0.040 *	
Northbound	RT	0.00	80	0	0.000	
	TH	3.00	921	4,800	0.209 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.533 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 * N-S(2): 0.239 E-W(1): 0.035 * E-W(2): 0.032 V/C: 0.370 Lost Time: 0.120
	TH	3.00	1,148	4,800	0.239	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	2.00	198	3,200	0.032	
	TH	0.00	0	0	0.000	
	LT	2.00	102	2,880	0.035 *	
Northbound	RT	0.00	73	0	0.000	
	TH	3.00	1,252	4,800	0.276 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.276 E-W(1): 0.070 E-W(2): 0.089 * V/C: 0.479 Lost Time: 0.120
	TH	3.00	1,323	4,800	0.276	
	LT	1.00	177	1,600	0.111 *	
Westbound	RT	2.00	463	3,200	0.089 *	
	TH	0.00	0	0	0.000	
	LT	2.00	202	2,880	0.070	
Northbound	RT	0.00	153	0	0.000	
	TH	3.00	1,187	4,800	0.279 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.599 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.234
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.304 *
	TH	2.00	914	3,200	0.291 *	V/C: 0.383
	LT	2.00	219	2,880	0.076	Lost Time: 0.180
Northbound	RT	2.00	89	3,200	0.000	
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.124
	TH	2.00	360	3,200	0.113 *	V/C: 0.448
	LT	2.00	141	2,880	0.049	Lost Time: 0.180
Northbound	RT	2.00	205	3,200	0.042	
	TH	0.02	5	30	0.166	
	LT	1.98	525	2,853	0.184 *	
Eastbound	RT	1.00	577	1,600	0.195	ICU: 0.628
	TH	2.00	248	3,200	0.078	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.311 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.448 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	313	3,200	0.098	V/C: 0.759
	LT	2.00	336	2,880	0.117 *	Lost Time: 0.180
Northbound	RT	2.00	310	3,200	0.044	
	TH	0.00	0	0	0.000	
	LT	2.00	842	2,880	0.292 *	
Eastbound	RT	1.00	558	1,600	0.086	ICU: 0.939
	TH	2.00	1,058	3,200	0.331 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	893	3,200	0.279 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.353 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	186	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.464
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	532	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,170	3,200	0.366 *	N-S(1): 0.415
	TH	2.00	267	3,200	0.083	N-S(2): 0.451 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.593
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,329	3,200	0.415	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.713
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,295	3,200	0.405	N-S(1): 0.513 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.469
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.016
	TH	2.00	52	3,200	0.016	
	LT	1.00	146	1,600	0.091 *	V/C: 0.604
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,640	3,200	0.513 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 *
	TH	1.00	255	1,600	0.159 *	N-S(2): 0.000
	LT	1.00	160	1,600	0.100	E-W(1): 0.104
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.176 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.378
Northbound	RT	1.00	25	1,600	0.016	Lost Time: 0.120
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498
	TH	2.00	210	3,200	0.104	
	LT	2.00	507	2,880	0.176 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 *
	TH	1.00	434	1,600	0.271 *	N-S(2): 0.000
	LT	1.00	56	1,600	0.035	E-W(1): 0.113
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.484 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.884
Northbound	RT	1.00	206	1,600	0.129	Lost Time: 0.120
	TH	2.00	355	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	134	0	0.000	ICU: 1.004
	TH	2.00	226	3,200	0.113	
	LT	2.00	1,393	2,880	0.484 *	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 *
	TH	1.00	274	1,600	0.171 *	N-S(2): 0.000
	LT	1.00	133	1,600	0.083	E-W(1): 0.088
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.517 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.765
Northbound	RT	1.00	123	1,600	0.077 *	Lost Time: 0.120
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.885
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,490	2,880	0.517 *	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.296 * V/C: 0.367 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	195	3,200	0.061	
	TH	2.00	940	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.467 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.379 * V/C: 0.491 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,147	3,200	0.358 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.591 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.400 * V/C: 0.497 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	166	3,200	0.052	
	TH	2.00	1,269	3,200	0.397 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	145	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.289
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.409
	TH	2.00	696	3,200	0.218 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.353 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.468
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	2.00	1,129	3,200	0.353 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.447 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.098
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.552
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	2.00	1,430	3,200	0.447 *	
	LT	1.00	157	1,600	0.098	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2019 - Alternative 4

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%)	Conducted by:	Date:	10/1/2015											
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS										
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			0 2 3 3 2 1500		0 2 3 3 2 #####		0 2 3 3 2 1500		0 2 3 3 2 1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	0	214	214	20	234	1	234	0	234	1	234	0	234	1	234
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	220	1	0	0	220	0	34	254	1	0	0	254	1	0	0	254	1	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	231	1	231	0	231	231	162	393	1	393	0	393	1	393	0	393	1	393
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	931	2	466	0	931	466	329	1260	2	630	0	1260	2	630	0	1260	2	630
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1033	2	402	0	1033	402	445	1478	2	544	0	1478	2	544	0	1478	2	544
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 26	172	0	172	0	172	172	-18	154	0	154	0	154	0	154	0	154	0	154
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082	North-South: 214 East-West: 868 SUM: 1082	North-South: 234 East-West: 1174 SUM: 1408	North-South: 234 East-West: 1174 SUM: 1408	North-South: 234 East-West: 1174 SUM: 1408	North-South: 234 East-West: 1174 SUM: 1408												
VOLUME/CAPACITY (V/C) RATIO:			0.721	0.721	0.939	0.939													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621	0.621	0.839	0.839													
LEVEL OF SERVICE (LOS):			B	B	D	D													

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: 0.000
t impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	3	East-West Street:	O St	2013	0	0	0	0	10/1/2015										
		East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases				0				0		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2		2									
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-- 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									
Override Capacity				1500				1500		1500									
				#####															
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	233	1	233	0	233	233	70	303	1	303	0	303	1	303	303	1	303	
	Left-Through 9																		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																		
	Right 12	245	1	14	0	245	16	16	261	1	6	0	261	1	8	261	1	8	
	Left-Through-Ri 13																		
EASTBOUND	Left 15	231	1	231	-2	229	229	24	255	1	255	-2	253	1	253	253	1	253	
	Left-Through 16																		
	Through 17	886	2	443	1	887	444	-108	778	2	389	1	779	2	390	779	2	390	
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																		
	Through 24	813	2	357	0	813	357	-77	736	2	363	0	736	2	363	736	2	363	
	Through-Right 25																		
	Right 26	257	0	257	0	257	257	97	354	0	354	0	354	0	354	354	0	354	
	Left-Through-Ri 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 233		North-South: 233		North-South: 303		North-South: 303		North-South: 303		North-South: 303		North-South: 303					
		East-West: 800		East-West: 801		East-West: 752		East-West: 752		East-West: 753		East-West: 753		East-West: 753					
		SUM: 1033		SUM: 1034		SUM: 1055		SUM: 1055		SUM: 1056		SUM: 1056		SUM: 1056					
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.689		0.703		0.703		0.704		0.704		0.704					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.589		0.603		0.603		0.604		0.604		0.604					
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B					

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015			
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			Year of Count:		2013		Ambient Growth: (%)		0		Date:		10/1/2015			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			Projection Year:		2038		Peak Hour:		PM		Reviewed by:		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	
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	
Override Capacity		1500			Year of Count:		2038		Peak Hour:		PM		Reviewed by:		0			
		1500			Projection Year:		2038		Peak Hour:		PM		Reviewed by:		0			
		1500			Year of Count:		2013		Ambient Growth: (%)		0		Date:		10/1/2015			
		1500			Projection Year:		2038		Peak Hour:		PM		Reviewed by:		0			
		1500			Year of Count:		2013		Ambient Growth: (%)		0		Date:		10/1/2015			
		1500			Projection Year:		2038		Peak Hour:		PM		Reviewed by:		0			
		1500			Year of Count:		2013		Ambient Growth: (%)		0		Date:		10/1/2015			
		1500			Projection Year:		2038		Peak Hour:		PM		Reviewed by:		0			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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: Alameda St		Year of Count: 0			Ambient Growth: (%): 0			Conducted by: 0			Date: 10/1/2015								
	East-West Street: O St		Projection Year: 0			Peak Hour: MD			Reviewed by: 0			Project: Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			3	NB-- 0 SB-- 0 EB-- 0 WB-- 0			3	NB-- 0 SB-- 0 EB-- 0 WB-- 0			3	NB-- 0 SB-- 0 EB-- 0 WB-- 0								
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			1 3 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			1 3 2 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			1 3 2 0	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2																		
	Through	3	441	2	193	0	441	193	563	1004	2	395	0	1004	2	395	1004	2	395	
	Through-Right	4																		
	Right	5	139	0	139	0	139	139	43	182	0	182	0	182	0	182	182	0	182	
	Left-Through-R	6																		
	Left-Right	7																		
SOUTHBOUND	Left	8	199	1	199	0	199	199	32	231	1	231	0	231	1	231	231	1	231	
	Left-Through	9																		
	Through	10	476	3	159	-1	475	158	487	963	3	321	-1	962	3	321	962	3	321	
	Through-Right	11																		
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13																		
	Left-Right	14																		
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16																		
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18																		
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20																		
	Left-Right	21																		
WESTBOUND	Left	22	105	1	105	0	105	105	54	159	1	159	0	159	1	159	159	1	159	
	Left-Through	23																		
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	25																		
	Right	26	256	1	57	-2	254	55	61	317	1	86	-2	315	1	84	315	1	84	
	Left-Through-R	27																		
	Left-Right	28																		
CRITICAL VOLUMES			North-South: 392 East-West: 105 SUM: 497			North-South: 392 East-West: 105 SUM: 497			North-South: 716 East-West: 159 SUM: 875				North-South: 716 East-West: 159 SUM: 875				North-South: 716 East-West: 159 SUM: 875			
VOLUME/CAPACITY (V/C) RATIO:			0.349			0.349			0.614				0.614				0.614			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.249			0.249			0.514				0.514				0.514			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

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:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0														0		
	Through 3	704	2	285	0	704	#	174	878	2	353	0	878	2	353		878	2	353
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	30	180	0	180	0	180	0	180		180	0	180
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	0	279	#	60	339	1	339	0	339	1	339		339	1	339
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	-2	965	#	159	1126	3	375	-2	1124	3	375		1124	3	375
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	99	1	99	0	99	#	42	141	1	141	0	141	1	141		141	1	141
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	70	429	1	90	0	429	1	90		429	1	90
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 607		North-South: 607		North-South: 728		North-South: 728		North-South: 728		North-South: 728		North-South: 728		North-South: 728		North-South: 728	
		East-West: 99		East-West: 99		East-West: 141		East-West: 141		East-West: 141		East-West: 141		East-West: 141		East-West: 141		East-West: 141	
		SUM: 706		SUM: 706		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869		SUM: 869	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.495		0.610		0.610		0.610		0.610		0.610		0.610		0.610	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.395		0.510		0.510		0.510		0.510		0.510		0.510		0.510	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project: Everport Draft EIR/EIS											
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3	3									
	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? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	280	2	140	0	280	140	26	306	2	153	0	306	2	153	0	306	2	
	Through-Right 4		0																
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	
	Left-Through-F 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	
	Left-Through 9		1																
	Through 10	304	0	158	1	305	159	197	501	0	263	1	502	0	263	0	502	0	
	Through-Right 11		1																
	Right 12	0	0	158	0	0	159	0	0	0	263	0	0	0	263	0	0	0	
	Left-Through-F 13		0																
	Left-Right 14		0																
EASTBOUND	Left 15	32	1	32	0	32	32	384	416	1	416	0	416	1	416	0	416	1	
	Left-Through 16		0																
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	
	Through-Right 18		1																
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-F 20		0																
	Left-Right 21		0																
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	
	Left-Through 23		0																
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	
	Through-Right 25		0																
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	
	Left-Through-F 27		1																
	Left-Right 28		0																
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196		North-South: 159 East-West: 38 SUM: 197		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.138 0.069 A		0.138 0.069 A		0.481 0.381 A		0.481 0.381 A		0.481 0.381 A		0.481 0.381 A		0.481 0.381 A		0.481 0.381 A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.000
Significant impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Henry Ford Ave		Year of Count:		0		Ambient Growth: (%):		0		Conducted by:		0		Date:		10/1/2015	
	5	East-West Street:		Denni St		Projection Year:		0		Peak Hour:		MD		Reviewed by:		0		Project:		Everport Draft EIR/EIS
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					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	2	0	0	2	0	0	2	0	0	2	0	0	2	0	2	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	593	2	297	-2	591	296	175	768	2	384	-2	766	2	383	766	2	383		
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35		
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7		
	Left-Through 9	0	1	0	0	1	0	1	1	0	1	1	0	1	0	1	1	0		
	Through 10	317	0	173	0	317	173	300	617	0	323	0	617	0	323	617	0	323		
	Through-Right 11	0	1	0	0	1	0	1	1	1	0	1	1	0	1	1	1	0		
	Right 12	0	0	173	0	0	173	0	0	0	323	0	0	0	323	0	0	323		
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	92	1	92	1	93	93	296	388	1	388	1	389	1	389	389	1	389		
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	5	0	8		
	Through-Right 18	0	1	0	0	1	0	0	1	1	0	1	1	0	1	1	1	0		
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	3	0	0		
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8		
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29		
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0		
	Left-Through-R 27	0	1	0	0	1	0	0	1	1	0	1	1	0	1	1	1	0		
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South:	304	North-South:	303	North-South:	391	North-South:	390	North-South:	390	North-South:	390	North-South:	390	North-South:	390	North-South:	390	
		East-West:	121	East-West:	122	East-West:	417	East-West:	418	East-West:	418	East-West:	418	East-West:	418	East-West:	418	East-West:	418	
		SUM:	425	SUM:	425	SUM:	808	SUM:	808	SUM:	808	SUM:	808	SUM:	808	SUM:	808	SUM:	808	
VOLUME/CAPACITY (V/C) RATIO:			0.298		0.298		0.567		0.567		0.567		0.567		0.567		0.567		0.567	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.198		0.198		0.467		0.467		0.467		0.467		0.467		0.467		0.467	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street: Henry Ford Ave	Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Denni St	Projection Year: 0		Peak Hour: PM		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases			3						3										
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-- 0 EB-- 0 WB-- 0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0										
	Through 3	573	2	287	-1	572	286	105	678	2	339	-1	677	2	339	677	2	339	
	Through-Right 4		0							0				0					
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	26	1	26	
	Left-Through-R 6		0							0				0					
	Left-Right 7		0							0				0					
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	11	0	11	
	Left-Through 9		1							1				1				1	
	Through 10	347	0	185	-1	346	185	129	476	0	262	-1	475	0	262	475	0	262	
	Through-Right 11		1							1				1				1	
	Right 12	3	0	185	0	3	185	1	4	0	262	0	4	0	262	4	0	262	
	Left-Through-R 13		0							0				0					
Left-Right 14		0							0				0						
EASTBOUND	Left 15	83	1	83	1	84	84	345	428	1	428	1	429	1	429	429	1	429	
	Left-Through 16		0							0				0				0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	5	0	16	
	Through-Right 18		1							1				1				1	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	11	0	0	
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	11	0	11	
	Left-Through 23		0							0				0				0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	4	0	68	
	Through-Right 25		0							0				0				0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	53	0	0	
	Left-Through-R 27		1							1				1				1	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES	North-South: 297 East-West: 150 SUM: 447	North-South: 296 East-West: 151 SUM: 447	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 497 SUM: 847	North-South: 350 East-West: 497 SUM: 847	North-South: 350 East-West: 497 SUM: 847	North-South: 350 East-West: 497 SUM: 847	North-South: 350 East-West: 497 SUM: 847											
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.314	0.594	0.594	0.594	0.594	0.594											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.214	0.494	0.494	0.494	0.494	0.494											
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A											

REMARKS:

Version: 1i Beta; 8/4/2011

Increase in v/c due to project: 0.000
Significant impacted? NO

PROJECT IMPACT
Change in v/c due to project: 0.000
Significant impacted? NO

Δv/c after mitigation: 0.000
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue		Year of Count: 2013		Ambient Growth (%):		Conducted by:		Date: 10/1/2015										
	East-West Street: Anaheim Street		Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
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			4 1 0 2 0	4 1 0 2 0	4 1 0 2 0	4 1 0 2 0	4 1 0 2 0	4 1 0 2 0	4 1 0 2 0	4 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	36	352	407	1	226	0	407	1	226	0	407	1	226	
	Left-Through	2							1				1				1		
	Through	3	36	0	54	36	217	271	1	226	0	271	1	226	0	271	1	226	
	Through-Right	4							0				0				0		
	Right	5	35	0	66	35	-11	55	1	0	0	55	1	0	0	55	1	0	
	Left-Through-R	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	109	0	109	109	53	162	1	162	0	162	1	162	0	162	1	162	
	Left-Through	9							0				0				0		
	Through	10	74	0	188	74	318	506	2	180	0	506	2	180	0	506	2	180	
	Through-Right	11							1				1				1		
	Right	12	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through-R	13							0				0				0		
Left-Right	14							0				0				0			
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16							0				0				0		
	Through	17	354	0	707	354	196	903	2	452	0	903	2	452	0	903	2	452	
	Through-Right	18							0				0				0		
	Right	19	0	0	0	545	0	53	598	1	0	0	598	1	0	0	598	1	0
	Left-Through-R	20							0				0				0		
Left-Right	21							0				0				0			
WESTBOUND	Left	22	63	0	63	63	68	131	1	131	0	131	1	131	0	131	1	131	
	Left-Through	23							0				0				0		
	Through	24	409	0	818	409	336	1154	2	577	0	1154	2	577	0	1154	2	577	
	Through-Right	25							0				0				0		
	Right	26	42	0	96	42	60	156	1	75	0	156	1	75	0	156	1	75	
	Left-Through-R	27							0				0				0		
Left-Right	28							0				0				0			
CRITICAL VOLUMES			North-South: 145 East-West: 470 SUM: 615	North-South: 145 East-West: 470 SUM: 615	North-South: 406 East-West: 647 SUM: 1053	North-South: 406 East-West: 647 SUM: 1053	North-South: 406 East-West: 647 SUM: 1053	North-South: 406 East-West: 647 SUM: 1053											
VOLUME/CAPACITY (V/C) RATIO:			0.447	0.447	0.766	0.766	0.766	0.766											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347	0.347	0.666	0.666	0.666												
LEVEL OF SERVICE (LOS):			A	A	B	B	B												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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			4	4	4	4	4	4	4	4									
NB-- 0 SB-- 0 EB-- 1 WB-- 0			NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND 	Left 1	184	1	111	-1	183	110	599	783	1	430	-1	782	1	430		782	1	430
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	-1	148	110	359	508	1	430	-1	507	1	430		507	1	430
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	0	54	32	-21	33	1	18	0	33	1	18		33	1	18
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND 	Left 8	134	1	134	0	134	134	56	190	1	190	0	190	1	190		190	1	190
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	-1	287	111	217	505	2	185	-1	504	2	185		504	2	185
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13 Left-Right 14		0							0				0				0	
EASTBOUND 	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	-1	951	476	315	1267	2	634	-1	1266	2	633		1266	2	633
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	-2	247	0	365	614	1	0	-2	612	1	0		612	1	0
	Left-Through-R 20 Left-Right 21		0							0				0				0	
WESTBOUND 	Left 22	44	1	44	0	44	44	-14	30	1	30	0	30	1	30		30	1	30
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	1	855	428	346	1200	2	600	1	1201	2	601		1201	2	601
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	83	326	1	231	0	326	1	231		326	1	231
	Left-Through-R 27 Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806		North-South: 244 East-West: 562 SUM: 806		North-South: 620 East-West: 756 SUM: 1376		North-South: 620 East-West: 757 SUM: 1377		North-South: 620 East-West: 757 SUM: 1377		North-South: 620 East-West: 757 SUM: 1377							
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.586		1.001		1.001		1.001		1.001							
W/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.486		0.901		0.901		0.901		0.901							
LEVEL OF SERVICE (LOS):		A		A		E		E		E		E							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

Change in v/c due to project: **0.000**
 Significant impacted? **NO**

Δv/c after mitigation: **0.000**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	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	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	-2	219	110	352	573	2	287	-2	571	2	286	0	571	2	286	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	26	46	1	0	0	46	1	0	0	46	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	290	317	2	174	0	317	2	174	0	317	2	174	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	-1	361	197	617	979	1	527	-1	978	1	527	0	978	1	527	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	43	75	0	75	0	75	0	75	0	75	0	75	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	21	0	5	0	21	0	5	0	21	
	Through-Right	18	1	18	0	18	18	0	18	1	19	0	18	1	19	0	18	1	19	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	50	57	0	57	0	57	0	57	0	57	0	57	
	Left-Through	23	1	23	0	23	23	0	23	1	24	0	23	1	24	0	23	1	24	
	Through	4	0	11	0	4	11	-1	3	0	60	0	3	0	60	0	3	0	60	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	0	33	0	268	301	1	0	0	301	1	0	0	301	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	0
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	0
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278		North-South: 216 East-West: 62 SUM: 278		North-South: 216 East-West: 62 SUM: 278		North-South: 546 East-West: 155 SUM: 701		North-South: 546 East-West: 155 SUM: 701		North-South: 546 East-West: 155 SUM: 701		North-South: 546 East-West: 155 SUM: 701						
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.202		0.202		0.510		0.510		0.510		0.510						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.102		0.102		0.410		0.410		0.410		0.410						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0							0				0				0	
	Through	3	2	152	-2	301	151	656	959	2	480	-2	957	2	479		957	2	479
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	50	0	22	72	1	0	0	72	1	0		72	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	0	137	75	36	173	2	95	0	173	2	95		173	2	95
	Left-Through	9	0							0				0				0	
	Through	10	1	237	-3	436	235	816	1255	1	678	-3	1252	1	676		1252	1	676
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	66	100	0	100	0	100	0	100		100	0	100
	Left-Through-R	13	0							0				0				0	
Left-Right	14	0							0				0				0		
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105		105	1	105
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20		4	0	20
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20	0							0				0				0	
Left-Right	21	0							0				0				0		
WESTBOUND	Left	22	0	17	0	17	17	63	80	0	80	0	80	0	80		80	0	80
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	0	4	0	84	0	4	0	84		4	0	84
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	162	213	1	0	0	213	1	0		213	1	0
	Left-Through-R	27	0							0				0				0	
Left-Right	28	0							0				0				0		
CRITICAL VOLUMES		North-South: 254		North-South: 252		North-South: 695		North-South: 693		North-South: 693		North-South: 693		North-South: 693					
		East-West: 62		East-West: 62		East-West: 189		East-West: 189		East-West: 189		East-West: 189		East-West: 189					
		SUM: 316		SUM: 314		SUM: 884		SUM: 882		SUM: 882		SUM: 882		SUM: 882					
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.228		0.643		0.641		0.641		0.641		0.641					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.128		0.543		0.541		0.541		0.541		0.541					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

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:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015				
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS				
13	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?		1		1		1		1		1		1		1				
	ATSAC-1 or ATSAC+ATCS-2?		3		3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1		1		1			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	2	0	0	0	2	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	88	1	0	-5	83	0	475	563	1	0	-5	558	1	0	0	558	1	0
	Left-Through-F 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	1972	3	657	2	1974	658	952	2924	3	975	2	2926	3	975	0	2926	3	975
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	274	1	257	-4	270	253	130	404	1	404	-4	400	1	400	0	400	1	400
	Left-Through-F 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	2176	3	725	-1	2175	725	1006	3182	3	1061	-1	3181	3	1060	0	3181	3	1060
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0	
		East-West: 725		East-West: 725		East-West: 1061		East-West: 1061		East-West: 1060		East-West: 1060		East-West: 1060		East-West: 1060		East-West: 1060	
		SUM: 742		SUM: 742		SUM: 1061		SUM: 1061		SUM: 1060		SUM: 1060		SUM: 1060		SUM: 1060		SUM: 1060	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.495		0.707		0.707		0.707		0.707		0.707		0.707		0.707	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.395		0.607		0.607		0.607		0.607		0.607		0.607		0.607	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
	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-- 1	SB-- 0		
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	-9	871	0	493	1373	1	0	-9	1364	1	0	1364	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	6	1509	503	254	1757	3	586	6	1763	3	588	1763	3	588	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	-15	98	0	321	434	1	434	-15	419	1	419	419	1	419	
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	-6	1441	480	895	2342	3	781	-6	2336	3	779	2336	3	779	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 141 East-West: 520 SUM: 661		North-South: 141 East-West: 522 SUM: 663		North-South: 0 East-West: 781 SUM: 781		North-South: 0 East-West: 779 SUM: 779		North-South: 0 East-West: 779 SUM: 779		North-South: 0 East-West: 779 SUM: 779							
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.442		0.521		0.519		0.519		0.519							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.342		0.421		0.419		0.419		0.419							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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:	Navy Way	Year of Count:	2013	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	-7	934	0	731	1672	1	0	-7	1665	1	0	1665	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	3	2144	715	899	3040	3	1013	3	3043	3	1014	3043	3	1014	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	0	209	19	147	356	1	356	0	356	1	356	356	1	356	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	-4	1961	654	1631	3596	3	1199	-4	3592	3	1197	3592	3	1197	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 738 SUM: 928	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1197 SUM: 1197	North-South: 0 East-West: 1197 SUM: 1197	North-South: 0 East-West: 1197 SUM: 1197												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.619 0.519 A	0.799 0.699 B	0.798 0.698 B	0.798 0.698 B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.001**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:													
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3	3	3	3	3													
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													
ATSAC-1 or ATSAC-ATCS-2? Override Capacity		2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	44	1	44	-3	41	41	259	303	1	303	-3	300	1	300	0	300	1	300
	Through-Right 4																		
	Right 5	32	1	0	1	33	0	230	262	1	0	1	263	1	0	0	263	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through 9																		
	Through 10	280	2	140	-2	278	139	198	478	2	239	-2	476	2	238	0	476	2	238
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
	Left-Right 14																		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	328	1	328	1	329	329	240	568	1	568	1	569	1	569	0	569	1	569
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	3	1	1	0	3	1	0	3	1	1	0	3	1	1	0	3	1	1
	Left-Through-R 27																		
	Left-Right 28																		
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512	North-South: 180 East-West: 329 SUM: 509	North-South: 542 East-West: 568 SUM: 1110	North-South: 538 East-West: 569 SUM: 1107	North-South: 538 East-West: 569 SUM: 1107													
VOLUME/CAPACITY (V/C) RATIO:		0.359	0.357	0.779	0.777	0.777													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259	0.257	0.679	0.677	0.677													
LEVEL OF SERVICE (LOS):		A	A	B	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.002**
 ant impacted? **NO**

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: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSC-1 or ATSC+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 0 0 2 0 0 0 0 0		3 1 3 0 0 0 0 0 2 0 0 0 0 0		3 1 3 0 0 0 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	-7	230	230	171	408	1	408	-7	401	1	401	1	401	401	
	Through-Right 4		0						0				0				0		
	Right 5	354	1	214	-1	353	206	-95	259	1	0	-1	258	1	0		258	1	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	3	1	3	4	7	7	0	3	1	3	4	7	1	7		7	1	7
	Left-Through 9		0							0				0			0		
	Through 10	223	2	112	-11	212	106	311	534	2	267	-11	523	2	262		523	2	262
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	140	1	140	7	147	147	155	295	1	295	7	302	1	302		302	1	302
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0			0		
	Right 26	10	1	9	0	10	7	2	12	1	11	0	12	1	9		12	1	9
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 336 East-West: 147 SUM: 483			North-South: 675 East-West: 295 SUM: 970				North-South: 663 East-West: 302 SUM: 965				North-South: 663 East-West: 302 SUM: 965			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.339			0.681				0.677				0.677			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.239			0.581				0.577				0.577			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.004**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSA-1 or ATSA+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	376	1	376	-6	370	#	234	610	1	610	-6	604	1	604	1	604		
	Through-Right 4		0							0				0			0		
	Right 5	289	1	146	-5	284	#	32	321	1	35	-5	316	1	33		316	1	33
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	-8	142	#	226	376	2	188	-8	368	2	184		368	2	184
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	-3	140	#	143	286	1	286	-3	283	1	283		283	1	283
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 441 East-West: 140 SUM: 581			North-South: 798 East-West: 286 SUM: 1084				North-South: 788 East-West: 283 SUM: 1071				North-South: 788 East-West: 283 SUM: 1071			
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.408			0.761				0.752				0.752			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.317			0.308			0.661				0.652				0.652			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.009**
t impacted? **NO**

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:	Ferry Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS								
No. of Phases			2	2		2		2		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?			NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	110	-4	106	106	233	343	1	343	-4	339	1	339	0	339	1	339
	Left-Through 2	0							0				0				0	
	Through 3	2	2	0	3	2	12	15	2	8	0	15	2	8	0	15	2	8
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6	0							0				0				0	
Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	12	2	14	14	4	16	1	16	2	18	1	18	0	18	1	18
	Through-Right 11	0							0				0				0	
	Right 12	1	491	-1	533	490	-179	355	1	312	-1	354	1	311	0	354	1	311
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16	1							1				1				1	
	Through 17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18	0							0				0				0	
	Right 19	1	0	-4	7	0	193	204	1	0	-4	200	1	0	0	200	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES			North-South: 601 East-West: 43 SUM: 644	North-South: 596 East-West: 43 SUM: 639	North-South: 655 East-West: 43 SUM: 698	North-South: 650 East-West: 43 SUM: 693	North-South: 650 East-West: 43 SUM: 693	North-South: 650 East-West: 43 SUM: 693										
VOLUME/CAPACITY (V/C) RATIO:			0.429	0.426	0.465	0.462	0.462											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329	0.326	0.365	0.362	0.362											
LEVEL OF SERVICE (LOS):			A	A	A	A	A											

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.003**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
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--	1	SB--	3	NB--	1	SB--	3	NB--	1	SB--	3	NB--	1	SB--	3	
				EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	EB--	1	WB--	0	
					2		0		2		0		2		0		2		0	
					0		0		0		0		0		0		0		0	
					3		3		3		3		3		3		3		3	
					0		0		0		0		0		0		0		0	
					2		2		2		2		2		2		2		2	
					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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	112	1	112	-7	105	105	120	232	1	232	-7	225	1	225		225	1	225	
	Left-Through 2		0							0				0				0		
	Through 3	12	2	6	-1	11	6	7	19	2	10	-1	18	2	9		18	2	9	
	Through-Right 4		0							0				0				0		
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0		0	1	0
	Left-Through-R 6		0							0					0				0	
	Left-Right 7		0							0					0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through 9		0							0				0				0		
	Through 10	6	1	6	5	11	11	2	8	1	8	5	13	1	13		13	1	13	
	Through-Right 11		0							0				0				0		
	Right 12	259	1	45	-7	252	41	48	307	1	188	-7	300	1	184		300	1	184	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	427	1	214	-5	422	211	-190	237	1	119	-5	232	1	116		232	1	116	
	Left-Through 16		1							1				1				1		
	Through 17	0	0	214	0	0	211	0	0	0	119	0	0	0	116		0	0	116	
	Through-Right 18		0							0				0				0		
	Right 19	80	1	0	-10	70	0	230	310	1	0	-10	300	1	0		300	1	0	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 157 East-West: 214 SUM: 371			North-South: 146 East-West: 211 SUM: 357			North-South: 420 East-West: 119 SUM: 539				North-South: 409 East-West: 116 SUM: 525				North-South: 409 East-West: 116 SUM: 525				
VOLUME/CAPACITY (V/C) RATIO:		0.247			0.238			0.359				0.350				0.350				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147			0.138			0.259				0.250				0.250				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.009**
Significant impacted? **NO**

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:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases						2						2								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0						0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 1 SB-- 3			NB-- 1 SB-- 3			NB-- 1 SB-- 3			NB-- 1 SB-- 3			NB-- 1 SB-- 3					
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1 WB-- 0			EB-- 1 WB-- 0			EB-- 1 WB-- 0			EB-- 1 WB-- 0			EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	85	-3	82	82	106	191	1	191	-3	188	1	188		188	1	188		
	Left-Through	2							0				0				0			
	Through	3	55	2	57	29	22	77	2	39	2	79	2	40		79	2	40		
	Through-Right	4							0				0				0			
	Right	5	0	1	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through-R	6							0				0				0			
	Left-Right	7							0				0				0			
SOUTHBOUND	Left	8	0	1	0	0	0	0	1	0	0	0	1	0		0	1	0		
	Left-Through	9							0				0				0			
	Through	10	37	1	37	37	4	41	1	41	0	41	1	41		41	1	41		
	Through-Right	11							0				0				0			
	Right	12	217	1	216	30	31	248	1	177	-1	247	1	180		247	1	180		
	Left-Through-R	13							0				0				0			
	Left-Right	14							0				0				0			
EASTBOUND	Left	15	380	1	372	186	-239	141	1	71	-8	133	1	67		133	1	67		
	Left-Through	16							1				1				1			
	Through	17	0	0	190	0	0	0	0	0	0	0	0	67		0	0	67		
	Through-Right	18							0				0				0			
	Right	19	92	1	81	0	325	417	1	0	-11	406	1	0		406	1	0		
	Left-Through-R	20							0				0				0			
	Left-Right	21							0				0				0			
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through	23							0				0				0			
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Through-Right	25							0				0				0			
	Right	26	2	0	2	0	0	2	0	0	0	2	0	0		2	0	0		
	Left-Through-R	27							0				0				0			
	Left-Right	28							0				0				0			
CRITICAL VOLUMES			North-South: 122			North-South: 119			North-South: 368				North-South: 368				North-South: 368			
			East-West: 190			East-West: 186			East-West: 71				East-West: 67				East-West: 67			
			SUM: 312			SUM: 305			SUM: 439				SUM: 435				SUM: 435			
VOLUME/CAPACITY (V/C) RATIO:			0.208			0.203			0.293				0.290				0.290			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108			0.103			0.193				0.190				0.190			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Δe in v/c due to project: -0.005
ant impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases 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	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? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	0	-4	-4	-4	98	98	1	98	-4	94	1	94	0	94	1	94
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	0	10	10	2	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	1	0	0	0	0	219	219	1	110	0	219	1	110	0	219	1	110
	Through-Right	18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	24	134	1	67	0	134	67	309	443	1	222	0	443	1	222	0	443	1	222
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	4	0	-8	-8	0	241	241	4	35	-8	233	4	35	0	233	4	35
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0			North-South: 0			North-South: 98				North-South: 94				North-South: 94				
		East-West: 77			East-West: 77			East-West: 234				East-West: 234				East-West: 234				
		SUM: 77			SUM: 77			SUM: 332				SUM: 328				SUM: 328				
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.051			0.221				0.219				0.219				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.051			0.221				0.219				0.219				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases				2				2		2									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0 0		NB-- 0 SB-- 0		0 0		0 0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0 0		EB-- 0 WB-- 0		0 0		0 0									
Override Capacity				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND 	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		1						1		1			1				1	
	Left-Right 7		0						0		0			0				0	
SOUTHBOUND 	Left 8	0	1	0	-12	-12	-12	333	333	1	333	-12	321	1	321		321	1	321
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		1						1		1			1				1	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0						0		0			0				0	
Left-Right 14		0						0		0			0				0		
EASTBOUND 	Left 15	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 16		0							0				0				0	
	Through 17	273	1	137	0	273	137	209	482	1	241	0	482	1	241	482	1	241	
	Through-Right 18		1						1		1			1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0		0			0				0	
	Left-Right 21		0						0		0			0				0	
WESTBOUND 	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		1							1				1				1	
	Through 24	279	1	140	0	279	140	248	527	1	264	0	527	1	264	527	1	264	
	Through-Right 25		0							0				0				0	
	Right 26	0	4	0	-12	-12	2	357	357	4	0	-12	345	4	0	345	4	0	
	Left-Through-R 27		0						0		0			0				0	
	Left-Right 28		0						0		0			0				0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 0			<i>North-South:</i> 333				<i>North-South:</i> 321				<i>North-South:</i> 321			
		<i>East-West:</i> 140			<i>East-West:</i> 140			<i>East-West:</i> 264				<i>East-West:</i> 264				<i>East-West:</i> 264			
		<i>SUM:</i> 140			<i>SUM:</i> 140			<i>SUM:</i> 597				<i>SUM:</i> 585				<i>SUM:</i> 585			
VOLUME/CAPACITY (V/C) RATIO:		0.093			0.093			0.398				0.390				0.390			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093			0.093			0.398				0.390				0.390			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
16	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	-9	-9	227	227	1	227	-9	218	1	218	218	218	1	218	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	0	220	328	548	1	274	0	548	1	274	548	548	1	274	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	0	105	73	178	1	89	0	178	1	89	178	178	1	89	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	-8	-8	228	228	4	0	-8	220	4	0	220	220	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0 East-West: 110 SUM: 110			North-South: 0 East-West: 110 SUM: 110			North-South: 227 East-West: 274 SUM: 501				North-South: 218 East-West: 274 SUM: 492				North-South: 218 East-West: 274 SUM: 492			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.073			0.334				0.328				0.328			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.073			0.073			0.334				0.328				0.328			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
 ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1							1				1			1		
	Through 3	1	0	8	0	1	8	47	48	0	55	0	48	0	55	0	48	0	55
	Through-Right 4		1							1				1			1		
	Right 5	52	0	0	0	52	0	67	119	0	0	0	119	0	0	0	119	0	0
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1							1				1			1		
	Through 10	1	0	1	0	1	1	89	90	0	90	0	90	0	90	0	90	0	90
	Through-Right 11		1							1				1			1		
	Right 12	5	0	2	0	5	2	280	285	0	209	0	285	0	209	0	285	0	209
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	7	1	7	0	7	7	146	153	1	153	0	153	1	153	0	153	1	153
	Left-Through 16		0							0				0			0		
	Through 17	46	1	25	-4	42	23	160	206	1	105	-4	202	1	103	0	202	1	103
	Through-Right 18		1							1				1			1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	245	1	245	0	245	245	60	305	1	305	0	305	1	305	0	305	1	305
	Left-Through 23		0							0				0			0		
	Through 24	384	2	192	-8	376	188	312	696	2	348	-8	688	2	344	0	688	2	344
	Through-Right 25		0							0				0			0		
	Right 26	4	1	4	0	4	4	1	5	1	5	0	5	1	5	0	5	1	5
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 9 East-West: 268 SUM: 277	North-South: 216 East-West: 501 SUM: 717	North-South: 216 East-West: 497 SUM: 713	North-South: 216 East-West: 497 SUM: 713	North-South: 216 East-West: 497 SUM: 713												
VOLUME/CAPACITY (V/C) RATIO:		0.196	0.194	0.503	0.500	0.500													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098	0.097	0.403	0.400	0.400													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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?		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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	0	9	0	9
	Left-Through 2		1					1		1				1				1
	Through 3	31	0	36	0	36	96	127	0	122	0	127	0	122	0	127	0	122
	Through-Right 4		1					1		1				1				1
	Right 5	96	0	42	0	96	2	98	0	122	0	98	0	122	0	98	0	122
	Left-Through-R 6		0					0		0				0				0
Left-Right 7		0					0		0				0				0	
SOUTHBOUND	Left 8	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 9		1					1		1				1				1
	Through 10	25	0	27	0	27	52	77	0	79	0	77	0	79	0	77	0	79
	Through-Right 11		1					1		1				1				1
	Right 12	43	0	17	0	43	256	299	0	145	0	299	0	145	0	299	0	145
	Left-Through-R 13		0					0		0				0				0
Left-Right 14		0					0		0				0				0	
EASTBOUND	Left 15	52	1	52	0	52	256	308	1	308	0	308	1	308	0	308	1	308
	Left-Through 16		0					0		0			0				0	
	Through 17	368	1	186	-12	356	285	653	1	330	-12	641	1	324	0	641	1	324
	Through-Right 18		1					1		1			1				1	
	Right 19	4	0	4	0	4	2	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-R 20		0					0		0				0				0
Left-Right 21		0					0		0				0				0	
WESTBOUND	Left 22	109	1	109	0	109	59	168	1	168	0	168	1	168	0	168	1	168
	Left-Through 23		0					0		0			0				0	
	Through 24	226	2	113	-12	214	290	516	2	258	-12	504	2	252	0	504	2	252
	Through-Right 25		0					0		0			0				0	
	Right 26	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 27		0					0		0			0				0	
Left-Right 28		0					0		0			0				0		
CRITICAL VOLUMES		North-South: 44	East-West: 295	SUM: 339	North-South: 44	East-West: 289	SUM: 333	North-South: 154	East-West: 566	SUM: 720	North-South: 154	East-West: 560	SUM: 714	North-South: 154	East-West: 560	SUM: 714		
VOLUME/CAPACITY (V/C) RATIO:		0.238			0.234			0.505				0.501						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138			0.134			0.405				0.401						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.004**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2		2			
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0		0			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		1							1				1				1	
	Through 3	4	0	4	0	4	4	172	176	0	176	0	176	0	176		176	0	176
	Through-Right 4		1							1				1				1	
	Right 5	179	0	130	0	179	130	42	221	0	145	0	221	0	145		221	0	145
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4		4	0	4
	Left-Through 9		1							1				1				1	
	Through 10	3	0	7	0	3	7	98	101	0	105	0	101	0	105		101	0	105
	Through-Right 11		1							1				1				1	
	Right 12	8	0	6	0	8	6	177	185	0	48	0	185	0	48		185	0	48
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	4	1	4	0	4	4	271	275	1	275	0	275	1	275		275	1	275
	Left-Through 16		0							0				0				0	
	Through 17	280	1	140	-9	271	136	259	539	1	270	-9	530	1	265		530	1	265
	Through-Right 18		1							1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	98	1	98	0	98	98	54	152	1	152	0	152	1	152		152	1	152
	Left-Through 23		0							0				0				0	
	Through 24	190	2	95	-8	182	91	98	288	2	144	-8	280	2	140		280	2	140
	Through-Right 25		0							0				0				0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7		7	1	7
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 134		North-South: 134			North-South: 180				North-South: 180				North-South: 180				
		East-West: 238		East-West: 234			East-West: 427				East-West: 427				East-West: 427				
		SUM: 372		SUM: 368			SUM: 607				SUM: 607				SUM: 607				
VOLUME/CAPACITY (V/C) RATIO:		0.261		0.258			0.426				0.426				0.426				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.161		0.158			0.326				0.326				0.326				
LEVEL OF SERVICE (LOS):		A		A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c in v/c due to project: **-0.003**
ant impacted? **NO**

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 #: 18	North-South Street:	Earle Street		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Cannery Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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-- 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	
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	4	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	42	1	23	0	42	23	90	132	1	69	0	132	1	69	0	132	1	69	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		
	Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	272	1	148	0	272	148	23	295	1	160	0	295	1	160	0	295	1	160	
	Through-Right 11		1							1				1				1		
	Right 12	24	0	24	0	24	24	0	24	0	24	0	24	0	24	0	24	0	24	
	Left-Through-R 13		0							0				0				0		
Left-Right 14		0							0				0				0			
EASTBOUND	Left 15	15	1	15	0	15	15	0	15	1	15	0	15	1	15	0	15	1	15	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
Left-Right 21		0							0				0				0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-R 27		0							0				0				0			
Left-Right 28		0							0				0				0			
CRITICAL VOLUMES		North-South: 152		North-South: 152		North-South: 163		North-South: 163		North-South: 163		North-South: 163		North-South: 163		North-South: 163		North-South: 163		
		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		East-West: 15		
		SUM: 167		SUM: 167		SUM: 178		SUM: 178		SUM: 178		SUM: 178		SUM: 178		SUM: 178		SUM: 178		
VOLUME/CAPACITY (V/C) RATIO:		0.111		0.111		0.119		0.119		0.119		0.119		0.119		0.119		0.119		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111		0.111		0.119		0.119		0.119		0.119		0.119		0.119		0.119		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases 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? Override Capacity		0 0 0 0	0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	6	0	6	0	6
	Left-Through 2		1						1				1				1	
	Through 3	61	1	34	0	61	34	137	198	1	102	0	198	1	102	198	1	102
	Through-Right 4		0						0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0				0	
	Through 10	123	1	84	0	123	84	112	235	1	140	0	235	1	140	235	1	140
	Through-Right 11		1						1				1				1	
	Right 12	45	0	45	0	45	45	0	45	0	45	0	45	0	45	45	0	45
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	83	1	83	0	83	83	19	102	1	102	0	102	1	102	102	1	102
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	9	1	9
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173		North-South: 90 East-West: 83 SUM: 173		North-South: 146 East-West: 102 SUM: 248		North-South: 146 East-West: 102 SUM: 248		North-South: 146 East-West: 102 SUM: 248		North-South: 146 East-West: 102 SUM: 248						
VOLUME/CAPACITY (V/C) RATIO:		0.115		0.115		0.165		0.165		0.165		0.165						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115		0.115		0.165		0.165		0.165		0.165						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.000**
ant impacted? **NO**

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:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1					1		1			1		1		1		1	
	Through 3	143	1	73	0	143	73	156	299	1	151	0	299	1	151	0	299	1	151	
	Through-Right 4		0							0				0			0		0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0			0		0	0
	Left-Right 7		0							0				0			0		0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0			0		0	
	Through 10	85	1	48	0	85	48	81	166	1	89	0	166	1	89	0	166	1	89	
	Through-Right 11		1							1				1			1		1	
	Right 12	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through-R 13		0							0				0			0		0	0
Left-Right 14		0							0				0			0		0	0	
EASTBOUND	Left 15	30	1	30	0	30	30	0	30	1	30	0	30	1	30	0	30	1	30	
	Left-Through 16		0							0				0			0		0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0			0		0	0
Left-Right 21		0							0				0			0		0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		0	0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0			0		0	0
Left-Right 28		0							0				0			0		0	0	
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 73 East-West: 30 SUM: 103			North-South: 151 East-West: 30 SUM: 181				North-South: 151 East-West: 30 SUM: 181				North-South: 151 East-West: 30 SUM: 181				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.069			0.121				0.121				0.121				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.069			0.121				0.121				0.121				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

∆e in v/c due to project: **0.000**
ant impacted? **NO**

PROJECT IMPACT

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

2019 - Alternative 4

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.438 *	
	TH	0.82	18	1,309	0.014		
	LT	1.18	26	1,702	0.015 *		
Westbound	RT	1.00	117	1,600	0.059	V/C: 0.459 Lost Time: 0.180	
	TH	1.00	483	1,600	0.302 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.639	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.339 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	2		
North/South Street:	ALAMEDA STREET		
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000 V/C: 0.413 Lost Time: 0.120
	TH	3.00	1,415	4,800	0.295	
	LT	1.00	262	1,600	0.164 *	
Westbound	RT	2.00	193	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	116	2,880	0.040 *	
Northbound	RT	0.00	80	0	0.000	
	TH	3.00	921	4,800	0.209 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.533 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 * N-S(2): 0.239 E-W(1): 0.035 * E-W(2): 0.032 V/C: 0.370 Lost Time: 0.120
	TH	3.00	1,148	4,800	0.239	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	2.00	198	3,200	0.032	
	TH	0.00	0	0	0.000	
	LT	2.00	102	2,880	0.035 *	
Northbound	RT	0.00	73	0	0.000	
	TH	3.00	1,252	4,800	0.276 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.276 E-W(1): 0.070 E-W(2): 0.089 * V/C: 0.479 Lost Time: 0.120
	TH	3.00	1,323	4,800	0.276	
	LT	1.00	177	1,600	0.111 *	
Westbound	RT	2.00	463	3,200	0.089 *	
	TH	0.00	0	0	0.000	
	LT	2.00	202	2,880	0.070	
Northbound	RT	0.00	153	0	0.000	
	TH	3.00	1,187	4,800	0.279 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.599 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	6		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-103)		
East/West Street:	WILLOW STREET/SEPULVEDA BLVD		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 * N-S(2): 0.000 E-W(1): 0.234 E-W(2): 0.304 * V/C: 0.383 Lost Time: 0.180
	TH	1.00	14	1,600	0.014 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	16	0	0.000	
	TH	2.00	914	3,200	0.291 *	
	LT	2.00	219	2,880	0.076	
Northbound	RT	2.00	89	3,200	0.000	
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563 LOS: A
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 * N-S(2): 0.000 E-W(1): 0.244 * E-W(2): 0.124 V/C: 0.448 Lost Time: 0.180
	TH	1.00	16	1,600	0.020 *	
	LT	0.00	3	1,600	0.002	
Westbound	RT	0.00	0	0	0.000	
	TH	2.00	360	3,200	0.113 *	
	LT	2.00	141	2,880	0.049	
Northbound	RT	2.00	205	3,200	0.042	
	TH	0.02	5	30	0.166	
	LT	1.98	525	2,853	0.184 *	
Eastbound	RT	1.00	577	1,600	0.195	ICU: 0.628 LOS: B
	TH	2.00	248	3,200	0.078	
	LT	1.00	18	1,600	0.011 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.311 * N-S(2): 0.000 E-W(1): 0.448 * E-W(2): 0.106 V/C: 0.759 Lost Time: 0.180
	TH	1.00	8	1,600	0.019 *	
	LT	0.00	5	1,600	0.003	
Westbound	RT	0.00	1	0	0.000	
	TH	2.00	313	3,200	0.098	
	LT	2.00	336	2,880	0.117 *	
Northbound	RT	2.00	310	3,200	0.044	
	TH	0.00	0	0	0.000	
	LT	2.00	842	2,880	0.292 *	
Eastbound	RT	1.00	558	1,600	0.086	ICU: 0.939 LOS: E
	TH	2.00	1,058	3,200	0.331 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	893	3,200	0.279 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.353 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	186	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.464
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	532	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,170	3,200	0.366 *	N-S(1): 0.416
	TH	2.00	267	3,200	0.083	N-S(2): 0.451 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.593
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,330	3,200	0.416	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.713
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,295	3,200	0.405	N-S(1): 0.513 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.469
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.016
	TH	2.00	52	3,200	0.016	
	LT	1.00	146	1,600	0.091 *	V/C: 0.604
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,641	3,200	0.513 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 *
	TH	1.00	255	1,600	0.159 *	N-S(2): 0.000
	LT	1.00	160	1,600	0.100	E-W(1): 0.104
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.176 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.378
Northbound	RT	1.00	25	1,600	0.016	Lost Time: 0.120
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498
	TH	2.00	210	3,200	0.104	
	LT	2.00	507	2,880	0.176 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 *
	TH	1.00	434	1,600	0.271 *	N-S(2): 0.000
	LT	1.00	56	1,600	0.035	E-W(1): 0.113
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.484 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.884
Northbound	RT	1.00	206	1,600	0.129	Lost Time: 0.120
	TH	2.00	355	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	134	0	0.000	ICU: 1.004
	TH	2.00	226	3,200	0.113	
	LT	2.00	1,393	2,880	0.484 *	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 *
	TH	1.00	274	1,600	0.171 *	N-S(2): 0.000
	LT	1.00	133	1,600	0.083	E-W(1): 0.088
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.518 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.766
Northbound	RT	1.00	123	1,600	0.077 *	Lost Time: 0.120
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.886
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,491	2,880	0.518 *	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.296 * V/C: 0.367 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	195	3,200	0.061	
	TH	2.00	940	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.467 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.379 * V/C: 0.491 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,147	3,200	0.358 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.591 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.400 * V/C: 0.497 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	166	3,200	0.052	
	TH	2.00	1,269	3,200	0.397 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	145	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.289
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.409
	TH	2.00	696	3,200	0.218 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.353 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.468
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	2.00	1,129	3,200	0.353 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.447 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.098
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.552
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	2.00	1,431	3,200	0.447 *	
	LT	1.00	157	1,600	0.098	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	188	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.439 *	
	TH	0.82	18	1,309	0.014		
	LT	1.18	26	1,702	0.015 *		
Westbound	RT	1.00	118	1,600	0.060	V/C: 0.460 Lost Time: 0.180	
	TH	1.00	484	1,600	0.303 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.640	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.340 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,082	3,200	0.339		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000	
	TH	3.00	1,415	4,800	0.295		
	LT	1.00	262	1,600	0.164 *		
Westbound	RT	2.00	192	3,200	0.000	V/C: 0.413 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	116	2,880	0.040 *		
Northbound	RT	0.00	80	0	0.000	ICU: 0.533	
	TH	3.00	921	4,800	0.209 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.336 * N-S(2): 0.239 E-W(1): 0.036 * E-W(2): 0.032	
	TH	3.00	1,146	4,800	0.239		
	LT	1.00	96	1,600	0.060 *		
Westbound	RT	2.00	198	3,200	0.032	V/C: 0.372 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	103	2,880	0.036 *		
Northbound	RT	0.00	73	0	0.000	ICU: 0.492	
	TH	3.00	1,250	4,800	0.276 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.275 E-W(1): 0.070 E-W(2): 0.089 *	
	TH	3.00	1,322	4,800	0.275		
	LT	1.00	177	1,600	0.111 *		
Westbound	RT	2.00	463	3,200	0.089 *	V/C: 0.479 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	202	2,880	0.070		
Northbound	RT	0.00	153	0	0.000	ICU: 0.599	
	TH	3.00	1,187	4,800	0.279 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.234
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.304 *
	TH	2.00	914	3,200	0.291 *	V/C: 0.383
	LT	2.00	219	2,880	0.076	Lost Time: 0.180
Northbound	RT	2.00	89	3,200	0.000	
	TH	0.13	12	205	0.058	
	LT	1.87	175	2,695	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.242 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.124
	TH	2.00	360	3,200	0.113 *	V/C: 0.446
	LT	2.00	140	2,880	0.049	Lost Time: 0.180
Northbound	RT	2.00	204	3,200	0.042	
	TH	0.02	5	30	0.166	
	LT	1.98	526	2,853	0.184 *	
Eastbound	RT	1.00	575	1,600	0.193	ICU: 0.626
	TH	2.00	249	3,200	0.078	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.312 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.449 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	311	3,200	0.098	V/C: 0.761
	LT	2.00	336	2,880	0.117 *	Lost Time: 0.180
Northbound	RT	2.00	306	3,200	0.043	
	TH	0.00	0	0	0.000	
	LT	2.00	844	2,880	0.293 *	
Eastbound	RT	1.00	558	1,600	0.085	ICU: 0.941
	TH	2.00	1,061	3,200	0.332 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	891	3,200	0.278 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.352 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	187	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.463
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	530	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.583
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,169	3,200	0.365 *	N-S(1): 0.413
	TH	2.00	266	3,200	0.083	N-S(2): 0.450 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.592
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,322	3,200	0.413	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.712
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,292	3,200	0.404	N-S(1): 0.510 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.468
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.017
	TH	2.00	55	3,200	0.017	
	LT	1.00	146	1,600	0.091 *	V/C: 0.601
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,632	3,200	0.510 *	
	LT	1.00	103	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.721
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 *
	TH	1.00	255	1,600	0.159 *	N-S(2): 0.000
	LT	1.00	160	1,600	0.100	E-W(1): 0.104
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.176 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.378
Northbound	RT	1.00	25	1,600	0.016	Lost Time: 0.120
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498
	TH	2.00	210	3,200	0.104	
	LT	2.00	506	2,880	0.176 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 *
	TH	1.00	433	1,600	0.271 *	N-S(2): 0.000
	LT	1.00	56	1,600	0.035	E-W(1): 0.113
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.482 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.882
Northbound	RT	1.00	207	1,600	0.129	Lost Time: 0.120
	TH	2.00	354	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	135	0	0.000	ICU: 1.002
	TH	2.00	227	3,200	0.113	
	LT	2.00	1,387	2,880	0.482 *	LOS: F

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 *
	TH	1.00	274	1,600	0.171 *	N-S(2): 0.000
	LT	1.00	133	1,600	0.083	E-W(1): 0.088
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.515 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.763
Northbound	RT	1.00	123	1,600	0.077 *	Lost Time: 0.120
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.883
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,482	2,880	0.515 *	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.295 * V/C: 0.366 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	196	3,200	0.061	
	TH	2.00	938	3,200	0.293 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.466
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.379 * V/C: 0.491 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,146	3,200	0.358 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.591
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.399 * V/C: 0.496 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	169	3,200	0.053	
	TH	2.00	1,266	3,200	0.396 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	146	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.596
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.217 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.288
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.408
	TH	2.00	694	3,200	0.217 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.351 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.466
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.586
	TH	2.00	1,124	3,200	0.351 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.444 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.099
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.549
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.669
	TH	2.00	1,422	3,200	0.444 *	
	LT	1.00	158	1,600	0.099	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2019 - Project Alternative
Intersection Analysis
City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%)	Conducted by:	Date:	10/1/2015												
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases		0	0		0		0													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2													
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													
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3													
Override Capacity		2	2		2		2													
		1500	#####		1500		1500													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	214	1	214	0	214	214	20	234	1	234	0	234	1	234	0	234	1	234	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	220	1	0	0	220	0	34	254	1	0	0	254	1	0	0	254	1	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	231	1	231	0	231	231	162	393	1	393	0	393	1	393	0	393	1	393	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	931	2	466	0	931	466	329	1260	2	630	0	1260	2	630	0	1260	2	630	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1033	2	402	0	1033	402	445	1478	2	544	0	1478	2	544	0	1478	2	544	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 26	172	0	172	0	172	172	-18	154	0	154	0	154	0	154	0	154	0	154	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	214	North-South:		214	North-South:		234	North-South:		234	North-South:		234	North-South:		234	North-South:		234
	East-West:	868	East-West:		868	East-West:		1174	East-West:		1174	East-West:		1174	East-West:		1174	East-West:		1174
	SUM:	1082	SUM:		1082	SUM:		1408	SUM:		1408	SUM:		1408	SUM:		1408	SUM:		1408
VOLUME/CAPACITY (V/C) RATIO:		0.721			0.721			0.939			0.939			0.939			0.939			0.939
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621			0.621			0.839			0.839			0.839			0.839			0.839
LEVEL OF SERVICE (LOS):		B			B			D			D			D			D			D

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
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-- 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		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0								0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0								0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6		0							0								0	
	Left-Right 7		0							0								0	
SOUTHBOUND	Left 8	233	1	233	0	233	233	70	303	1	303	0	303	1	303		303	1	303
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	245	1	14	0	245	14	16	261	1	6	0	261	1	6		261	1	6
	Left-Through-Ri 13		0							0				0				0	
EASTBOUND	Left 15	231	1	231	0	231	231	24	255	1	255	0	255	1	255		255	1	255
	Left-Through 16		0							0				0				0	
	Through 17	886	2	443	0	886	443	-108	778	2	389	0	778	2	389		778	2	389
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-Ri 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	813	2	357	0	813	357	-77	736	2	363	0	736	2	363		736	2	363
	Through-Right 25		1							1				1				1	
	Right 26	257	0	257	0	257	257	97	354	0	354	0	354	0	354		354	0	354
	Left-Through-Ri 27		0							0				0				0	
CRITICAL VOLUMES	North-South:	233		233		233		303		303		303		303		303		303	
	East-West:	800		800		800		752		752		752		752		752		752	
	SUM:	1033		1033		1033		1055		1055		1055		1055		1055		1055	
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.689		0.689		0.703		0.703		0.703		0.703		0.703		0.703	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.589		0.589		0.603		0.603		0.603		0.603		0.603		0.603	
LEVEL OF SERVICE (LOS):		A		A		A		B		B		B		B		B		B	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0		0		
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-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	
Override Capacity		1500			#####		1500		1500		1500		1500		1500		1500		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0																
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	192	1	192	0	192	#	31	223	1	223	0	223	1	223	223	1	223	
	Left-Through 9		0							0				0			0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0							0				0			0		
	Right 12	301	1	56	0	301	#	64	365	1	72	0	365	1	72	365	1	72	
	Left-Through-Ri 13		0							0				0			0		
EASTBOUND	Left 15	245	1	245	0	245	#	48	293	1	293	0	293	1	293	293	1	293	
	Left-Through 16		0							0				0			0		
	Through 17	1191	2	596	0	1191	#	395	1586	2	793	0	1586	2	793	1586	2	793	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0							0				0			0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		
	Through 24	997	2	407	1	998	#	394	1391	2	560	1	1392	2	561	1392	2	561	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	65	290	0	290	0	290	0	290	290	0	290	
	Left-Through-Ri 27		0							0				0			0		
Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 192 East-West: 1003 SUM: 1195			North-South: 192 East-West: 1004 SUM: 1196			North-South: 223 East-West: 1353 SUM: 1576				North-South: 223 East-West: 1354 SUM: 1577				North-South: 223 East-West: 1354 SUM: 1577			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			1.051				1.051				1.051			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			0.951				0.951				0.951			
LEVEL OF SERVICE (LOS):		B			B			E				E				E			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
4	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases		3		3		3		3		3		3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1							
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						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3						
Override Capacity		2		2		2		2		2		2							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	315	2	141	0	315	141	277	592	2	231	0	592	2	231	0	592	2	231
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	-6	102	0	102	0	102	0	102	0	102	0	102
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	0	314	314	56	370	1	370	0	370	1	370	0	370	1	370
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	0	699	233	418	1117	3	372	0	1117	3	372	0	1117	3	372
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	102	1	102	0	102	102	29	131	1	131	0	131	1	131	0	131	1	131
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	299	1	0	0	299	0	130	429	1	59	0	429	1	59	0	429	1	59
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 455		<i>North-South:</i> 455		<i>North-South:</i> 603		<i>North-South:</i> 603		<i>North-South:</i> 603		<i>North-South:</i> 603							
		<i>East-West:</i> 102		<i>East-West:</i> 102		<i>East-West:</i> 131		<i>East-West:</i> 131		<i>East-West:</i> 131		<i>East-West:</i> 131							
		<i>SUM:</i> 557		<i>SUM:</i> 557		<i>SUM:</i> 734		<i>SUM:</i> 734		<i>SUM:</i> 734		<i>SUM:</i> 734							
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.391		0.515		0.515		0.515		0.515							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.291		0.415		0.415		0.415		0.415							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015				
4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
	No. of Phases	3			3			3			3			3			3	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1			1			1			1			1			1	
	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?	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	
	Override Capacity	2		2		2		2		2		2		2		2		
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0															
	Through 3	441	2	193	0	441	193	563	1004	2	395	0	1004	2	395	1004	2	395
	Through-Right 4		1							1				1			1	
	Right 5	139	0	139	0	139	139	43	182	0	182	0	182	0	182	182	0	182
	Left-Through-R 6		0							0				0			0	
	Left-Right 7		0							0				0			0	
SOUTHBOUND	Left 8	199	1	199	0	199	199	32	231	1	231	0	231	1	231	231	1	231
	Left-Through 9		0							0				0			0	
	Through 10	476	3	159	0	476	159	487	963	3	321	0	963	3	321	963	3	321
	Through-Right 11		0							0				0			0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0			0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0	
	Left-Right 21		0							0				0			0	
WESTBOUND	Left 22	105	1	105	0	105	105	54	159	1	159	0	159	1	159	159	1	159
	Left-Through 23		0							0				0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0			0	
	Right 26	256	1	57	0	256	57	61	317	1	86	0	317	1	86	317	1	86
	Left-Through-R 27		0							0				0			0	
	Left-Right 28		0							0				0			0	
CRITICAL VOLUMES	North-South:	392		392		716				716				716				
	East-West:	105		105		159				159				159				
	SUM:	497		497		875				875				875				
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.614				0.614				0.614					
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.514				0.514				0.514					
LEVEL OF SERVICE (LOS):	A		A		A				A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	174	878	2	353	0	878	2	353	0	878	2	353
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	30	180	0	180	0	180	0	180	0	180	0	180
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	0	279	#	60	339	1	339	0	339	1	339	0	339	1	339
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	0	967	#	159	1126	3	375	0	1126	3	375	0	1126	3	375
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	99	1	99	0	99	#	42	141	1	141	0	141	1	141	0	141	1	141
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	70	429	1	90	0	429	1	90	0	429	1	90
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 607		607	North-South: 607		607	North-South: 728		728	North-South: 728		728	North-South: 728		728	North-South: 728		728
		East-West: 99		99	East-West: 99		99	East-West: 141		141	East-West: 141		141	East-West: 141		141	East-West: 141		141
		SUM: 706		706	SUM: 706		706	SUM: 869		869	SUM: 869		869	SUM: 869		869	SUM: 869		869
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.495			0.610			0.610			0.610			0.610	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.395			0.510			0.510			0.510			0.510	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS										
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0										
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2		2		2		2										
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0										
	Through 3	280	2	140	0	280	140	26	306	2	153	0	306	2	153	0	306	2	
	Through-Right 4		0							0									
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0									
	Left-Right 7		0							0									
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	0	304	158	197	501	0	263	0	501	0	263	0	501	0	263
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	158	0	0	0	263	0	0	0	263	0	0	0	263
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	0	32	32	384	416	1	416	0	416	1	416	0	416	1	416
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196		North-South: 158 East-West: 38 SUM: 196		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685		North-South: 263 East-West: 422 SUM: 685							
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.138		0.481		0.481		0.481		0.481							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.069		0.381		0.381		0.381		0.381							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	0	593	297	175	768	2	384	0	768	2	384	0	768	2	384	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through 10	317	0	173	0	317	173	300	617	0	323	0	617	0	323	0	617	0	323	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 12	0	0	173	0	0	173	0	0	0	323	0	0	0	323	0	0	0	323	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	92	1	92	0	92	92	296	388	1	388	0	388	1	388	0	388	1	388	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	0	5	0	8	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 304		North-South: 391		North-South: 391		North-South: 391		North-South: 391		North-South: 391		North-South: 391		North-South: 391		
		East-West: 121		East-West: 121		East-West: 417		East-West: 417		East-West: 417		East-West: 417		East-West: 417		East-West: 417		East-West: 417		
		SUM: 425		SUM: 425		SUM: 808		SUM: 808		SUM: 808		SUM: 808		SUM: 808		SUM: 808		SUM: 808		
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.567		0.567		0.567		0.567		0.567		0.567		0.567		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.467		0.467		0.467		0.467		0.467		0.467		0.467		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	573	2	287	0	573	287	105	678	2	339	0	678	2	339	0	678	2	339	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Through 10	347	0	185	0	347	185	129	476	0	262	0	476	0	262	0	476	0	262	
	Through-Right 11	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Right 12	3	0	185	0	3	185	1	4	0	262	0	4	0	262	0	4	0	262	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	0	83	83	345	428	1	428	0	428	1	428	0	428	1	428	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16	
	Through-Right 18	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 297 East-West: 150 SUM: 447	North-South: 297 East-West: 150 SUM: 447	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 496 SUM: 846	North-South: 350 East-West: 496 SUM: 846										
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.314	0.314	0.594	0.594	0.594	0.594	0.594	0.594										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.214	0.214	0.494	0.494	0.494	0.494	0.494	0.494										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0										
	ATSA-1 or ATSA+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-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	36	352	407	1	226	0	407	1	226	0	407	1	226	
	Left-Through	2	1	0	55	1	53	162	1	162	0	162	1	162	0	162	1	162	
	Through	3	36	0	54	36	217	271	1	226	0	271	1	226	0	271	1	226	
	Through-Right	4	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	35	0	66	35	-11	55	1	0	0	55	1	0	0	55	1	0	
	Left-Through-R	6	0	0	66	0	0	0	0	0	0	66	0	0	0	66	0	0	
	Left-Right	7	0	0	66	0	0	0	0	0	0	66	0	0	0	66	0	0	
SOUTHBOUND	Left	8	109	0	109	109	53	162	1	162	0	162	1	162	0	162	1	162	
	Left-Through	9	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	74	0	188	74	318	506	2	180	0	506	2	180	0	506	2	180	
	Through-Right	11	1	1	188	1	1	506	1	1	0	506	1	1	0	506	1	1	
	Right	12	34	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-R	13	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0	
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	354	0	707	354	196	903	2	452	0	903	2	452	0	903	2	452	
	Through-Right	18	0	0	707	0	0	903	0	0	0	903	0	0	0	903	0	0	
	Right	19	0	0	707	0	0	903	1	0	0	903	1	0	0	903	1	0	
	Left-Through-R	20	0	0	707	0	0	903	0	0	0	903	0	0	0	903	0	0	
WESTBOUND	Left	22	63	0	63	63	68	131	1	131	0	131	1	131	0	131	1	131	
	Left-Through	23	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	409	0	818	409	336	1154	2	577	0	1154	2	577	0	1154	2	577	
	Through-Right	25	0	0	818	0	0	1154	0	0	0	1154	0	0	0	1154	0	0	
	Right	26	42	42	96	42	60	156	1	75	0	156	1	75	0	156	1	75	
	Left-Through-R	27	0	0	96	0	0	156	0	0	0	156	0	0	0	156	0	0	
Left-Right	28	0	0	96	0	0	156	0	0	0	156	0	0	0	156	0	0		
CRITICAL VOLUMES		North-South: 145	North-South: 145	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	North-South: 406	
		East-West: 470	East-West: 470	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	East-West: 647	
		SUM: 615	SUM: 615	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	SUM: 1053	
VOLUME/CAPACITY (V/C) RATIO:		0.447	0.447	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	
V/C LESS ATSA/ATCS ADJUSTMENT:		0.347	0.347	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	0.666	
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Anaheim Street	Projection Year: 2038	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 4 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	84	0	141	84	191	332	1	317	0	332	1	317		332	1	317	
	Left-Through 2	1							1				1				1		
	Through 3	1	84	0	112	84	508	620	1	317	0	620	1	317		620	1	317	
	Through-Right 4	0							0				0				0		
	Right 5	1	53	0	71	53	37	108	1	30	0	108	1	30		108	1	30	
	Left-Through-R 6	0							0				0				0		
	Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	163	0	163	163	27	190	1	190	0	190	1	190		190	1	190	
	Left-Through 9	0							0				0				0		
	Through 10	2	97	0	234	97	344	578	2	212	0	578	2	212		578	2	212	
	Through-Right 11	1							1				1				1		
	Right 12	0	56	0	56	56	2	58	0	58	0	58	0	58		58	0	58	
	Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0			
EASTBOUND	Left 15	1	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through 16	0							0				0				0		
	Through 17	2	375	0	750	375	-64	686	2	343	0	686	2	343		686	2	343	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	0	172	0	202	374	1	0	0	374	1	0		374	1	0	
	Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0			
WESTBOUND	Left 22	1	36	0	36	36	121	157	1	157	0	157	1	157		157	1	157	
	Left-Through 23	0							0				0				0		
	Through 24	2	317	0	634	317	-96	538	2	269	0	538	2	269		538	2	269	
	Through-Right 25	0							0				0				0		
	Right 26	1	123	0	204	123	14	218	1	123	0	218	1	123		218	1	123	
	Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0			
CRITICAL VOLUMES		North-South: 247 East-West: 443 SUM: 690	North-South: 247 East-West: 443 SUM: 690	North-South: 247 East-West: 443 SUM: 690	North-South: 529 East-West: 500 SUM: 1029	North-South: 529 East-West: 500 SUM: 1029	North-South: 529 East-West: 500 SUM: 1029	North-South: 529 East-West: 500 SUM: 1029	North-South: 529 East-West: 500 SUM: 1029	North-South: 529 East-West: 500 SUM: 1029									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSA/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.502 0.402 A	0.502 0.402 A	0.502 0.402 A	0.748 0.648 B	0.748 0.648 B	0.748 0.648 B	0.748 0.648 B	0.748 0.648 B	0.748 0.648 B									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	0	184	111	599	783	1	430	0	783	1	430		783	1	430
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	0	149	111	359	508	1	430	0	508	1	430		508	1	430
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	0	54	32	-21	33	1	18	0	33	1	18		33	1	18
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	56	190	1	190	0	190	1	190		190	1	190
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	0	288	111	217	505	2	185	0	505	2	185		505	2	185
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	0	952	476	315	1267	2	634	0	1267	2	634		1267	2	634
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	0	249	0	365	614	1	0	0	614	1	0		614	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	44	-14	30	1	30	0	30	1	30		30	1	30
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	0	854	427	346	1200	2	600	0	1200	2	600		1200	2	600
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	83	326	1	231	0	326	1	231		326	1	231
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 245 East-West: 561 SUM: 806		North-South: 620 East-West: 756 SUM: 1376				North-South: 620 East-West: 756 SUM: 1376				North-South: 620 East-West: 756 SUM: 1376						
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.586		1.001		1.001		1.001		1.001		1.001					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.486		0.901		0.901		0.901		0.901		0.901					
LEVEL OF SERVICE (LOS):		A		A		E		E		E		E		E					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	Ambient Growth: (%)		Conducted by:	Date:	10/1/2015												
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	Peak Hour:		Reviewed by:	Project:	Everport Draft EIR/EIS												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4			4	4	4												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1												
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0		2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	1	6	0	6	6	0	6	1	6	6	0	6	1	6	6	6		
	Left-Through 2		0							0					0					
	Through 3	46	2	23	0	46	23	458	504	2	252	0	504	2	252	0	504	2	252	
	Through-Right 4		0							0					0					
	Right 5	32	1	0	0	32	0	34	66	1	0	0	66	1	0	0	66	1	0	
	Left-Through-R 6		0							0					0					
	Left-Right 7		0							0					0					
SOUTHBOUND	Left 8	69	2	38	0	69	38	177	246	2	135	0	246	2	135	0	246	2	135	
	Left-Through 9		0							0				0						
	Through 10	649	1	336	0	649	336	867	1516	1	802	0	1516	1	802	0	1516	1	802	
	Through-Right 11		1							1				1				1		
	Right 12	22	0	22	0	22	22	65	87	0	87	0	87	0	87	0	87	0	87	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	35	1	35	0	35	35	39	74	1	74	0	74	1	74	0	74	1	74	
	Left-Through 16		0							0				0				0		
	Through 17	8	0	28	0	8	28	0	8	0	29	0	8	0	29	0	8	0	29	
	Through-Right 18		1							1				1				1		
	Right 19	20	0	0	0	20	0	1	21	0	0	0	21	0	0	0	21	0	0	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	19	0	19	0	19	19	52	71	0	71	0	71	0	71	0	71	0	71	
	Left-Through 23		1							1				1				1		
	Through 24	17	0	36	0	17	36	0	17	0	88	0	17	0	88	0	17	0	88	
	Through-Right 25		0							0				0				0		
	Right 26	13	1	0	0	13	0	87	100	1	0	0	100	1	0	0	100	1	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413		North-South: 342 East-West: 71 SUM: 413		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		North-South: 808 East-West: 162 SUM: 970		
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A		0.300 0.200 A		0.705 0.605 B		0.705 0.605 B		0.705 0.605 B		0.705 0.605 B		0.705 0.605 B		0.705 0.605 B		0.705 0.605 B		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	8	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
No. of Phases			4	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4	Right Turns: FREE-1, NRTOR-2 or OLA-3?			4									
ATSAC-1 or ATSAC+ATCS-2?			2	Override Capacity			0				2									
Override Capacity			0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through	2		0		0					0				0				0	
	Through	3	221	2	111	0	221	111	352	573	2	287	0	573	2	287		573	2	287
	Through-Right	4		0		0					0		0		0				0	
	Right	5	20	1	0	0	20	0	26	46	1	0	0	46	1	0		46	1	0
	Left-Through-R	6		0		0					0		0		0				0	
	Left-Right	7		0		0					0		0		0				0	
SOUTHBOUND	Left	8	27	2	15	0	27	15	290	317	2	174	0	317	2	174		317	2	174
	Left-Through	9		0		0				0				0					0	
	Through	10	362	1	197	0	362	197	617	979	1	527	0	979	1	527		979	1	527
	Through-Right	11		1		0					1		0		1				1	
	Right	12	32	0	32	0	32	32	43	75	0	75	0	75	0	75		75	0	75
	Left-Through-R	13		0		0					0		0		0				0	
Left-Right	14		0		0					0		0		0				0		
EASTBOUND	Left	15	51	1	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through	16		0		0				0				0					0	
	Through	17	5	0	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right	18		1		0					1		0		1				1	
	Right	19	15	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20		0		0					0		0		0				0	
Left-Right	21		0		0					0		0		0				0		
WESTBOUND	Left	22	7	0	7	0	7	7	50	57	0	57	0	57	0	57		57	0	57
	Left-Through	23		1		0				1				1					1	
	Through	24	4	0	11	0	4	11	-1	3	0	60	0	3	0	60		3	0	60
	Through-Right	25		0		0				0			0		0				0	
	Right	26	33	1	0	0	33	0	268	301	1	0	0	301	1	0		301	1	0
	Left-Through-R	27		0		0					0		0		0				0	
Left-Right	28		0		0					0		0		0				0		
CRITICAL VOLUMES			North-South: East-West: SUM:	216 62 278	North-South: East-West: SUM:	216 62 278	North-South: East-West: SUM:	546 155 701	North-South: East-West: SUM:	546 155 701	North-South: East-West: SUM:	546 155 701	North-South: East-West: SUM:	546 155 701						
VOLUME/CAPACITY (V/C) RATIO:																				
V/C LESS ATSAC/ATCS ADJUSTMENT:																				
LEVEL OF SERVICE (LOS):																				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	0	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	2	0							0				0				0	
	Through	3	2	152	1	304	152	656	959	2	480	1	960	2	480	1	960	2	480
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	50	0	22	72	1	0	0	72	1	0	0	72	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	0	137	75	36	173	2	95	0	173	2	95	0	173	2	95
	Left-Through	9	0							0				0				0	
	Through	10	1	237	1	440	237	816	1255	1	678	1	1256	1	678	1	1256	1	678
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	66	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	0	4	0	20
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	0	17	17	63	80	0	80	0	80	0	80	0	80	0	80
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	21	0	4	0	84	0	4	0	84	0	4	0	84
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	51	0	162	213	1	0	0	213	1	0	0	213	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254		North-South: 254		North-South: 695		North-South: 695		North-South: 695		North-South: 695		North-South: 695					
		East-West: 62		East-West: 62		East-West: 189		East-West: 189		East-West: 189		East-West: 189		East-West: 189					
		SUM: 316		SUM: 316		SUM: 884		SUM: 884		SUM: 884		SUM: 884		SUM: 884					
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.230		0.643		0.643		0.643		0.643		0.643					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.130		0.543		0.543		0.543		0.543		0.543					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:		Date:		10/1/2015					
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:		Project:		Everport Draft EIR/EIS					
13	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?		1		1		1		1		1		1		1				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 2		0						0	0			0				0		0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0	0			0				0		0
	Right 5	88	1	0	1	89	0	475	563	1	0	1	564	1	0	0	564	1	0
	Left-Through-F 6		0						0	0			0				0		0
	Left-Right 7		0						0	0			0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0	0			0				0		0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0						0	0			0				0		0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0						0	0			0				0		0
Left-Right 14		0						0	0			0				0		0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0	0			0				0		0
	Through 17	1972	3	657	-1	1971	657	952	2924	3	975	-1	2923	3	974	0	2923	3	974
	Through-Right 18		0						0	0			0				0		0
	Right 19	274	1	0	1	275	0	130	404	1	0	1	405	1	0	0	405	1	0
	Left-Through-F 20		0						0	0			0				0		0
Left-Right 21		0						0	0			0				0		0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 23		0						0	0			0				0		0
	Through 24	2176	3	725	0	2176	725	1006	3182	3	1061	0	3182	3	1061	0	3182	3	1061
	Through-Right 25		0						0	0			0				0		0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0						0	0			0				0		0
Left-Right 28		0						0	0			0				0		0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0	
		East-West: 725		East-West: 725		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061		East-West: 1061	
		SUM: 742		SUM: 742		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061		SUM: 1061	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.495		0.707		0.707		0.707		0.707		0.707		0.707		0.707	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.395		0.607		0.607		0.607		0.607		0.607		0.607		0.607	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 13		North-South Street: Navy Way		Year of Count: 2013		Ambient Growth: (%) : 0		Conducted by: 0		Date: 10/1/2015									
		East-West Street: Seaside Avenue		Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS									
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2						2									
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0						0									
		ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2						2									
				0						0									
		NB-- 1 SB-- 0		NB-- 1 SB-- 0		NB-- 1 SB-- 0		NB-- 1 SB-- 0		NB-- 1 SB-- 0									
		EB-- 1 WB-- 1		EB-- 1 WB-- 1		EB-- 1 WB-- 1		EB-- 1 WB-- 1		EB-- 1 WB-- 1									
				2						2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	2	882	0	493	1373	1	0	2	1375	1	0	1375	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-1	1502	501	254	1757	3	586	-1	1756	3	585	1756	3	585	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	113	1	0	3	116	0	321	434	1	0	3	437	1	0	437	1	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1447	3	482	1	1448	483	895	2342	3	781	1	2343	3	781	2343	3	781	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 141		<i>North-South:</i> 141			<i>North-South:</i> 0		<i>North-South:</i> 0				<i>North-South:</i> 0						
		<i>East-West:</i> 520		<i>East-West:</i> 520			<i>East-West:</i> 781		<i>East-West:</i> 781				<i>East-West:</i> 781						
		SUM: 661		SUM: 661			SUM: 781		SUM: 781				SUM: 781						
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.441			0.521		0.521				0.521						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.341			0.421		0.421				0.421						
LEVEL OF SERVICE (LOS):		A		A			A		A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Navy Way	Year of Count:	2013	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	190	0	346	190	-346	0	2	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	2	943	0	731	1672	1	0	2	1674	1	0	1674	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	714	-1	2140	713	899	3040	3	1013	-1	3039	3	1013	3039	3	1013
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	0	0	209	0	147	356	1	0	0	356	1	0	356	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	23	0	41	23	-41	0	2	0	0	0	2	0	0	2	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	655	1	1966	655	1631	3596	3	1199	1	3597	3	1199	3597	3	1199
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 736 SUM: 926	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199	North-South: 0 East-West: 1199 SUM: 1199												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.617 0.517 A	0.799 0.699 B	0.799 0.699 B	0.799 0.699 B	0.799 0.699 B												

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.001**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps		Year of Count:		Ambient Growth: (%)		Conducted by:		Date: 10/1/2015										
	East-West Street: Ferry Street		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
14	No. of Phases		3		3		3		3										
	Opposed Ø'ing: N/S-1, EW-2 or Both-3?		1		1		1		1										
	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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	1	45	45	259	303	1	303	1	304	1	304	0	304	1	304
	Through-Right 4																		
	Right 5	32	1	0	0	32	0	230	262	1	0	0	262	1	0	0	262	1	0
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Left-Through 9																		
	Through 10	280	2	140	1	281	141	198	478	2	239	1	479	2	240	0	479	2	240
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
	Left-Right 14																		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	328	1	328	0	328	328	240	568	1	568	0	568	1	568	0	568	1	286
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286
	Through-Right 25																		
	Right 26	3	1	1	0	3	1	0	3	1	1	0	3	1	1	0	3	1	0
	Left-Through-R 27																		
	Left-Right 28																		
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512			North-South: 186 East-West: 328 SUM: 514			North-South: 542 East-West: 568 SUM: 1110			North-South: 544 East-West: 568 SUM: 1112			North-South: 544 East-West: 286 SUM: 830					
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.361			0.779			0.780			0.582					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.261			0.679			0.680			0.482					
LEVEL OF SERVICE (LOS):		A			A			B			B			A					

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.002**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
 Significant impacted? **NO**
 Δv/c after mitigation: **-0.197**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0			0		0	
	Through 3	237	1	237	1	238	238	171	408	1	408	1	409	1	409	1	409	409	
	Through-Right 4		0						0			0	0	0	0	0	0	0	
	Right 5	354	1	214	0	354	215	-95	259	1	0	0	259	1	0	259	1	106	
	Left-Through-R 6		0						0			0	0	0	0	0	0	0	0
	Left-Right 7		0						0			0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	3	1	3	-1	2	2	0	3	1	3	-1	2	1	2	2	1	2	
	Left-Through 9		0						0				0			0		0	
	Through 10	223	2	112	2	225	113	311	534	2	267	2	536	2	268	2	268	268	
	Through-Right 11		0						0			0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0			0	0	0	0	0	0	0	
	Left-Right 14		0						0			0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0			0		0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0			0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0			0	0	0	0	0	0	0	
	Left-Right 21		0						0			0	0	0	0	0	0	0	
WESTBOUND	Left 22	140	1	140	-1	139	139	155	295	1	295	-1	294	1	294	1	294	153	
	Left-Through 23		0						0				0			0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	
	Through-Right 25		0						0			0	0	0	0	0	0	0	
	Right 26	10	1	9	0	10	9	2	12	1	11	0	12	1	11	12	0	0	
	Left-Through-R 27		0						0			0	0	0	0	0	1	0	
	Left-Right 28		0						0			0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489	North-South: 351 East-West: 139 SUM: 490	North-South: 675 East-West: 295 SUM: 970	North-South: 677 East-West: 294 SUM: 971	North-South: 677 East-West: 153 SUM: 830													
VOLUME/CAPACITY (V/C) RATIO:			0.343	0.344		0.681		0.681		0.681		0.582							
V/C LESS ATSC/ATCS ADJUSTMENT:			0.243	0.244		0.581		0.581		0.482									
LEVEL OF SERVICE (LOS):			A	A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.001**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.099**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015									
	14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
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-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	1	377	#	234	610	1	610	1	611	1	611	1	611	611	
	Through-Right 4		0							0			0				0		
	Right 5	289	1	146	1	290	#	32	321	1	35	1	322	1	35		322	1	178
	Left-Through-R 6		0							0			0				0		0
	Left-Right 7		0							0			0				0		0
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0			0				0		0
	Through 10	150	2	75	2	152	#	226	376	2	188	2	378	2	189		378	2	189
	Through-Right 11		0							0			0				0		0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0			0				0		0
	Left-Right 14		0							0			0				0		0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0			0				0		0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0			0				0		0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0			0				0		0
	Left-Right 21		0							0			0				0		0
WESTBOUND	Left 22	143	1	143	1	144	#	143	286	1	286	1	287	1	287		287	1	144
	Left-Through 23		0							0			0				0		0
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
	Through-Right 25		0							0			0				0		0
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	Left-Through-R 27		0							0			0				0		1
	Left-Right 28		0							0			0				0		0
CRITICAL VOLUMES		North-South: 451		North-South: 453		North-South: 798		North-South: 800		North-South: 800		North-South: 800		North-South: 800		North-South: 800		North-South: 800	
		East-West: 143		East-West: 144		East-West: 286		East-West: 287		East-West: 287		East-West: 287		East-West: 287		East-West: 287		East-West: 144	
		SUM: 594		SUM: 597		SUM: 1084		SUM: 1087		SUM: 1087		SUM: 1087		SUM: 1087		SUM: 1087		SUM: 944	
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.419		0.761		0.763		0.763		0.763		0.763		0.763		0.662	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.319		0.661		0.663		0.663		0.663		0.663		0.663		0.562	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002** Δv/c after mitigation: **-0.099**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:		Peak Hour:		Reviewed by:		Project:	Everport Draft EIR/EIS								
15	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-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3								
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	110	1	111	111	233	343	1	343	1	344	1	344	0	344	1	344
	Left-Through 2	0							0		0		0		0		0	
	Through 3	2	2	0	3	2	12	15	2	8	0	15	2	8	0	15	2	8
	Through-Right 4	0							0		0		0		0		0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6	0							0		0		0		0		0	
	Left-Right 7	0							0		0		0		0		0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9	0							0		0		0		0		0	
	Through 10	1	12	0	12	12	4	16	1	16	0	16	1	16	0	16	1	16
	Through-Right 11	0							0		0		0		0		0	
	Right 12	1	491	0	534	491	-179	355	1	312	0	355	1	312	0	355	1	312
	Left-Through-R 13	0							0		0		0		0		0	
	Left-Right 14	0							0		0		0		0		0	
EASTBOUND	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16	1							1				1				1	
	Through 17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18	0							0		0		0		0		0	
	Right 19	1	0	1	12	0	193	204	1	0	1	205	1	0	0	205	1	0
	Left-Through-R 20	0							0		0		0		0		0	
	Left-Right 21	0							0		0		0		0		0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0							0		0		0		0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0							0		0		0		0		0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0							0		0		0		0		0	
	Left-Right 28	0							0		0		0		0		0	
CRITICAL VOLUMES		North-South: 601	East-West: 43	SUM: 644	North-South: 602	East-West: 43	SUM: 645	North-South: 655	East-West: 43	SUM: 698	North-South: 656	East-West: 43	SUM: 699	North-South: 656	East-West: 43	SUM: 699		
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.430		0.465		0.466		0.466		0.466		0.466				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.330		0.365		0.366		0.366		0.366		0.366				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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: Ferry Street		Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
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			2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0										
			NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 WB-- 0	NB-- 1 SB-- 3 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left	1	112	2	114	114	120	232	1	232	2	234	1	234	234	1	234	
	←	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Through	3	6	0	12	6	7	19	2	10	0	19	2	10	19	2	10	
	←	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Right	5	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	←	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	←	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	→	Left	8	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	→	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through	10	6	-1	5	5	2	8	1	8	-1	7	1	7	7	1	7	
	→	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Right	12	259	1	260	46	48	307	1	188	1	308	1	189	308	1	189	
	→	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	→	Left	15	427	1	428	214	-190	237	1	119	1	238	1	119	238	1	119	
	→	Left-Through	16	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	→	Through	17	0	0	214	0	214	0	119	0	119	0	119	0	119	0	119	
	→	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Right	19	80	2	82	0	230	310	1	0	2	312	1	0	312	1	0	
	→	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	←	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	←	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: East-West: SUM:	157 214 371	North-South: East-West: SUM:	160 214 374	North-South: East-West: SUM:	420 119 539	North-South: East-West: SUM:	423 119 542	North-South: East-West: SUM:	423 119 542							
VOLUME/CAPACITY (V/C) RATIO:			0.247			0.249			0.359			0.361			0.361				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.147			0.149			0.259			0.261			0.261				
LEVEL OF SERVICE (LOS):			A			A			A			A			A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
 Significant impacted? **NO**

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:		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	16	Evergreen Terminal Gate	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	10/1/2015	Everport Draft EIR/EIS									
No. of Phases 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?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	2	2	98	98	1	98	2	100	1	100	0	100	1	100	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	0	10	2	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	1	-219	-219	219	219	1	110	-219	0	1	0	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	134	1	-443	-309	309	443	1	222	-443	0	1	0	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	4	4	241	241	4	35	4	245	4	0	0	245	4	0	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 0			North-South: 2			North-South: 98				North-South: 100				North-South: 100		
		East-West: 77			East-West: 10			East-West: 234				East-West: 12				East-West: 12			
		SUM: 77			SUM: 12			SUM: 332				SUM: 112				SUM: 112			
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.008			0.221				0.075				0.075			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.008			0.221				0.075				0.075			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.043**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 0 0 0 0 0 0	2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0																
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		1								1				1				1
	Left-Right 7		0								0				0				0
SOUTHBOUND	Left 8	0	1	0	12	12	12	227	227	1	227	12	239	1	239		239	1	239
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		1							1				1				1	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 16		0							0				0				0	
	Through 17	220	1	110	-548	-328	###	328	548	1	274	-548	0	1	0		0	1	0
	Through-Right 18		1							1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		1							1				1				1	
	Through 24	105	1	53	-178	-73	-73	73	178	1	89	-178	0	1	0		0	1	0
	Through-Right 25		0							0				0				0	
	Right 26	0	4	0	11	11	0	228	228	4	0	11	239	4	0		239	4	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i>			<i>North-South:</i>			<i>North-South:</i>				<i>North-South:</i>				<i>North-South:</i>			
		<i>East-West:</i>			<i>East-West:</i>			<i>East-West:</i>				<i>East-West:</i>				<i>East-West:</i>			
		SUM:			SUM:			SUM:				SUM:				SUM:			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.008			0.334				0.159				0.159			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.008			0.334				0.159				0.159			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.065**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.175** Δv/c after mitigation: **-0.175**
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:										
	17		Earle Street		0		AM		10/1/2015										
East-West Street:		Terminal Way		Projection Year:		Peak Hour:		Reviewed by:		Project:									
										Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-2? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through	2	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	
	Through	3	1	133	134	140	47	48	0	55	133	181	0	188	0	181	0	188	
	Through-Right	4	1	86	138	140	67	119	1	0	86	205	1	0	0	205	1	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	
	Through	10	1	184	185	-8	89	90	0	90	184	274	0	181	0	274	0	181	
	Through-Right	11	1	-198	-193	0	280	285	1	209	-198	87	0	181	0	87	0	181	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	7	-133	-126	###	146	153	1	153	-133	20	1	20	0	20	1	20	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	46	-85	-39	-39	160	206	1	105	-85	121	1	62	0	121	1	62	
	Through-Right	18	1	0	3	3	0	3	1	3	0	3	0	3	0	3	0	3	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	245	182	427	427	60	305	1	305	182	487	1	487	0	487	1	487	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	384	-165	219	110	312	696	2	348	-165	531	2	266	0	531	2	266	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	4	0	4	4	1	5	1	5	0	5	1	5	0	5	1	5	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279			North-South: 140 East-West: 430 SUM: 570			North-South: 216 East-West: 501 SUM: 717				North-South: 188 East-West: 549 SUM: 737				North-South: 188 East-West: 549 SUM: 737			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.400			0.503				0.517				0.517			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.300			0.403				0.417				0.417			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
ATC/ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	9	9	0	9	
	Left-Through 2		1					1		1			1				1		
	Through 3	31	0	36	129	160	165	96	127	0	122	129	256	0	221	256	0	221	
	Through-Right 4		1						1				1				1		
	Right 5	96	0	42	70	166	57	2	98	0	122	70	168	0	221	168	0	221	
	Left-Through-R 6		0						0				0				0		
Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	2	0	2	0	2	2	0	2	0	2	0	2	0	2	2	0	2	
	Left-Through 9		1						1				1				1		
	Through 10	25	0	27	103	128	38	52	77	0	79	103	180	0	182	180	0	182	
	Through-Right 11		1						1				1				1		
	Right 12	43	0	17	-100	-57	38	256	299	0	145	-100	199	0	109	199	0	109	
	Left-Through-R 13		0						0				0				0		
Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	52	1	52	-127	-75	-75	256	308	1	308	-127	181	1	181	181	1	181	
	Left-Through 16		0						0			0				0			
	Through 17	368	1	186	-68	300	152	285	653	1	330	-68	585	1	296	585	1	296	
	Through-Right 18		1						1				1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6	
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	109	1	109	109	218	218	59	168	1	168	109	277	1	277	277	1	277	
	Left-Through 23		0						0			0				0			
	Through 24	226	2	113	-107	119	60	290	516	2	258	-107	409	2	205	409	2	205	
	Through-Right 25		0						0			0				0			
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Left-Through-R 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 44 East-West: 295 SUM: 339			North-South: 167 East-West: 370 SUM: 537			North-South: 154 East-West: 566 SUM: 720				North-South: 223 East-West: 573 SUM: 796				North-South: 223 East-West: 573 SUM: 796			
VOLUME/CAPACITY (V/C) RATIO:		0.238			0.377			0.505				0.559				0.559			
V/C LESS ATC/ATSAC ADJUSTMENT:		0.138			0.277			0.405				0.459				0.459			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.139**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.054** Δv/c after mitigation: **0.054**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases				3						3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2						2								
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							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0							
Override Capacity				2						2								
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		1						1				1				1	
	Through 3	4	0	4	190	194	194	172	176	0	176	190	366	0	349	366	0	349
	Through-Right 4		1						1				1				1	
	Right 5	179	0	130	110	289	237	42	221	0	145	110	331	0	349	331	0	349
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	4	0	4	0	4	4	0	4	0	4	0	4	0	4	4	0	4
	Left-Through 9		1						1				1				1	
	Through 10	3	0	7	44	47	12	98	101	0	105	44	145	0	154	145	0	154
	Through-Right 11		1						1				1				1	
	Right 12	8	0	6	-39	-31	12	177	185	0	48	-39	146	0	154	146	0	154
	Left-Through-R 13		0						0				0				0	
Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	4	1	4	-197	-193	###	271	275	1	275	-197	78	1	78	78	1	78
	Left-Through 16		0						0				0				0	
	Through 17	280	1	140	-101	179	90	259	539	1	270	-101	438	1	219	438	1	219
	Through-Right 18		1						1				1				1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	98	1	98	6	104	104	54	152	1	152	6	158	1	158	158	1	158
	Left-Through 23		0						0				0				0	
	Through 24	190	2	95	-8	182	91	98	288	2	144	-8	280	2	140	280	2	140
	Through-Right 25		0						0				0				0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7
	Left-Through-R 27		0						0				0				0	
Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 134	East-West: 238	SUM: 372	North-South: 241	East-West: 194	SUM: 435	North-South: 180	East-West: 427	SUM: 607	North-South: 353	East-West: 377	SUM: 730	North-South: 353	East-West: 377	SUM: 730		
VOLUME/CAPACITY (V/C) RATIO:			0.261			0.305			0.426			0.512			0.512			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161			0.205			0.326			0.412			0.412			
LEVEL OF SERVICE (LOS):			A			A			A			A			A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.044**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.086** Δv/c after mitigation: **0.086**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street			Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Cannery Street			Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	4	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	42	1	23	0	42	29	90	132	1	69	0	132	1	72	0	132	1	72	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		
	Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	272	1	148	0	272	272	23	295	1	160	0	295	1	295	0	295	1	295	
	Through-Right 11		1							1				1				1		
	Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 152 East-West: 15 SUM: 167			North-South: 277 East-West: 234 SUM: 511			North-South: 163 East-West: 15 SUM: 178				North-South: 298 East-West: 234 SUM: 532				North-South: 298 East-West: 234 SUM: 532				
VOLUME/CAPACITY (V/C) RATIO:		0.111			0.341			0.119				0.355				0.355				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111			0.341			0.119				0.355				0.355				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Earle Street	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
18	East-West Street: Cannery Street	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCS-1 or ATCS+ATCS-2? 0 Override Capacity 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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	
	Left-Through 2		1							1			1				1		
	Through 3	61	1	34	0	61	37	137	198	1	102	0	198	1	105	198	1	105	
	Through-Right 4		0							0			0	0			0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0							0				0			0	0	
	Left-Right 7		0							0				0			0	0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0			0				0		
	Through 10	123	1	84	0	123	123	112	235	1	140	0	235	1	235	235	1	235	
	Through-Right 11		1							1			1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	257	0	107	
	Left-Through-R 13		0							0			0				0		
	Left-Right 14		0							0			0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	301	1	301	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	9	1	9	
	Left-Through-R 20		0							0			0				0		
	Left-Right 21		0							0			0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0			0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0			0				0		
	Left-Right 28		0							0			0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 146 East-West: 102 SUM: 248				North-South: 241 East-West: 301 SUM: 542				North-South: 241 East-West: 301 SUM: 542			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.165				0.361				0.361			
V/C LESS ATCS/ATCS ADJUSTMENT:		0.115			0.274			0.165				0.361				0.361			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.196** Δv/c after mitigation: **0.196**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through 2		1							1				1				1	
	Through 3	143	1	73	-1	142	73	156	299	1	151	-1	298	1	151		298	1	151
	Through-Right 4		0							0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114		166	1	114
	Through-Right 11		1							1				1				1	
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 73			<i>North-South:</i> 76			<i>North-South:</i> 151				<i>North-South:</i> 151				<i>North-South:</i> 151			
		<i>East-West:</i> 30			<i>East-West:</i> 331			<i>East-West:</i> 30				<i>East-West:</i> 331				<i>East-West:</i> 331			
		SUM: 103			SUM: 407			SUM: 181				SUM: 482				SUM: 482			
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.121				0.321				0.321			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.121				0.321				0.321			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

∆v/c in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** ∆v/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2019 - Project Alternative

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.438 *	
	TH	0.82	18	1,309	0.014		
	LT	1.18	26	1,702	0.015 *		
Westbound	RT	1.00	117	1,600	0.059	V/C: 0.459 Lost Time: 0.180	
	TH	1.00	483	1,600	0.302 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.639	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.339 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	2		
North/South Street:	ALAMEDA STREET		
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000 V/C: 0.413 Lost Time: 0.120
	TH	3.00	1,415	4,800	0.295	
	LT	1.00	262	1,600	0.164 *	
Westbound	RT	2.00	193	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	116	2,880	0.040 *	
Northbound	RT	0.00	80	0	0.000	
	TH	3.00	921	4,800	0.209 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.533 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 * N-S(2): 0.239 E-W(1): 0.035 * E-W(2): 0.032 V/C: 0.370 Lost Time: 0.120
	TH	3.00	1,148	4,800	0.239	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	2.00	198	3,200	0.032	
	TH	0.00	0	0	0.000	
	LT	2.00	102	2,880	0.035 *	
Northbound	RT	0.00	73	0	0.000	
	TH	3.00	1,252	4,800	0.276 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.276 E-W(1): 0.070 E-W(2): 0.089 * V/C: 0.479 Lost Time: 0.120
	TH	3.00	1,323	4,800	0.276	
	LT	1.00	177	1,600	0.111 *	
Westbound	RT	2.00	463	3,200	0.089 *	
	TH	0.00	0	0	0.000	
	LT	2.00	202	2,880	0.070	
Northbound	RT	0.00	153	0	0.000	
	TH	3.00	1,187	4,800	0.279 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.599 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.234
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.304 *
	TH	2.00	914	3,200	0.291 *	
	LT	2.00	219	2,880	0.076	V/C: 0.383
Northbound	RT	2.00	89	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.124
	TH	2.00	360	3,200	0.113 *	
	LT	2.00	141	2,880	0.049	V/C: 0.448
Northbound	RT	2.00	205	3,200	0.042	Lost Time: 0.180
	TH	0.02	5	30	0.166	
	LT	1.98	525	2,853	0.184 *	
Eastbound	RT	1.00	577	1,600	0.195	ICU: 0.628
	TH	2.00	248	3,200	0.078	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.311 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.448 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	313	3,200	0.098	
	LT	2.00	336	2,880	0.117 *	V/C: 0.759
Northbound	RT	2.00	310	3,200	0.044	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	842	2,880	0.292 *	
Eastbound	RT	1.00	558	1,600	0.086	ICU: 0.939
	TH	2.00	1,058	3,200	0.331 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	893	3,200	0.279 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.353 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	186	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.464
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	532	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,170	3,200	0.366 *	N-S(1): 0.416
	TH	2.00	267	3,200	0.083	N-S(2): 0.451 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.593
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,330	3,200	0.416	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.713
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,295	3,200	0.405	N-S(1): 0.513 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.469
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.016
	TH	2.00	52	3,200	0.016	
	LT	1.00	146	1,600	0.091 *	V/C: 0.604
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,641	3,200	0.513 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 * N-S(2): 0.000 E-W(1): 0.104 E-W(2): 0.176 * V/C: 0.378 Lost Time: 0.120
	TH	1.00	255	1,600	0.159 *	
	LT	1.00	160	1,600	0.100	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	25	1,600	0.016	
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498 LOS: A
	TH	2.00	210	3,200	0.104	
	LT	2.00	507	2,880	0.176 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.000 E-W(1): 0.113 E-W(2): 0.484 * V/C: 0.884 Lost Time: 0.120
	TH	1.00	434	1,600	0.271 *	
	LT	1.00	56	1,600	0.035	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	206	1,600	0.129	
	TH	2.00	355	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	134	0	0.000	ICU: 1.004 LOS: F
	TH	2.00	226	3,200	0.113	
	LT	2.00	1,393	2,880	0.484 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 * N-S(2): 0.000 E-W(1): 0.088 E-W(2): 0.518 * V/C: 0.766 Lost Time: 0.120
	TH	1.00	274	1,600	0.171 *	
	LT	1.00	133	1,600	0.083	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	123	1,600	0.077 *	
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.886 LOS: D
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,491	2,880	0.518 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.296 * V/C: 0.367 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	195	3,200	0.061	
	TH	2.00	940	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.467 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.379 * V/C: 0.491 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,147	3,200	0.358 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.591 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.400 * V/C: 0.497 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	166	3,200	0.052	
	TH	2.00	1,269	3,200	0.397 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	145	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.289
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.409
	TH	2.00	696	3,200	0.218 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.353 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.468
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	2.00	1,129	3,200	0.353 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.447 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.098
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.552
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	2.00	1,431	3,200	0.447 *	
	LT	1.00	157	1,600	0.098	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	241	1,600	0.009	N-S(1): 0.061 * N-S(2): 0.000 E-W(1): 0.226 E-W(2): 0.770 *	
	TH	0.44	32	701	0.046		
	LT	1.56	114	2,249	0.051 *		
Westbound	RT	1.00	161	1,600	0.055	V/C: 0.831 Lost Time: 0.180	
	TH	1.00	1,006	1,600	0.629 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.011	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	711	3,200	0.223		
	LT	1.00	226	1,600	0.141 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	187	1,600	0.000	N-S(1): 0.021 * N-S(2): 0.000 E-W(1): 0.108 E-W(2): 0.438 *	
	TH	0.82	18	1,310	0.014		
	LT	1.18	26	1,701	0.015 *		
Westbound	RT	1.00	117	1,600	0.059	V/C: 0.459 Lost Time: 0.180	
	TH	1.00	483	1,600	0.302 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.639	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	340	3,200	0.107		
	LT	1.00	217	1,600	0.136 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	259	1,600	0.000	N-S(1): 0.052 * N-S(2): 0.000 E-W(1): 0.339 E-W(2): 0.774 *	
	TH	0.35	18	554	0.033		
	LT	1.65	86	2,382	0.036 *		
Westbound	RT	1.00	209	1,600	0.098	V/C: 0.826 Lost Time: 0.180	
	TH	1.00	888	1,600	0.555 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 1.006	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	1,079	3,200	0.338		
	LT	1.00	351	1,600	0.219 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	2		
North/South Street:	ALAMEDA STREET		
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period:	AM PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.373 * N-S(2): 0.295 E-W(1): 0.040 * E-W(2): 0.000 V/C: 0.413 Lost Time: 0.120
	TH	3.00	1,415	4,800	0.295	
	LT	1.00	262	1,600	0.164 *	
Westbound	RT	2.00	193	3,200	0.000	
	TH	0.00	0	0	0.000	
	LT	2.00	116	2,880	0.040 *	
Northbound	RT	0.00	80	0	0.000	
	TH	3.00	921	4,800	0.209 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.533 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period:	MIDDAY PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 * N-S(2): 0.239 E-W(1): 0.035 * E-W(2): 0.032 V/C: 0.370 Lost Time: 0.120
	TH	3.00	1,148	4,800	0.239	
	LT	1.00	95	1,600	0.059 *	
Westbound	RT	2.00	198	3,200	0.032	
	TH	0.00	0	0	0.000	
	LT	2.00	102	2,880	0.035 *	
Northbound	RT	0.00	73	0	0.000	
	TH	3.00	1,252	4,800	0.276 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.490 LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period:	PM PEAK HOUR					
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.390 * N-S(2): 0.276 E-W(1): 0.070 E-W(2): 0.089 * V/C: 0.479 Lost Time: 0.120
	TH	3.00	1,323	4,800	0.276	
	LT	1.00	177	1,600	0.111 *	
Westbound	RT	2.00	463	3,200	0.089 *	
	TH	0.00	0	0	0.000	
	LT	2.00	202	2,880	0.070	
Northbound	RT	0.00	153	0	0.000	
	TH	3.00	1,187	4,800	0.279 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.599 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.079 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.234
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.304 *
	TH	2.00	914	3,200	0.291 *	
	LT	2.00	219	2,880	0.076	V/C: 0.383
Northbound	RT	2.00	89	3,200	0.000	Lost Time: 0.180
	TH	0.13	12	204	0.059	
	LT	1.87	176	2,696	0.065 *	
Eastbound	RT	1.00	254	1,600	0.100	ICU: 0.563
	TH	2.00	506	3,200	0.158	
	LT	1.00	20	1,600	0.013 *	LOS: A

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.204 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.244 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	2.00	360	3,200	0.112 *	
	LT	2.00	141	2,880	0.049	V/C: 0.448
Northbound	RT	2.00	205	3,200	0.042	Lost Time: 0.180
	TH	0.02	5	30	0.166	
	LT	1.98	525	2,853	0.184 *	
Eastbound	RT	1.00	577	1,600	0.195	ICU: 0.628
	TH	2.00	248	3,200	0.077	
	LT	1.00	18	1,600	0.011 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.311 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.447 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.106
	TH	2.00	313	3,200	0.098	
	LT	2.00	336	2,880	0.117 *	V/C: 0.758
Northbound	RT	2.00	311	3,200	0.045	Lost Time: 0.180
	TH	0.00	0	0	0.000	
	LT	2.00	841	2,880	0.292 *	
Eastbound	RT	1.00	558	1,600	0.086	ICU: 0.938
	TH	2.00	1,057	3,200	0.330 *	
	LT	1.00	12	1,600	0.008	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	894	3,200	0.279 *	N-S(1): 0.167
	TH	2.00	291	3,200	0.091	N-S(2): 0.353 *
	LT	0.00	0	0	0.000	E-W(1): 0.111 *
Westbound	RT	1.00	121	1,600	0.000	E-W(2): 0.058
	TH	2.00	186	3,200	0.058	
	LT	1.00	177	1,600	0.111 *	V/C: 0.464
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	533	3,200	0.167	
	LT	1.00	118	1,600	0.074 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,170	3,200	0.366 *	N-S(1): 0.416
	TH	2.00	267	3,200	0.084	N-S(2): 0.451 *
	LT	0.00	0	0	0.000	E-W(1): 0.142 *
Westbound	RT	1.00	69	1,600	0.000	E-W(2): 0.047
	TH	2.00	149	3,200	0.047	
	LT	1.00	227	1,600	0.142 *	V/C: 0.593
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,332	3,200	0.416	
	LT	1.00	136	1,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.713
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,296	3,200	0.405	N-S(1): 0.514 *
	TH	2.00	260	3,200	0.081	N-S(2): 0.469
	LT	0.00	0	0	0.000 *	E-W(1): 0.091 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.016
	TH	2.00	51	3,200	0.016	
	LT	1.00	146	1,600	0.091 *	V/C: 0.605
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,643	3,200	0.514 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.725
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.202 * N-S(2): 0.000 E-W(1): 0.104 E-W(2): 0.176 * V/C: 0.378 Lost Time: 0.120
	TH	1.00	255	1,600	0.159 *	
	LT	1.00	160	1,600	0.100	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	25	1,600	0.016	
	TH	2.00	136	3,200	0.043 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.498 LOS: A
	TH	2.00	210	3,200	0.104	
	LT	2.00	507	2,880	0.176 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.000 E-W(1): 0.112 E-W(2): 0.484 * V/C: 0.884 Lost Time: 0.120
	TH	1.00	434	1,600	0.271 *	
	LT	1.00	56	1,600	0.035	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	206	1,600	0.129	
	TH	2.00	355	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	134	0	0.000	ICU: 1.004 LOS: F
	TH	2.00	226	3,200	0.112	
	LT	2.00	1,394	2,880	0.484 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248 * N-S(2): 0.000 E-W(1): 0.088 E-W(2): 0.518 * V/C: 0.766 Lost Time: 0.120
	TH	1.00	274	1,600	0.171 *	
	LT	1.00	133	1,600	0.083	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	123	1,600	0.077 *	
	TH	2.00	240	3,200	0.075	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.886 LOS: D
	TH	2.00	188	3,200	0.088	
	LT	2.00	1,493	2,880	0.518 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.054	N-S(1): 0.071 * N-S(2): 0.070 E-W(1): 0.000 E-W(2): 0.296 * V/C: 0.367 Lost Time: 0.100
	TH	2.00	213	3,200	0.067	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	195	3,200	0.061	
	TH	2.00	941	3,200	0.294 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	224	3,200	0.071 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.467 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	3	1,600	0.002 *	

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.038	N-S(1): 0.050 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.380 * V/C: 0.492 Lost Time: 0.100
	TH	2.00	351	3,200	0.110	
	LT	0.00	0	0	0.000 *	
Westbound	RT	2.00	306	3,200	0.096	
	TH	2.00	1,147	3,200	0.359 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	156	3,200	0.050 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.592 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	34	1,600	0.021 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.094	N-S(1): 0.046 N-S(2): 0.097 * E-W(1): 0.000 E-W(2): 0.400 * V/C: 0.497 Lost Time: 0.100
	TH	2.00	306	3,200	0.096 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	165	3,200	0.052	
	TH	2.00	1,270	3,200	0.397 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	145	3,200	0.046	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.597 LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	5	1,600	0.003 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.071 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	204	2,880	0.071 *	E-W(1): 0.218 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.138
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.289
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.409
	TH	2.00	696	3,200	0.218 *	
	LT	1.00	220	1,600	0.138	LOS: A

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.115 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	332	2,880	0.115 *	E-W(1): 0.353 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.106
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.468
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.588
	TH	2.00	1,130	3,200	0.353 *	
	LT	1.00	170	1,600	0.106	LOS: A

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.105 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	302	2,880	0.105 *	E-W(1): 0.448 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.098
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.553
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.673
	TH	2.00	1,433	3,200	0.448 *	
	LT	1.00	157	1,600	0.098	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2026 - Alternative 3

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015							
	East-West Street:	Pacific Coast Highway		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS							
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		1500		#####		1500		1500		1500		1500		1500							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←←← ←←← ←←← ←←← ←←← ←←← ←←←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	←←← ←←← ←←← ←←← ←←← ←←← ←←←	Left 8	214	1	214	0	214	214	27	241	1	241	0	241	1	241	0	241	1	241	
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 12	220	1	0	0	220	0	-3	217	1	0	0	217	1	0	0	217	1	0	0
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	←←← ←←← ←←← ←←← ←←← ←←← ←←←	Left 15	231	1	231	0	231	231	51	282	1	282	0	282	1	282	0	282	1	282	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	931	2	466	0	931	466	196	1127	2	564	0	1127	2	564	0	1127	2	564	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	←←← ←←← ←←← ←←← ←←← ←←← ←←←	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	1033	2	402	-2	1031	401	163	1196	2	487	-2	1194	2	486	0	1194	2	486	
		Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Right 26	172	0	172	-1	171	171	93	265	0	265	-1	264	0	264	0	264	0	264	
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 214		North-South: 214		North-South: 241		North-South: 241		North-South: 241		North-South: 241		North-South: 241							
		East-West: 868		East-West: 867		East-West: 1051		East-West: 1051		East-West: 1050		East-West: 1050		East-West: 1050							
		SUM: 1082		SUM: 1081		SUM: 1292		SUM: 1292		SUM: 1291		SUM: 1291		SUM: 1291							
VOLUME/CAPACITY (V/C) RATIO:				0.721		0.721		0.861		0.861		0.861		0.861							
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621		0.621		0.761		0.761		0.761		0.761							
LEVEL OF SERVICE (LOS):				B		B		C		C		C		C							

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

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:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
3	East-West Street:	Pacific Coast Highway	Projection Year:	2026	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		0	0		0		0		0										
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-- 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										
ATSAC-1 or ATSAC+ATCS-2?		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										
Override Capacity		2	2		2		2		2										
		1500	#####		1500		1500		1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	233	1	233	0	233	233	15	248	1	248	0	248	1	248	248	1	248	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	245	1	14	0	245	8	-1	244	1	19	0	244	1	13	244	1	13	
	Left-Through-Ri 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	231	1	231	6	237	237	-6	225	1	225	6	231	1	231	231	1	231	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	886	2	443	-4	882	441	-113	773	2	387	-4	769	2	385	769	2	385	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	813	2	357	0	813	357	-149	664	2	332	0	664	2	332	664	2	332	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Right 26	257	0	257	0	257	257	102	359	0	111	0	359	0	111	359	0	111	
	Left-Through-Ri 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	North-South:	233		233	North-South:	233		248	North-South:	248		248	North-South:	248		248	North-South:	248	
	East-West:	800		798	East-West:	798		719	East-West:	717		717	East-West:	717		717	East-West:	717	
	SUM:	1033		1031	SUM:	1031		967	SUM:	965		965	SUM:	965		965	SUM:	965	
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.687		0.645		0.643		0.643		0.643		0.643		0.643		0.643	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.587		0.545		0.543		0.543		0.543		0.543		0.543		0.543	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015		
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2026			Peak Hour:	PM			Reviewed by:	0			Project:	Everport Draft EIR/EIS	
No. of Phases		0			0		0		0		0		0		0		0			
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--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3			
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3			
Override Capacity		1500			#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2		0																	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 4		0																	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 6		0																	
	Left-Right 7		0																	
SOUTHBOUND	Left 8	192	1	192	0	192	#	15	207	1	207	0	207	1	207	207	1	207		
	Left-Through 9		0																	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 11		0																	
	Right 12	301	1	56	-1	300	#	54	355	1	119	-1	354	1	119	354	1	119		
	Left-Through-Ri 13		0																	
EASTBOUND	Left 15	245	1	245	-1	244	#	-9	236	1	236	-1	235	1	235	235	1	235		
	Left-Through 16		0																	
	Through 17	1191	2	596	-1	1190	#	-36	1155	2	578	-1	1154	2	577	1154	2	577		
	Through-Right 18		0																	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 20		0																	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 23		0																	
	Through 24	997	2	407	7	1004	#	41	1038	2	432	7	1045	2	435	1045	2	435		
	Through-Right 25		1																	
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259	259	0	259		
	Left-Through-Ri 27		0																	
CRITICAL VOLUMES	North-South:	192			192			207				207				207				
	East-West:	1003			1005			1010				1012				1012				
	SUM:	1195			1197			1217				1219				1219				
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.798			0.811				0.813				0.813				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.698			0.711				0.713				0.713				
LEVEL OF SERVICE (LOS):		B			B			C				C				C				

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
	No. of Phases	3			3		3		3		3								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1			1		1		1		1								
	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								
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3								
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	315	2	141	2	317	142	1069	1384	2	502	2	1386	2	503	0	1386	2	503
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	14	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	0	314	314	7	321	1	321	0	321	1	321	0	321	1	321
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-2	697	232	1147	1846	3	615	-2	1844	3	615	0	1844	3	615
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	102	1	102	0	102	102	25	127	1	127	0	127	1	127	0	127	1	127
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	299	1	0	0	299	0	134	433	1	112	0	433	1	112	0	433	1	112
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 455 East-West: 102 SUM: 557		North-South: 456 East-West: 102 SUM: 558		North-South: 1117 East-West: 127 SUM: 1244		North-South: 1118 East-West: 127 SUM: 1245		North-South: 1118 East-West: 127 SUM: 1245		North-South: 1118 East-West: 127 SUM: 1245							
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392		0.873		0.874		0.874		0.874							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292		0.773		0.774		0.774		0.774							
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015								
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases		3	3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1									
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?		3	3		3		3		3									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	441	2	193	0	441	193	640	1081	2	406	0	1081	2	406	1081	2	406
	Through-Right 4		1							1				1			1	
	Right 5	139	0	139	0	139	139	-3	136	0	136	0	136	0	136	136	0	136
	Left-Through-R 6		0							0				0			0	
	Left-Right 7		0							0				0			0	
SOUTHBOUND	Left 8	199	1	199	0	199	199	6	205	1	205	0	205	1	205	205	1	205
	Left-Through 9		0							0			0				0	
	Through 10	476	3	159	3	479	160	670	1146	3	382	3	1149	3	383	1149	3	383
	Through-Right 11		0							0			0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0			0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0			0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0			0				0	
	Left-Right 21		0							0			0				0	
WESTBOUND	Left 22	105	1	105	0	105	105	-3	102	1	102	0	102	1	102	102	1	102
	Left-Through 23		0							0			0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0			0				0	
	Right 26	256	1	57	6	262	63	94	350	1	145	6	356	1	151	356	1	151
	Left-Through-R 27		0							0			0				0	
	Left-Right 28		0							0			0				0	
CRITICAL VOLUMES		North-South: 392 East-West: 105 SUM: 497	North-South: 392 East-West: 105 SUM: 497	North-South: 788 East-West: 145 SUM: 933	North-South: 789 East-West: 151 SUM: 940	North-South: 789 East-West: 151 SUM: 940												
VOLUME/CAPACITY (V/C) RATIO:		0.349	0.349	0.655	0.660	0.660												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249	0.249	0.555	0.560	0.560												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	No. of Phases		3	No. of Phases		3	No. of Phases		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3								
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								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	704	2	285	-1	703	#	211	915	2	356	-1	914	2	356		914	2	356
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	4	154	0	154	0	154	0	154		154	0	154
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	-1	278	#	59	338	1	338	-1	337	1	337		337	1	337
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	6	973	#	-54	913	3	304	6	919	3	306		919	3	306
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	99	1	99	0	99	#	10	109	1	109	0	109	1	109		109	1	109
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	-1	358	#	14	373	1	35	-1	372	1	35		372	1	35
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 607		607	North-South: 608		608	North-South: 694		694	North-South: 693		693	North-South: 693		693	North-South: 693		693
		East-West: 99		99	East-West: 99		99	East-West: 109		109	East-West: 109		109	East-West: 109		109	East-West: 109		109
		SUM: 706		706	SUM: 707		707	SUM: 803		803	SUM: 802		802	SUM: 802		802	SUM: 802		802
VOLUME/CAPACITY (V/C) RATIO:				0.495			0.496			0.564			0.563						0.563
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.395			0.396			0.464			0.463						0.463
LEVEL OF SERVICE (LOS):				A			A			A			A						A

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:													
5	East-West Street:	Denni St	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
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		3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 0 2 0	3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	280	2	140	0	280	140	569	849	2	425	0	849	2	425	0	849	2	
	Through-Right 4		0																
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	
	Left-Through-F 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	
	Left-Through 9		1																
	Through 10	304	0	158	-5	299	156	635	939	0	494	-5	934	0	491	0	934	0	
	Through-Right 11		1																
	Right 12	0	0	158	0	0	156	0	0	0	494	0	0	0	491	0	0	0	
	Left-Through-F 13		0																
	Left-Right 14		0																
EASTBOUND	Left 15	32	1	32	1	33	33	653	685	1	685	1	686	1	686	0	686	1	
	Left-Through 16		0																
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	
	Through-Right 18		1																
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-F 20		0																
Left-Right 21		0																	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	
	Left-Through 23		0																
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	
	Through-Right 25		0																
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	
	Left-Through-F 27		1																
Left-Right 28		0																	
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196	North-South: 156 East-West: 39 SUM: 195	North-South: 494 East-West: 691 SUM: 1185	North-South: 491 East-West: 692 SUM: 1183	North-South: 491 East-West: 692 SUM: 1183	North-South: 491 East-West: 692 SUM: 1183												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.138 0.069 A	0.137 0.068 A	0.832 0.732 C	0.830 0.730 C	0.830 0.730 C													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **-0.001**
 Significant impacted? **NO**

Change in v/c due to project: **-0.002**
 Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	5	598	299	258	851	2	426	5	856	2	428	856	2	428	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	317	0	173	-1	316	172	353	670	0	349	-1	669	0	349	669	0	349	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	173	0	0	172	0	0	0	349	0	0	0	349	0	0	0	349
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	92	1	92	-4	88	88	284	376	1	376	-4	372	1	372	372	1	372	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	5	0	8	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	3	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	
Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South:	304	North-South:	306	North-South:	433	North-South:	435	North-South:	435	North-South:	435	North-South:	435	North-South:	435	North-South:	435
		East-West:	121	East-West:	117	East-West:	405	East-West:	401	East-West:	401	East-West:	401	East-West:	401	East-West:	401	East-West:	401
		SUM:	425	SUM:	423	SUM:	838	SUM:	836	SUM:	836	SUM:	836	SUM:	836	SUM:	836	SUM:	836
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.588		0.587		0.587		0.587		0.587		0.587		0.587	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.488		0.487		0.487		0.487		0.487		0.487		0.487	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	3	576	288	188	761	2	381	3	764	2	382	3	764	2	382
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26	1	26
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	0	11
	Left-Through 9	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
	Through 10	347	0	185	4	351	197	107	454	0	251	4	458	0	253	4	458	0	253
	Through-Right 11	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
	Right 12	3	0	185	0	3	197	1	4	0	251	0	4	0	253	0	4	0	253
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	83	1	83	-3	80	80	328	411	1	411	-3	408	1	408	0	408	1	408
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	0	68
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 298 East-West: 147 SUM: 445	North-South: 392 East-West: 479 SUM: 871	North-South: 393 East-West: 476 SUM: 869	North-South: 393 East-West: 476 SUM: 869	North-South: 393 East-West: 476 SUM: 869	North-South: 393 East-West: 476 SUM: 869	North-South: 393 East-West: 476 SUM: 869										
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.312	0.611	0.610	0.610													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.212	0.511	0.510	0.510													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
	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											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	36	0	55	37	479	534	1	455	0	534	1	456	0	534	1	456
	Left-Through		1							1				1				1	
	Through	54	1	36	1	55	37	778	832	1	455	1	833	1	456	0	833	1	456
	Through-Right		0							0				0				0	
	Right	66	1	35	-1	65	34	10	76	1	0	-1	75	1	0	0	75	1	0
	Left-Through-R		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	109	1	109	-1	108	108	109	218	1	218	-1	217	1	217	0	217	1	217
	Left-Through		0							0				0				0	
	Through	188	2	94	-1	187	94	760	948	2	474	-1	947	2	474	0	947	2	474
	Through-Right		0							0				0				0	
	Right	34	1	4	0	34	4	1	35	1	0	0	35	1	0	0	35	1	0
	Left-Through-R		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	707	2	354	0	707	354	132	839	2	420	0	839	2	420	0	839	2	420
	Through-Right		0							0				0				0	
	Right	545	1	0	2	547	0	220	765	1	0	2	767	1	0	0	767	1	0
	Left-Through-R		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	63	1	63	0	63	63	161	224	1	224	0	224	1	224	0	224	1	224
	Left-Through		0							0				0				0	
	Through	818	2	409	2	820	410	301	1119	2	560	2	1121	2	561	0	1121	2	561
	Through-Right		0							0				0				0	
	Right	96	1	42	1	97	43	104	200	1	91	1	201	1	93	0	201	1	93
	Left-Through-R		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 145			North-South: 145			North-South: 929				North-South: 930				North-South: 930			
		East-West: 470			East-West: 471			East-West: 644				East-West: 644				East-West: 644			
		SUM: 615			SUM: 616			SUM: 1573				SUM: 1574				SUM: 1574			
VOLUME/CAPACITY (V/C) RATIO:			0.447		0.448			1.144				1.145				1.145			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347		0.348			1.044				1.045				1.045			
LEVEL OF SERVICE (LOS):			A		A			F				F				F			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:	10/1/2015					
	East-West Street:	Anaheim Street	Projection Year:		2026	Peak Hour:		MD	Reviewed by:		0	Project:	Everport Draft EIR/EIS					
	No. of Phases				4			4			4			4				
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1			1			1				
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0				
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0				
	Override Capacity				2			2			2			2				
					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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	141	0	141	86	217	358	1	353	0	358	1	355		358	1	355
	Left-Through	2							1				1				1	
	Through	3	112	6	118	86	588	700	1	353	6	706	1	355		706	1	355
	Through-Right	4							0				0				0	
	Right	5	71	0	71	53	52	123	1	50	0	123	1	50		123	1	50
	Left-Through-R	6							0				0				0	
	Left-Right	7							0				0				0	
SOUTHBOUND	Left	8	163	0	163	163	41	204	1	204	0	204	1	204		204	1	204
	Left-Through	9							0				0				0	
	Through	10	234	0	234	117	401	635	2	318	0	635	2	318		635	2	318
	Through-Right	11							0				0				0	
	Right	12	56	0	56	0	2	58	1	0	0	58	1	0		58	1	0
	Left-Through-R	13							0				0				0	
EASTBOUND	Left	15	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147
	Left-Through	16							0				0				0	
	Through	17	750	3	753	377	43	793	2	397	3	796	2	398		796	2	398
	Through-Right	18							0				0				0	
	Right	19	172	4	176	0	244	416	1	0	4	420	1	0		420	1	0
WESTBOUND	Left	22	36	0	36	36	111	147	1	147	0	147	1	147		147	1	147
	Left-Through	23							0				0				0	
	Through	24	634	-2	632	316	-4	630	2	315	-2	628	2	314		628	2	314
	Through-Right	25							0				0				0	
	Right	26	204	0	204	123	35	239	1	137	0	239	1	137		239	1	137
CRITICAL VOLUMES	Left-Through-R	27							0				0				0	
	Left-Right	28							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:			North-South: 247			North-South: 249			North-South: 671			North-South: 673			North-South: 673			
V/C LESS ATSAC/ATCS ADJUSTMENT:			East-West: 443			East-West: 442			East-West: 544			East-West: 545			East-West: 545			
LEVEL OF SERVICE (LOS):			SUM: 690			SUM: 691			SUM: 1215			SUM: 1218			SUM: 1218			
			0.502			0.503			0.884			0.886			0.886			
			0.402			0.403			0.784			0.786			0.786			
			A			A			C			C			C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
7	East-West Street:	Anaheim Street	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		4	4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	184	1	111	3	187	114	560	744	1	437	3	747	1	439		747	1	439
	Left-Through	2		1							1				1				1	
	Through	3	149	1	111	5	154	114	417	566	1	437	5	571	1	439		571	1	439
	Through-Right	4		0							0				0				0	
	Right	5	54	1	32	1	55	33	69	123	1	77	1	124	1	78		124	1	78
	Left-Through-R	6		0							0				0				0	
	Left-Right	7		0							0				0				0	
SOUTHBOUND	Left	8	134	1	134	0	134	134	51	185	1	185	0	185	1	185		185	1	185
	Left-Through	9		0						0				0				0		
	Through	10	288	2	144	5	293	147	163	451	2	226	5	456	2	228		456	2	228
	Through-Right	11		0						0				0				0		
	Right	12	46	1	0	0	46	0	4	50	1	0	0	50	1	0		50	1	0
	Left-Through-R	13		0						0				0				0		
Left-Right	14		0						0				0				0			
EASTBOUND	Left	15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through	16		0						0				0				0		
	Through	17	952	2	476	4	956	478	6	958	2	479	4	962	2	481		962	2	481
	Through-Right	18		0						0				0				0		
	Right	19	249	1	0	6	255	0	290	539	1	0	6	545	1	0		545	1	0
	Left-Through-R	20		0						0				0				0		
Left-Right	21		0						0				0				0			
WESTBOUND	Left	22	44	1	44	0	44	44	49	93	1	93	0	93	1	93		93	1	93
	Left-Through	23		0						0				0				0		
	Through	24	854	2	427	-2	852	426	305	1159	2	580	-2	1157	2	579		1157	2	579
	Through-Right	25		0						0				0				0		
	Right	26	243	1	176	0	243	176	70	313	1	221	0	313	1	221		313	1	221
	Left-Through-R	27		0						0				0				0		
Left-Right	28		0						0				0				0			
CRITICAL VOLUMES		North-South: 255 East-West: 561 SUM: 816	North-South: 261 East-West: 560 SUM: 821	North-South: 663 East-West: 736 SUM: 1399	North-South: 667 East-West: 735 SUM: 1402	North-South: 667 East-West: 735 SUM: 1402	North-South: 667 East-West: 735 SUM: 1402													
VOLUME/CAPACITY (V/C) RATIO:		0.593	0.597	1.017	1.020	1.020	1.020													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493	0.497	0.917	0.920	0.920	0.920													
LEVEL OF SERVICE (LOS):		A	A	E	E	E	E													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.004**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	23	1	47	24	879	925	2	463	1	926	2	463	0	926	2	463	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	28	60	1	0	0	60	1	0	0	60	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	38	0	69	38	393	462	2	254	0	462	2	254	0	462	2	254	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	336	0	649	336	1353	2002	1	1045	0	2002	1	1045	0	2002	1	1045	
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	0	35	35	40	75	1	75	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28	
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	19	0	0	0	0	0	20	0	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	19	0	19	19	68	87	0	87	0	87	0	87	0	87	0	87	
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through	24	36	0	17	36	0	17	0	104	0	17	0	104	0	17	0	104	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	-1	12	0	373	386	1	0	-1	385	1	0	0	385	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1045 East-West: 179 SUM: 1224									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.890 0.790 C	0.890 0.790 C	0.890 0.790 C	0.890 0.790 C	0.890 0.790 C	0.890 0.790 C	0.890 0.790 C									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		0	Ambient Growth (%):		0	Conducted by:		0	Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:		0	Peak Hour:		MD	Reviewed by:		0	Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4		4		4		4		4								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1		NB-- 1 SB-- 2 EB-- 0 WB-- 1								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0		2 0		2 0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	19	1	19	0	19	19	-1	18	1	18	0	18	1	18		18	1	18
	Left-Through 2		0							0				0				0	
	Through 3	221	2	111	6	227	114	487	708	2	354	6	714	2	357		714	2	357
	Through-Right 4		0							0				0				0	
	Right 5	20	1	0	0	20	0	20	40	1	0	0	40	1	0		40	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	27	2	15	0	27	15	276	303	2	167	0	303	2	167		303	2	167
	Left-Through 9		0							0				0				0	
	Through 10	362	1	197	4	366	199	720	1082	1	579	4	1086	1	581		1086	1	581
	Through-Right 11		1							1				1				1	
	Right 12	32	0	32	0	32	32	44	76	0	76	0	76	0	76		76	0	76
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	51	1	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through 16		0							0				0				0	
	Through 17	5	0	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right 18		1							1				1				1	
	Right 19	15	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	7	0	7	0	7	7	50	57	0	57	0	57	0	57		57	0	57
	Left-Through 23		1							1				1				1	
	Through 24	4	0	11	0	4	11	-1	3	0	60	0	3	0	60		3	0	60
	Through-Right 25		0							0				0				0	
	Right 26	33	1	0	0	33	0	254	287	1	0	0	287	1	0		287	1	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 218 East-West: 62 SUM: 280		North-South: 597 East-West: 155 SUM: 752				North-South: 599 East-West: 155 SUM: 754				North-South: 599 East-West: 155 SUM: 754						
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.547		0.548		0.548		0.548							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.447		0.448		0.448		0.448							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015													
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS													
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?		2		2		2		2		2		2		2													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume								
NORTHBOUND	Left	1	17	0	17	17	-2	15	1	15	0	15	1	15		15	1	15									
	Left-Through	2	0						0				0				0										
	Through	3	303	152	8	311	156	653	956	2	478	8	964	2	482		964	2	482								
	Through-Right	4	0						0				0				0										
	Right	5	50	0	-1	49	0	13	63	1	0	-1	62	1	0		62	1	0								
	Left-Through-R	6	0						0				0				0										
	Left-Right	7	0						0				0				0										
SOUTHBOUND	Left	8	137	75	1	138	76	61	198	2	109	1	199	2	109		199	2	109								
	Left-Through	9	0						0				0				0										
	Through	10	439	237	10	449	242	718	1157	1	630	10	1167	1	635		1167	1	635								
	Through-Right	11	1						1				1				1										
	Right	12	34	34	0	34	34	68	102	0	102	0	102	0	102		102	0	102								
	Left-Through-R	13	0						0				0				0										
Left-Right	14	0						0				0				0											
EASTBOUND	Left	15	41	41	0	41	41	64	105	1	105	0	105	1	105		105	1	105								
	Left-Through	16	0						0				0				0										
	Through	17	4	19	0	4	19	0	4	0	20	0	4	0	20		4	0	20								
	Through-Right	18	1						1				1				1										
	Right	19	15	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0								
	Left-Through-R	20	0						0				0				0										
Left-Right	21	0						0				0				0											
WESTBOUND	Left	22	17	17	-1	16	16	72	89	0	89	-1	88	0	88		88	0	88								
	Left-Through	23	1						1				1				1										
	Through	24	4	21	0	4	20	-1	3	0	92	0	3	0	91		3	0	91								
	Through-Right	25	0						0				0				0										
	Right	26	51	0	1	52	0	276	327	1	0	1	328	1	0		328	1	0								
	Left-Through-R	27	0						0				0				0										
Left-Right	28	0						0				0				0											
CRITICAL VOLUMES		North-South:	254	North-South:	259	North-South:	645	North-South:	650	North-South:	650	North-South:	650	North-South:	650	East-West:	62	East-West:	61	East-West:	197	East-West:	196	East-West:	196	East-West:	196
		East-West:	62	East-West:	61	East-West:	197	East-West:	196	East-West:	196	East-West:	196	East-West:	196	SUM:	316	SUM:	320	SUM:	842	SUM:	846	SUM:	846	SUM:	846
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.233		0.612		0.615		0.615		0.615		0.615													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.133		0.512		0.515		0.515		0.515		0.515													
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.003
Significant impacted? NO

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015				
	East-West Street:	Seaside Avenue	Projection Year:		2026	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS				
13	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?		1		1		1		1		1		1		1				
	ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1		1				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 2		0							0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0				0	
	Right 5	88	1	0	35	123	0	1693	1781	1	0	35	1816	1	0	0	1816	1	0
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	1972	3	657	-18	1954	651	882	2854	3	951	-18	2836	3	945	0	2836	3	945
	Through-Right 18		0							0				0				0	
	Right 19	274	1	0	32	306	0	1034	1308	1	0	32	1340	1	0	0	1340	1	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 23		0							0				0				0	
	Through 24	2176	3	725	11	2187	729	2104	4280	3	1427	11	4291	3	1430	0	4291	3	1430
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0	
		East-West: 725		East-West: 729		East-West: 1427		East-West: 1427		East-West: 1430		East-West: 1430		East-West: 1430		East-West: 1430		East-West: 1430	
		SUM: 742		SUM: 746		SUM: 1427		SUM: 1427		SUM: 1430		SUM: 1430		SUM: 1430		SUM: 1430		SUM: 1430	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.951		0.953		0.953		0.953		0.953		0.953		0.953	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.851		0.853		0.853		0.853		0.853		0.853		0.853	
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Navy Way		Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Seaside Avenue		Projection Year: 2026		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
		No. of Phases		2				2		2									
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0		0									
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0				0		0									
		ATSAC-1 or ATSAC+ATCS-2?		2				2		2									
		Override Capacity		0				0		0									
		NB-- 1		SB-- 0		NB-- 1		SB-- 0		NB-- 1									
		EB-- 1		WB-- 1		EB-- 1		WB-- 1		EB-- 1									
				2				2		2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	29	909	0	738	1618	1	0	29	1647	1	0	1647	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-19	1484	495	263	1766	3	589	-19	1747	3	582	1747	3	582	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	48	161	0	651	764	1	0	48	812	1	0	812	1	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	20	1467	489	1228	2675	3	892	20	2695	3	898	2695	3	898	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CRITICAL VOLUMES		<i>North-South:</i> 141		<i>North-South:</i> 141		<i>North-South:</i> 0		<i>North-South:</i> 0		<i>North-South:</i> 0		<i>North-South:</i> 898		<i>North-South:</i> 898		<i>North-South:</i> 898		<i>North-South:</i> 898
		<i>East-West:</i> 520		<i>East-West:</i> 514		<i>East-West:</i> 892		<i>East-West:</i> 892		<i>East-West:</i> 898		<i>East-West:</i> 898		<i>East-West:</i> 898		<i>East-West:</i> 898		<i>East-West:</i> 898	
		SUM: 661		SUM: 655		SUM: 892		SUM: 892		SUM: 898		SUM: 898		SUM: 898		SUM: 898		SUM: 898	
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.437		0.595		0.599		0.599		0.599		0.599		0.599		0.599	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.337		0.495		0.499		0.499		0.499		0.499		0.499		0.499	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.004**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
13	East-West Street:	Seaside Avenue	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	24	965	0	928	1869	1	0	24	1893	1	0	1893	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	2141	3	-9	2132	711	585	2726	3	909	-9	2717	3	2717	3	906	906
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	1	210	0	107	316	1	0	1	317	1	317	1	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	13	1978	659	1590	3555	3	1185	13	3568	3	3568	3	1189	1189
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 734 SUM: 924	North-South: 0 East-West: 1185 SUM: 1185	North-South: 0 East-West: 1189 SUM: 1189	North-South: 0 East-West: 1189 SUM: 1189	North-South: 0 East-West: 1189 SUM: 1189											
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.616 0.516 A	0.790 0.690 B	0.793 0.693 B	0.793 0.693 B												

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.002**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth (%):		Conducted by:		Date:	10/1/2015										
	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3						
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-- 3	SB-- 0	NB-- 3	SB-- 0						
ATSAC-1 or ATSAC-ATCS-2?		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						
Override Capacity			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2																				
	Through 3	44	1	44	20	64	64	596	640	1	640	20	660	1	660	0	660	1	660		
	Through-Right 4																				
	Right 5	32	1	0	-6	26	0	662	694	1	355	-6	688	1	355	0	688	1	0	520	
	Left-Through-R 6																				
Left-Right 7																					
SOUTHBOUND	Left 8	5	1	5	2	7	7	64	69	1	69	2	71	1	71	0	71	1	0	71	
	Left-Through 9																				
	Through 10	280	2	140	15	295	148	975	1255	2	628	15	1270	2	635	0	1270	2	0	635	
	Through-Right 11																				
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13																				
Left-Right 14																					
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16																				
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																				
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20																				
Left-Right 21																					
WESTBOUND	Left 22	328	1	328	-6	322	322	11	339	1	339	-6	333	1	333	0	333	1	0	168	
	Left-Through 23																				
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	
	Through-Right 25																				
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0	0	0
	Left-Through-R 27																				
Left-Right 28																					
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512			North-South: 212 East-West: 322 SUM: 534			North-South: 1268 East-West: 339 SUM: 1607				North-South: 1295 East-West: 333 SUM: 1628				North-South: 1295 East-West: 168 SUM: 1463					
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.375			1.128				1.142				1.027					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.275			1.028				1.042				0.927					
LEVEL OF SERVICE (LOS):		A			A			F				F				E					

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.016**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.014** Δv/c after mitigation: **-0.101**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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		3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	237	1	237	21	258	258	304	541	1	541	21	562	1	562		1	562
	Through-Right 4		0						0				0				0	
	Right 5	354	1	214	2	356	237	53	407	1	243	2	409	1	266		1	331
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	3	1	3	-12	-9	-9	26	29	1	29	-12	17	1	17		1	17
	Left-Through 9		0						0				0				0	
	Through 10	223	2	112	35	258	129	555	778	2	389	35	813	2	407		2	407
	Through-Right 11		0						0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	Left-Through-R 13		0						0				0				0	
	Left-Right 14		0						0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0						0				0				0	
	Left-Right 21		0						0				0				0	
WESTBOUND	Left 22	140	1	140	-21	119	119	24	164	1	164	-21	143	1	143		1	78
	Left-Through 23		0						0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
	Through-Right 25		0						0				0				0	
	Right 26	10	1	9	0	10	15	2	12	1	0	0	12	1	4		0	0
	Left-Through-R 27		0						0				0				1	
	Left-Right 28		0						0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489	North-South: 387 East-West: 119 SUM: 506	North-South: 930 East-West: 164 SUM: 1094		North-South: 969 East-West: 143 SUM: 1112	North-South: 969 East-West: 78 SUM: 1047											
VOLUME/CAPACITY (V/C) RATIO:		0.343		0.355		0.768		0.780		0.735								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.243		0.255		0.668		0.680		0.635								
LEVEL OF SERVICE (LOS):		A		A		B		B		B								

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.012**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.033**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	19	395	#	322	698	1	698	19	717	1	717	19	717	1	
	Through-Right 4		0							0			0				0		
	Right 5	289	1	146	17	306	#	154	443	1	138	17	460	1	144		460	1	
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	
	Left-Through 9		0							0			0				0		
	Through 10	150	2	75	26	176	#	316	466	2	233	26	492	2	246		492	2	
	Through-Right 11		0							0			0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	11	154	#	162	305	1	305	11	316	1	316		316	1	
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	
	Through-Right 25		0							0			0				0		
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594		North-South: 483 East-West: 154 SUM: 637		North-South: 931 East-West: 305 SUM: 1236		North-South: 963 East-West: 316 SUM: 1279		North-South: 963 East-West: 158 SUM: 1121									
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.447		0.867		0.898		0.787									
V/C LESS ATSA/ATCS ADJUSTMENT:		0.317		0.347		0.767		0.798		0.687									
LEVEL OF SERVICE (LOS):		A		A		C		C		B									

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.030**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.031** Δv/c after mitigation: **-0.080**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:			Ambient Growth: (%):			Conducted by:			Date:	10/1/2015							
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS						
		No. of Phases																			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
		Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3			
		ATSAC-1 or ATSAC+ATCS-2?	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	110	1	110	27	137	137	459	569	1	569	27	596	1	596	0	596	1	596	
		Left-Through 2		0							0				0				0		0
		Through 3	3	2	2	2	5	3	13	16	2	8	2	18	2	9	0	18	2	9	
		Through-Right 4		0							0				0				0		0
		Right 5	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
		Left-Through-R 6		0								0				0				0	
Left-Right 7		0								0				0				0		0	
SOUTHBOUND	→	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through 9		0							0				0				0		0
		Through 10	12	1	12	-12	0	0	5	17	1	17	-12	5	1	5	0	5	1	5	
		Through-Right 11		0							0				0				0		0
		Right 12	534	1	491	5	539	496	-197	337	1	294	5	342	1	299	0	342	1	299	
		Left-Through-R 13		0							0				0				0		0
Left-Right 14		0							0				0				0		0		
EASTBOUND	←	Left 15	85	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
		Left-Through 16		1							1				1				1		
		Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43	
		Through-Right 18		0							0				0				0		
		Right 19	11	1	0	29	40	0	453	464	1	0	29	493	1	0	0	493	1	0	
		Left-Through-R 20		0							0				0				0		0
Left-Right 21		0							0				0				0		0		
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		0
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0							0				0				0		0
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27		0							0				0				0		0
Left-Right 28		0							0				0				0		0		
CRITICAL VOLUMES			North-South: 601	East-West: 43	SUM: 644	North-South: 633	East-West: 43	SUM: 676	North-South: 863	East-West: 43	SUM: 906	North-South: 895	East-West: 43	SUM: 938	North-South: 895	East-West: 43	SUM: 938				
VOLUME/CAPACITY (V/C) RATIO:			0.429			0.451			0.604				0.625								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329			0.351			0.504				0.525								
LEVEL OF SERVICE (LOS):			A			A			A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.022**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.021**
Significant impacted? **NO**
Δv/c after mitigation: **0.021**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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?			3		3		3		3											
ATSAC-1 or ATSAC+ATCS-2?			0		0		0		0											
Override Capacity			2		2		2		2											
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	1	112	24	136	136	322	434	1	434	24	458	1	458		458	1	458		
	Left-Through 2	0							0				0				0			
	Through 3	2	6	4	16	8	8	20	2	10	4	24	2	12		24	2	12		
	Through-Right 4	0							0				0				0			
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		
	Left-Through-R 6	0							0				0				0			
	Left-Right 7	0							0				0				0			
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		
	Left-Through 9	0							0				0				0			
	Through 10	1	6	-6	0	0	11	17	1	17	-16	1	1	1		1	1	1		
	Through-Right 11	0							0				0				0			
	Right 12	1	45	21	280	59	-171	88	1	88	21	109	1	101		109	1	101		
	Left-Through-R 13	0							0				0				0			
Left-Right 14	0							0				0				0				
EASTBOUND	Left 15	1	214	15	442	221	-427	0	1	0	15	15	1	8		15	1	8		
	Left-Through 16	1							1				1				1			
	Through 17	0	214	0	0	221	0	0	0	0	0	0	0	8		0	0	8		
	Through-Right 18	0							0				0				0			
	Right 19	1	0	31	111	0	345	425	1	0	31	456	1	0		456	1	0		
	Left-Through-R 20	0							0				0				0			
Left-Right 21	0							0				0				0				
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through 23	0							0				0				0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Through-Right 25	0							0				0				0			
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through-R 27	0							0				0				0			
Left-Right 28	0							0				0				0				
CRITICAL VOLUMES			North-South: 157	East-West: 214	SUM: 371	North-South: 195	East-West: 221	SUM: 416	North-South: 522	East-West: 0	SUM: 522	North-South: 559	East-West: 8	SUM: 567	North-South: 559	East-West: 8	SUM: 567			
VOLUME/CAPACITY (V/C) RATIO:			0.247			0.277			0.348				0.378				0.378			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.147			0.177			0.248				0.278				0.278			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.030**
 Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:		Ferry Street		Year of Count:		0		Ambient Growth: (%):		0		Conducted by:		0		Date:		10/1/2015		
15		East-West Street:		Terminal Way		Projection Year:		0		Peak Hour:		PM		Reviewed by:		0		Project:		Everport Draft EIR/EIS		
No. of Phases				2		2		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		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?				3		3		3		3		3		3		3		3		3		
ATSAC-1 or ATSAC+ATCS-2?				0		0		0		0		0		0		0		0		0		
Override Capacity				2		2		2		2		2		2		2		2		2		
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left	1	85	10	95	95	126	211	1	211	10	221	1	221		221	1	221		221	
		Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	3	55	28	-8	47	24	9	64	2	32	-8	56	2	28		56	2	28		28
		Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	5	0	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		0
		Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND		Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		0	
		Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	10	37	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41		41
		Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	12	217	27	4	221	18	31	248	1	248	4	252	1	239		252	1	239		239
		Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND		Left	15	380	190	25	405	203	-380	0	0	25	25	1	13		25	1	13		13	
		Left-Through	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		Through	17	0	190	0	0	203	0	0	0	0	0	0	0	13		0	0	13		13
		Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	19	92	0	35	127	0	403	495	1	0	35	530	1	0		530	1	0		0
		Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND		Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right	26	2	0	0	0	2	0	0	2	0	0	2	0	0		2	0	0		0
Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES				North-South: 122	East-West: 190	SUM: 312	North-South: 132	East-West: 203	SUM: 335	North-South: 459	East-West: 0	SUM: 459	North-South: 460	East-West: 13	SUM: 473	North-South: 460	East-West: 13	SUM: 473				
VOLUME/CAPACITY (V/C) RATIO:				0.208			0.223			0.306				0.315				0.315				
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.108			0.123			0.206				0.215				0.215				
LEVEL OF SERVICE (LOS):				A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.015
Significant impacted? NO

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:				Ambient Growth: (%):				Conducted by:					Date:	10/1/2015			
	East-West Street:	Terminal Way		Projection Year:	0			Peak Hour:	AM			Reviewed by:					Project:	Everport Draft EIR/EIS			
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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		0 0		0 0			
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		EB-- 0 WB-- 0		0 0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	1	98	98	98	458	458	1	458	98	556	1	556	0	556	1	556		
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0		
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	10	1	10	10	10	2	12	1	12	0	12	1	12	0	12	1	12		
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	17	0	1	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0		
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0		
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0		
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	1	0		
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	26	0	4	0	105	105	0	508	508	4	0	105	613	4	0	613	4	0		
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES	North-South:	0		98		458		556		556		12		556		12		556			
	East-West:	77		10		234		12		12		12		12		12		12			
	SUM:	77		108		692		568		568		568		568		568		568			
VOLUME/CAPACITY (V/C) RATIO:		0.051		0.072		0.461		0.379		0.379		0.379		0.379		0.379		0.379			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051		0.072		0.461		0.379		0.379		0.379		0.379		0.379		0.379			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.021**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.082**
Significant impacted? **NO**
Δv/c after mitigation: **-0.082**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015							
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
		No. of Phases																			
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
		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																			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←←←←←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→→→→→	Left 8	0	1	0	71	71	71	370	370	1	370	71	441	1	441	441	1	441	441	
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
		Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→→→→→	Left 15	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	0	1	0	
		Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	←←←←←	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	
		Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	0	1	0	
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 26	0	4	0	74	74	0	390	390	4	0	74	464	4	0	0	464	4	0	
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South:	0				North-South:	71				North-South:	370				North-South:	441		
			East-West:	140				East-West:	0				East-West:	264				East-West:	0		
			SUM:	140				SUM:	71				SUM:	634				SUM:	441		
VOLUME/CAPACITY (V/C) RATIO:				0.093								0.423						0.294			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.093								0.423						0.294			
LEVEL OF SERVICE (LOS):				A								A						A			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.046**
 :ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.129** Δv/c after mitigation: **-0.129**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
16	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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													
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	44	44	44	230	230	1	230	44	274	1	274	274	1	274	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	328	548	1	274	-548	0	1	0	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	73	178	1	89	-178	0	1	0	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	38	38	207	207	4	0	38	245	4	0	245	4	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0 East-West: 110 SUM: 110			North-South: 44 East-West: 0 SUM: 44			North-South: 230 East-West: 274 SUM: 504				North-South: 274 East-West: 0 SUM: 274				North-South: 274 East-West: 0 SUM: 274			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.029			0.336				0.183				0.183			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.073			0.029			0.336				0.183				0.183			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.044**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.153** Δv/c after mitigation: **-0.153**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	140	141	139	69	70	0	77	140	210	0	223	0	210	0	223
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	78	130	139	92	144	0	0	78	222	0	223	0	222	0	223
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	108	109	14	83	84	0	84	108	192	0	192	0	192	0	192
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-86	-81	14	376	381	0	244	-86	295	0	213	0	295	0	213
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-109	-102	###	267	274	1	274	-109	165	1	165	0	165	1	165
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	-13	33	18	391	437	1	220	-13	424	1	214	0	424	1	214
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	257	502	502	93	338	1	338	257	595	1	595	0	595	1	595
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-176	208	104	483	867	2	434	-176	691	2	346	0	691	2	346
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	5	9	9	1	5	1	5	5	10	1	10	0	10	1	10
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 139 East-West: 520 SUM: 659	North-South: 251 East-West: 708 SUM: 959	North-South: 223 East-West: 809 SUM: 1032	North-South: 223 East-West: 809 SUM: 1032													
VOLUME/CAPACITY (V/C) RATIO:		0.196	0.462	0.673	0.724	0.724													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098	0.362	0.573	0.624	0.624													
LEVEL OF SERVICE (LOS):		A	A	A	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.264**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.051** Δv/c after mitigation: **0.051**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street: Earle Street		Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015									
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-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									
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			3 0 0 0 2 0			3 0 0 0 2 0			3 0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	5	0	5	5	4	9	0	9	0	9	0	9	9	0	9	
	Left-Through 2	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
	Through 3	0	36	122	153	158	93	124	0	129	122	246	0	228	246	0	228	
	Through-Right 4	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
	Right 5	0	42	76	172	49	19	115	0	129	76	191	0	228	191	0	228	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	2	7	9	9	-2	0	0	0	7	7	0	7	7	0	7	
	Left-Through 9	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
	Through 10	0	27	72	97	47	48	73	0	73	72	145	0	152	145	0	152	
	Through-Right 11	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	0	17	-65	-22	47	322	365	0	228	-65	300	0	214	300	0	214	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	1	52	-102	-50	-50	223	275	1	275	-102	173	1	173	173	1	173	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	1	186	-26	342	173	354	722	1	364	-26	696	1	351	696	1	351	
	Through-Right 18	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
	Right 19	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	1	109	138	247	247	72	181	1	181	138	319	1	319	319	1	319	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	2	113	-72	154	77	257	483	2	242	-72	411	2	206	411	2	206	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	1	0	2	2	2	0	0	1	0	2	2	1	2	2	1	2	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 44 East-West: 295 SUM: 339	North-South: 167 East-West: 420 SUM: 587	North-South: 237 East-West: 545 SUM: 782	North-South: 235 East-West: 670 SUM: 905	North-South: 235 East-West: 670 SUM: 905												
VOLUME/CAPACITY (V/C) RATIO:		0.238	0.412	0.549	0.635	0.635												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138	0.312	0.449	0.535	0.535												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.174**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.086** Δv/c after mitigation: **0.086**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	No. of Lanes		3	No. of Lanes		3	No. of Lanes		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Lanes		2	No. of Lanes		2	No. of Lanes		2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	No. of Lanes		0	No. of Lanes		0	No. of Lanes		0								
ATSAC-1 or ATSAC+ATCS-2?		0	No. of Lanes		0	No. of Lanes		0	No. of Lanes		0								
Override Capacity		2	No. of Lanes		2	No. of Lanes		2	No. of Lanes		2								
		0	No. of Lanes		0	No. of Lanes		0	No. of Lanes		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	3	0	4	176	180	180	174	178	0	178	176	354	0	354	0	354	0	354
	Through-Right	4	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	5	0	130	123	302	248	74	253	0	175	123	376	0	292	0	376	0	292
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	4	3	7	7	-1	3	0	3	3	6	0	6	0	6	0	6
	Left-Through	9	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Through	10	0	7	38	41	22	76	79	0	82	38	117	0	137	0	117	0	137
	Through-Right	11	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Right	12	0	6	-19	-11	22	144	152	0	35	-19	133	0	137	0	133	0	137
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	1	4	-165	-161	###	230	234	1	234	-165	69	1	69	0	69	1	69
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	1	140	-92	188	94	303	583	1	292	-92	491	1	246	0	491	1	246
	Through-Right	18	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	1	98	11	109	109	59	157	1	157	11	168	1	168	0	168	1	168
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	2	95	6	196	98	111	301	2	151	6	307	2	154	0	307	2	154
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 134	East-West: 238	SUM: 372	North-South: 255	East-West: 203	SUM: 458	North-South: 181	East-West: 449	SUM: 630	North-South: 360	East-West: 414	SUM: 774	North-South: 360	East-West: 414	SUM: 774			
VOLUME/CAPACITY (V/C) RATIO:		0.261			0.321			0.442				0.543				0.543			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.161			0.221			0.342				0.443				0.443			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.060**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.101** Δv/c after mitigation: **0.101**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
	East-West Street:	Cannery Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
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						
ATSAC-1 or ATSAC+ATCS-2?		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						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left 1	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3		
		Left-Through 2	1						1		1			1		1		1		1	
		Through 3	42	23	-1	41	29	137	179	1	93	-1	178	1	95	0	178	1	95		
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	272	148	-1	271	271	50	322	1	173	-1	321	1	321	0	321	1	321		
		Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
		Right 12	24	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273		
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	←	Left 15	15	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4		
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES		North-South: 152	East-West: 15	SUM: 167	North-South: 277	East-West: 234	SUM: 511	North-South: 176	East-West: 15	SUM: 191	North-South: 324	East-West: 234	SUM: 558	North-South: 324	East-West: 234	SUM: 558					
VOLUME/CAPACITY (V/C) RATIO:				0.111			0.341			0.127			0.372			0.372					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.111			0.341			0.127			0.372			0.372					
LEVEL OF SERVICE (LOS):				A			A			A			A			A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.245** Δv/c after mitigation: **0.245**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1							1				1				1	
	Through 3	61	1	34	0	61	37	151	212	1	109	0	212	1	112	0	212	1	112
	Through-Right 4		0							0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	123	1	84	0	123	123	120	243	1	144	0	243	1	243	0	243	1	243
	Through-Right 11		1							1				1				1	
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	212	257	0	107
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	1	301
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 150 East-West: 102 SUM: 252				North-South: 249 East-West: 301 SUM: 550				North-South: 249 East-West: 301 SUM: 550			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.168				0.367				0.367			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.115			0.274			0.168				0.367				0.367			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.199** Δv/c after mitigation: **0.199**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1					1		1			1		1		1		1	
	Through 3	143	1	73	-2	141	72	189	332	1	168	-2	330	1	167		330	1	167	
	Through-Right 4		0					0		0			0		0		0		0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0					0		0			0		0		0		0	0
Left-Right 7		0					0		0			0		0		0		0	0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0					0		0			0		0		0		0	
	Through 10	85	1	48	-1	84	73	65	150	1	81	-1	149	1	105		149	1	105	
	Through-Right 11		1					1		1			1		1		1		1	
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61	
	Left-Through-R 13		0					0		0			0		0		0		0	
Left-Right 14		0					0		0			0		0		0		0		
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331	
	Left-Through 16		0					0		0			0		0		0		0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0					0		0			0		0		0		0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4	
	Left-Through-R 20		0					0		0			0		0		0		0	
Left-Right 21		0					0		0			0		0		0		0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0					0		0			0		0		0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0					0		0			0		0		0		0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0					0		0			0		0		0		0	
Left-Right 28		0					0		0			0		0		0		0		
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103			North-South: 76 East-West: 331 SUM: 407			North-South: 168 East-West: 30 SUM: 198				North-South: 167 East-West: 331 SUM: 498				North-South: 167 East-West: 331 SUM: 498				
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.132				0.332				0.332				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.132				0.332				0.332				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** Δv/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2026 - Alternative 3

Intersection Analysis

Cities of Carson and Long Beach Locations

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	218	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.186 E-W(2): 0.693 *
	TH	0.30	32	479	0.067	
	LT	1.70	182	2,449	0.074 *	
Westbound	RT	1.00	643	1,600	0.335	V/C: 0.777 Lost Time: 0.180
	TH	1.00	896	1,600	0.560 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	3	0	0.000	ICU: 0.957
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: E
	TH	2.00	583	3,200	0.183	
	LT	1.00	213	1,600	0.133 *	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	179	1,600	0.004	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.421 *
	TH	0.22	18	353	0.051	
	LT	1.78	145	2,562	0.057 *	
Westbound	RT	1.00	297	1,600	0.135	V/C: 0.484 Lost Time: 0.180
	TH	1.00	501	1,600	0.313 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	5	0	0.000	ICU: 0.664
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	396	3,200	0.125	
	LT	1.00	173	1,600	0.108 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	238	1,600	0.019	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.225 E-W(2): 0.503 *
	TH	0.18	18	292	0.062	
	LT	1.82	179	2,617	0.068 *	
Westbound	RT	1.00	388	1,600	0.181	V/C: 0.587 Lost Time: 0.180
	TH	1.00	597	1,600	0.373 *	
	LT	1.00	1	1,600	0.001	
Northbound	RT	0.00	14	0	0.000	ICU: 0.767
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	713	3,200	0.224	
	LT	1.00	208	1,600	0.130 *	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 2						
North/South Street: ALAMEDA STREET						
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 12			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.560 * N-S(2): 0.395 E-W(1): 0.077 * E-W(2): 0.074
	TH	3.00	1,895	4,800	0.395	
	LT	1.00	315	1,600	0.197 *	
Westbound	RT	2.00	553	3,200	0.074	V/C: 0.637 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	2.00	222	2,880	0.077 *	
Northbound	RT	0.00	89	0	0.000	ICU: 0.757
	TH	3.00	1,654	4,800	0.363 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.260 E-W(1): 0.053 * E-W(2): 0.042
	TH	3.00	1,248	4,800	0.260	
	LT	1.00	189	1,600	0.118 *	
Westbound	RT	2.00	324	3,200	0.042	V/C: 0.470 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	2.00	152	2,880	0.053 *	
Northbound	RT	0.00	82	0	0.000	ICU: 0.590
	TH	3.00	1,351	4,800	0.299 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.230 E-W(1): 0.071 * E-W(2): 0.069
	TH	3.00	1,106	4,800	0.230	
	LT	1.00	275	1,600	0.172 *	
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120
	TH	0.00	0	0	0.000	
	LT	2.00	204	2,880	0.071 *	
Northbound	RT	0.00	117	0	0.000	ICU: 0.623
	TH	3.00	1,132	4,800	0.260 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.212 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.236
	TH	2.00	696	3,200	0.223	V/C: 0.601
	LT	2.00	299	2,880	0.104 *	Lost Time: 0.180
Northbound	RT	2.00	261	3,200	0.035	
	TH	0.04	12	67	0.178	
	LT	1.96	557	2,819	0.198 *	
Eastbound	RT	1.00	741	1,600	0.285 *	ICU: 0.781
	TH	2.00	273	3,200	0.085	
	LT	1.00	20	1,600	0.013	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.375 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	2.00	325	3,200	0.102	V/C: 0.630
	LT	2.00	190	2,880	0.066 *	Lost Time: 0.180
Northbound	RT	2.00	289	3,200	0.061	
	TH	0.01	5	24	0.212	
	LT	1.99	673	2,859	0.235 *	
Eastbound	RT	1.00	833	1,600	0.309 *	ICU: 0.810
	TH	2.00	285	3,200	0.089	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.241 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.311 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.111
	TH	2.00	327	3,200	0.103	V/C: 0.552
	LT	2.00	273	2,880	0.095 *	Lost Time: 0.180
Northbound	RT	2.00	481	3,200	0.108	
	TH	0.00	0	0	0.000	
	LT	2.00	638	2,880	0.222 *	
Eastbound	RT	1.00	661	1,600	0.214	ICU: 0.732
	TH	2.00	692	3,200	0.216 *	
	LT	1.00	12	1,600	0.008	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,539	3,200	0.481 *	N-S(1): 0.522
	TH	2.00	592	3,200	0.185	N-S(2): 0.627 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.098
	TH	2.00	315	3,200	0.098	
	LT	1.00	388	1,600	0.243 *	V/C: 0.870
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,668	3,200	0.522	
	LT	1.00	233	1,600	0.146 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.990
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,386	3,200	0.433 *	N-S(1): 0.520
	TH	2.00	337	3,200	0.105	N-S(2): 0.531 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	269	1,600	0.168 *	V/C: 0.699
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,665	3,200	0.520	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.819
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,186	3,200	0.371	N-S(1): 0.591 *
	TH	2.00	232	3,200	0.073	N-S(2): 0.435
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.028
	TH	2.00	90	3,200	0.028	
	LT	1.00	141	1,600	0.088 *	V/C: 0.679
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,891	3,200	0.591 *	
	LT	1.00	103	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.799
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.491 * V/C: 1.159 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.279 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,415	2,880	0.491 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.479 * N-S(2): 0.000 E-W(1): 0.119 E-W(2): 0.581 * V/C: 1.060 Lost Time: 0.120
	TH	1.00	528	1,600	0.330 *	
	LT	1.00	75	1,600	0.047	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	239	1,600	0.149 *	
	TH	2.00	431	3,200	0.135	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.180 LOS: F
	TH	2.00	234	3,200	0.119	
	LT	2.00	1,672	2,880	0.581 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.255 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.601 * V/C: 0.856 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	111	1,600	0.069	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	144	1,600	0.090 *	
	TH	2.00	250	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.976 LOS: E
	TH	2.00	194	3,200	0.089	
	LT	2.00	1,732	2,880	0.601 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	327	3,200	0.102	E-W(2): 0.531 *
	TH	2.00	1,698	3,200	0.531 *	
	LT	0.00	0	0	0.000	V/C: 0.687
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.787
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.054
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	320	3,200	0.100	E-W(2): 0.434 *
	TH	2.00	1,388	3,200	0.434 *	
	LT	0.00	0	0	0.000	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	169	3,200	0.054	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.671
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.045
	TH	2.00	355	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	206	3,200	0.064	E-W(2): 0.386 *
	TH	2.00	1,201	3,200	0.375 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	143	3,200	0.045	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.598
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.468 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.754
	TH	2.00	1,498	3,200	0.468 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.421 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	2.00	1,348	3,200	0.421 *	
	LT	1.00	183	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.508 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.630
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.750
	TH	2.00	1,627	3,200	0.508 *	
	LT	1.00	155	1,600	0.097	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.004	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.187 E-W(2): 0.695 *	
	TH	0.30	32	479	0.067		
	LT	1.70	182	2,449	0.074 *		
Westbound	RT	1.00	645	1,600	0.336	V/C: 0.779 Lost Time: 0.180	
	TH	1.00	897	1,600	0.561 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.959	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	585	3,200	0.184		
	LT	1.00	214	1,600	0.134 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.003	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.420 *	
	TH	0.22	18	353	0.051		
	LT	1.78	145	2,562	0.057 *		
Westbound	RT	1.00	293	1,600	0.132	V/C: 0.483 Lost Time: 0.180	
	TH	1.00	499	1,600	0.312 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.663	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	396	3,200	0.125		
	LT	1.00	173	1,600	0.108 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.017	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.223 E-W(2): 0.504 *	
	TH	0.18	18	292	0.062		
	LT	1.82	179	2,617	0.068 *		
Westbound	RT	1.00	387	1,600	0.180	V/C: 0.588 Lost Time: 0.180	
	TH	1.00	597	1,600	0.373 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.768	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	706	3,200	0.222		
	LT	1.00	210	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.561 * N-S(2): 0.395 E-W(1): 0.076 * E-W(2): 0.076 *	
	TH	3.00	1,894	4,800	0.395		
	LT	1.00	317	1,600	0.198 *		
Westbound	RT	2.00	559	3,200	0.076 *	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	220	2,880	0.076 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,654	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.261 E-W(1): 0.052 * E-W(2): 0.043	
	TH	3.00	1,253	4,800	0.261		
	LT	1.00	187	1,600	0.117 *		
Westbound	RT	2.00	323	3,200	0.043 *	V/C: 0.469 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	149	2,880	0.052 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.589	
	TH	3.00	1,356	4,800	0.300 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.231 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,110	4,800	0.231		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	116	0	0.000	ICU: 0.623	
	TH	3.00	1,133	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.214 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.235
	TH	2.00	695	3,200	0.222	V/C: 0.603 Lost Time: 0.180
	LT	2.00	299	2,880	0.104 *	
Northbound	RT	2.00	262	3,200	0.035	ICU: 0.783
	TH	0.04	12	67	0.180	
	LT	1.96	563	2,820	0.200 *	
Eastbound	RT	1.00	744	1,600	0.285 *	LOS: C
	TH	2.00	274	3,200	0.086	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.380 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.112
	TH	2.00	324	3,200	0.101	V/C: 0.635 Lost Time: 0.180
	LT	2.00	192	2,880	0.067 *	
Northbound	RT	2.00	292	3,200	0.061	ICU: 0.815
	TH	0.01	5	24	0.211	
	LT	1.99	671	2,859	0.235 *	
Eastbound	RT	1.00	838	1,600	0.313 *	LOS: D
	TH	2.00	283	3,200	0.088	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.238 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.312 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.112
	TH	2.00	332	3,200	0.104	V/C: 0.550 Lost Time: 0.180
	LT	2.00	274	2,880	0.095 *	
Northbound	RT	2.00	493	3,200	0.111	ICU: 0.730
	TH	0.00	0	0	0.000	
	LT	2.00	631	2,880	0.219 *	
Eastbound	RT	1.00	662	1,600	0.217 *	LOS: C
	TH	2.00	684	3,200	0.214	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,556	3,200	0.486 *	N-S(1): 0.527
	TH	2.00	593	3,200	0.185	N-S(2): 0.631 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.097
	TH	2.00	310	3,200	0.097	
	LT	1.00	388	1,600	0.243 *	V/C: 0.874
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,683	3,200	0.527	
	LT	1.00	232	1,600	0.145 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.994
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,389	3,200	0.434 *	N-S(1): 0.528
	TH	2.00	341	3,200	0.107	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	268	1,600	0.168 *	V/C: 0.700
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,690	3,200	0.528	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.820
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,197	3,200	0.374	N-S(1): 0.600 *
	TH	2.00	233	3,200	0.073	N-S(2): 0.437
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.025
	TH	2.00	81	3,200	0.025	
	LT	1.00	141	1,600	0.088 *	V/C: 0.688
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,919	3,200	0.600 *	
	LT	1.00	101	1,600	0.063	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.808
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.494 * V/C: 1.162 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.282 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,424	2,880	0.494 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.478 * N-S(2): 0.000 E-W(1): 0.117 E-W(2): 0.588 * V/C: 1.066 Lost Time: 0.120
	TH	1.00	530	1,600	0.331 *	
	LT	1.00	76	1,600	0.048	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	235	1,600	0.147 *	
	TH	2.00	435	3,200	0.136	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	144	0	0.000	ICU: 1.186 LOS: F
	TH	2.00	231	3,200	0.117	
	LT	2.00	1,692	2,880	0.588 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.611 * V/C: 0.867 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	112	1,600	0.070	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	146	1,600	0.091 *	
	TH	2.00	248	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.987 LOS: E
	TH	2.00	193	3,200	0.089	
	LT	2.00	1,760	2,880	0.611 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092 N-S(2): 0.156 * E-W(1): 0.000 E-W(2): 0.536 * V/C: 0.692 Lost Time: 0.100
	TH	2.00	488	3,200	0.153 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	323	3,200	0.101	
	TH	2.00	1,715	3,200	0.536 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.792 LOS: C
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.053 N-S(2): 0.137 * E-W(1): 0.000 E-W(2): 0.435 * V/C: 0.572 Lost Time: 0.100
	TH	2.00	432	3,200	0.135 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	320	3,200	0.100	
	TH	2.00	1,391	3,200	0.435 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	168	3,200	0.053	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672 LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.044 N-S(2): 0.112 * E-W(1): 0.000 E-W(2): 0.389 * V/C: 0.501 Lost Time: 0.100
	TH	2.00	354	3,200	0.111 *	
	LT	0.00	0	0	0.000	
Westbound	RT	2.00	197	3,200	0.062	
	TH	2.00	1,210	3,200	0.378 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	141	3,200	0.044	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.601 LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.472 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.638
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.758
	TH	2.00	1,511	3,200	0.472 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.426 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.569
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.689
	TH	2.00	1,364	3,200	0.426 *	
	LT	1.00	182	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.517 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.096
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.639
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.759
	TH	2.00	1,654	3,200	0.517 *	
	LT	1.00	153	1,600	0.096	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2026 - Alternative 4

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)

I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS					
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																			
		1500		####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0									
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0									
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0									
	Left-Right 7		0							0									
SOUTHBOUND	Left 8	214	1	214	0	214	214	27	241	1	241	0	241	1	241	0	241	1	241
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	220	1	0	0	220	0	-3	217	1	0	0	217	1	0	0	217	1	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	231	1	231	0	231	231	51	282	1	282	0	282	1	282	0	282	1	282
	Left-Through 16		0							0				0				0	
	Through 17	931	2	466	0	931	466	196	1127	2	564	0	1127	2	564	0	1127	2	564
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	1033	2	402	-1	1032	401	163	1196	2	487	-1	1195	2	486	0	1195	2	486
	Through-Right 25		1							1				1				1	
	Right 26	172	0	172	-1	171	171	93	265	0	265	-1	264	0	264	0	264	0	264
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 214			North-South: 214			North-South: 241				North-South: 241				North-South: 241			
		East-West: 868			East-West: 867			East-West: 1051				East-West: 1050				East-West: 1050			
		SUM: 1082			SUM: 1081			SUM: 1292				SUM: 1291				SUM: 1291			
VOLUME/CAPACITY (V/C) RATIO:		0.721			0.721			0.861				0.861				0.861			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621			0.621			0.761				0.761				0.761			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted?: **NO**

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:	O St	Year of Count:	2013	Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015									
	East-West Street:	Pacific Coast Highway	Projection Year:	2026	Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS									
No. of Phases			0		0		0		0		0										
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-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 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										
Override Capacity			1500		#####		1500		1500		1500										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	↔↔↔↔↔↔↔	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2		0							0								0		
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4		0							0								0		
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Ri 6		0							0								0		
		Left-Right 7		0							0								0		
SOUTHBOUND	↔↔↔↔↔↔↔	Left 8	233	1	233	0	233	233	15	248	1	248	0	248	1	248		248	1	248	
		Left-Through 9		0							0					0			0		
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11		0							0					0			0		
		Right 12	245	1	14	0	245	10	-1	244	1	19	0	244	1	15		244	1	15	
		Left-Through-Ri 13		0							0					0			0		
EASTBOUND	↔↔↔↔↔↔↔	Left 15	231	1	231	4	235	235	-6	225	1	225	4	229	1	229		229	1	229	
		Left-Through 16		0							0				0				0		
		Through 17	886	2	443	-3	883	442	-113	773	2	387	-3	770	2	385		770	2	385	
		Through-Right 18		0							0				0				0		
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-Ri 20		0							0				0				0		
WESTBOUND	↔↔↔↔↔↔↔	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		
		Through 24	813	2	357	0	813	357	-149	664	2	332	0	664	2	332		664	2	332	
		Through-Right 25		1							1				1				1		
		Right 26	257	0	257	0	257	257	102	359	0	111	0	359	0	111		359	0	111	
		Left-Through-Ri 27		0							0				0				0		
CRITICAL VOLUMES	North-South:		233	North-South:		233	North-South:		248	North-South:		248	North-South:		248	North-South:		248	North-South:		248
	East-West:		800	East-West:		799	East-West:		719	East-West:		717	East-West:		717	East-West:		717	East-West:		717
	SUM:		1033	SUM:		1032	SUM:		967	SUM:		965	SUM:		965	SUM:		965	SUM:		965
VOLUME/CAPACITY (V/C) RATIO:			0.689		0.688		0.645		0.643		0.643		0.643		0.643		0.643		0.643		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589		0.588		0.545		0.543		0.543		0.543		0.543		0.543		0.543		
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.001**
t impacted? **NO**

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:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Pacific Coast Highway	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	0		0		0		0		0									
	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-- 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									
	ATSAC-1 or ATSAC+ATCS-2?	2		2		2		2		2									
	Override Capacity	1500		#####		1500		1500		1500									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	192	1	192	0	192	#	15	207	1	207	0	207	1	207	207	1	207	
	Left-Through 9		0							0				0			0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 11		0							0				0			0		
	Right 12	301	1	56	-1	300	#	54	355	1	119	-1	354	1	118	354	1	118	
	Left-Through-Ri 13		0							0				0			0		
Left-Right 14		0							0				0			0			
EASTBOUND	Left 15	245	1	245	0	245	#	-9	236	1	236	0	236	1	236	236	1	236	
	Left-Through 16		0							0				0			0		
	Through 17	1191	2	596	-1	1190	#	-36	1155	2	578	-1	1154	2	577	1154	2	577	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Ri 20		0							0				0			0		
Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0		
	Through 24	997	2	407	5	1002	#	41	1038	2	432	5	1043	2	434	1043	2	434	
	Through-Right 25		1							1				1			1		
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259	259	0	259	
Left-Through-Ri 27		0							0				0			0			
Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 192 East-West: 1003 SUM: 1195		North-South: 192 East-West: 1004 SUM: 1196		North-South: 207 East-West: 1010 SUM: 1217		North-South: 207 East-West: 1011 SUM: 1218		North-South: 207 East-West: 1011 SUM: 1218		North-South: 207 East-West: 1011 SUM: 1218		North-South: 207 East-West: 1011 SUM: 1218		North-South: 207 East-West: 1011 SUM: 1218		North-South: 207 East-West: 1011 SUM: 1218	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.797 0.697 B		0.797 0.697 B		0.811 0.711 C		0.812 0.712 C		0.812 0.712 C		0.812 0.712 C		0.812 0.712 C		0.812 0.712 C		0.812 0.712 C	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

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:	Alameda St		Year of Count:				Ambient Growth: (%):				Conducted by:				Date:	10/1/2015		
4	East-West Street:	O St		Projection Year:	0			Peak Hour:	AM			Reviewed by:				Project:	Everport Draft EIR/EIS		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		NB--		0		SB--		0		NB--		0		SB--		0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		NB--		0		SB--		0		NB--		0		SB--		0	
ATSAC-1 or ATSAC+ATCS-2?		3		NB--		0		SB--		0		NB--		0		SB--		0	
Override Capacity		2		NB--		0		SB--		0		NB--		0		SB--		0	
		0		NB--		0		SB--		0		NB--		0		SB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	315	2	141	1	316	141	1069	1384	2	502	1	1385	2	502	0	1385	2	502
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	14	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	0	314	314	7	321	1	321	0	321	1	321	0	321	1	321
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-1	698	233	1147	1846	3	615	-1	1845	3	615	0	1845	3	615
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	102	1	102	0	102	102	25	127	1	127	0	127	1	127	0	127	1	127
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	299	1	0	0	299	0	134	433	1	112	0	433	1	112	0	433	1	112
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South:		455	North-South:		455	North-South:		1117	North-South:		1117	North-South:		1117	North-South:		1117
		East-West:		102	East-West:		102	East-West:		127	East-West:		127	East-West:		127	East-West:		127
		SUM:		557	SUM:		557	SUM:		1244	SUM:		1244	SUM:		1244	SUM:		1244
VOLUME/CAPACITY (V/C) RATIO:				0.391			0.391			0.873			0.873			0.873			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.291			0.291			0.773			0.773			0.773			0.773
LEVEL OF SERVICE (LOS):				A			A			C			C			C			C

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Alameda St		Year of Count:		0		Ambient Growth: (%)		0		Conducted by:		0		Date:		10/1/2015	
	4	East-West Street:		O St		Projection Year:		0		Peak Hour:		MD		Reviewed by:		0		Project:		Everport Draft EIR/EIS
No. of Phases			3			3			3			3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0			0			0			0		
ATSA-1 or ATSA+ATCS-2?			3			3			3			3			3			3		
Override Capacity			2			2			2			2			2			2		
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																	
	Through 3	441	2	193	0	441	193	640	1081	2	406	0	1081	2	406	1081	2	406		
	Through-Right 4		1							1				1			1			
	Right 5	139	0	139	0	139	139	-3	136	0	136	0	136	0	136	136	0	136		
	Left-Through-R 6		0							0				0			0			
	Left-Right 7		0							0				0			0			
SOUTHBOUND	Left 8	199	1	199	0	199	199	6	205	1	205	0	205	1	205	205	1	205		
	Left-Through 9		0							0				0			0			
	Through 10	476	3	159	2	478	159	670	1146	3	382	2	1148	3	383	1148	3	383		
	Through-Right 11		0							0				0			0			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R 13		0							0				0			0			
	Left-Right 14		0							0				0			0			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 16		0							0				0			0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 18		0							0				0			0			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R 20		0							0				0			0			
	Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	105	1	105	0	105	105	-3	102	1	102	0	102	1	102	102	1	102		
	Left-Through 23		0							0				0			0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right 25		0							0				0			0			
	Right 26	256	1	57	4	260	61	94	350	1	145	4	354	1	149	354	1	149		
	Left-Through-R 27		0							0				0			0			
	Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 392		392		North-South: 392		392		North-South: 788		788		North-South: 789		789		North-South: 789		
		East-West: 105		105		East-West: 105		105		East-West: 145		145		East-West: 149		149		East-West: 149		
		SUM: 497		497		SUM: 497		497		SUM: 933		933		SUM: 938		938		SUM: 938		
VOLUME/CAPACITY (V/C) RATIO:		0.349		0.349		0.349		0.349		0.655		0.655		0.658		0.658		0.658		
V/C LESS ATSA/ATCS ADJUSTMENT:		0.249		0.249		0.249		0.249		0.555		0.555		0.558		0.558		0.558		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	211	915	2	356	0	915	2	356	915	2	356	
	Through-Right 4		1							1				1			1		
	Right 5	150	0	150	0	150	#	4	154	0	154	0	154	0	154	154	0	154	
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	279	1	279	0	279	#	59	338	1	338	0	338	1	338	338	1	338	
	Left-Through 9		0							0				0			0		
	Through 10	967	3	322	4	971	#	-54	913	3	304	4	917	3	306	917	3	306	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	99	1	99	0	99	#	10	109	1	109	0	109	1	109	109	1	109	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		
	Right 26	359	1	80	0	359	#	14	373	1	35	0	373	1	35	373	1	35	
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 607		607	North-South: 609		609	North-South: 694		694	North-South: 694		694	North-South: 694		694	North-South: 694		694
		East-West: 99		99	East-West: 99		99	East-West: 109		109	East-West: 109		109	East-West: 109		109	East-West: 109		109
		SUM: 706		708	SUM: 708		708	SUM: 803		803	SUM: 803		803	SUM: 803		803	SUM: 803		803
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.497		0.564		0.564		0.564		0.564		0.564		0.564	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.397		0.464		0.464		0.464		0.464		0.464		0.464	
LEVEL OF SERVICE (LOS):			A			A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 0		NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	280	2	140	0	280	140	569	849	2	425	0	849	2	425	0	849	2	425
	Through-Right 4		0																
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	-3	301	157	635	939	0	494	-3	936	0	492	0	936	0	492
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	157	0	0	0	494	0	0	0	492	0	0	0	492
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	1	33	33	653	685	1	685	1	686	1	686	0	686	1	686
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158		North-South: 157		North-South: 494		North-South: 492		North-South: 492		North-South: 492		North-South: 492		North-South: 492			
		East-West: 38		East-West: 39		East-West: 691		East-West: 692		East-West: 692		East-West: 692		East-West: 692		East-West: 692			
		SUM: 196		SUM: 196		SUM: 1185		SUM: 1184		SUM: 1184		SUM: 1184		SUM: 1184		SUM: 1184			
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.138		0.832		0.831		0.831		0.831		0.831		0.831			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.069		0.732		0.731		0.731		0.731		0.731		0.731			
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C		C		C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0			2	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Through 3	593	2	297	4	597	299	258	851	2	426	4	855	2	428		855	2	428
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35		35	1	35
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7		7	0	7
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0		0	1	0
	Through 10	317	0	173	-1	316	172	353	670	0	349	-1	669	0	349		669	0	349
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0		0	1	0
	Right 12	0	0	173	0	0	172	0	0	0	349	0	0	0	349		0	0	349
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
EASTBOUND	Left 15	92	1	92	-2	90	90	284	376	1	376	-2	374	1	374		374	1	374
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8		5	0	8
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0		0	1	0
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0		3	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8		8	0	8
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29		3	0	29
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0		18	0	0
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0		0	1	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 306		North-South: 433		North-South: 435		North-South: 435		North-South: 435		North-South: 435		North-South: 435		North-South: 435	
		East-West: 121		East-West: 119		East-West: 405		East-West: 403		East-West: 403		East-West: 403		East-West: 403		East-West: 403		East-West: 403	
		SUM: 425		SUM: 425		SUM: 838		SUM: 838		SUM: 838		SUM: 838		SUM: 838		SUM: 838		SUM: 838	
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.588		0.588		0.588		0.588		0.588		0.588		0.588	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.488		0.488		0.488		0.488		0.488		0.488		0.488	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015							
5	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
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		EB--		0		WB--		0		NB--		0			
EB--		0		WB--		0		NB--		0		SB--		0		EB--		0			
ATC-1 or ATC-2		2		ATC-3		2		ATC-4		2		ATC-5		2		ATC-6		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through	3	573	2	287	2	575	288	188	761	2	381	2	763	2	382	2	763	382	
	↔	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	1	26	26	
	↔	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	↔	Left	8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	11	
	↔	Left-Through	9	0	1	0	0	0	0	1	1	0	1	0	1	0	1	0	1	1	
	↔	Through	10	347	0	185	2	349	196	107	454	0	251	2	456	0	252	0	456	252	
	↔	Through-Right	11	0	1	0	0	0	0	1	1	0	1	0	1	0	1	0	1	1	
	↔	Right	12	3	0	185	0	3	185	1	4	0	251	0	4	0	252	0	4	252	
	↔	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	↔	Left	15	83	1	83	-2	81	81	328	411	1	411	-2	409	1	409	0	409	409	
	↔	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	16	
	↔	Through-Right	18	0	1	0	0	0	0	1	1	0	1	0	1	0	1	0	1	1	
	↔	Right	19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	
	↔	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	↔	Left	22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	11	
	↔	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	68	
	↔	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right	26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	
	↔	Left-Through-R	27	0	1	0	0	0	0	1	1	0	1	0	1	0	1	0	1	1	
	↔	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:		297		North-South:		298		North-South:		392		North-South:		393		North-South:		393	
		East-West:		150		East-West:		148		East-West:		479		East-West:		477		East-West:		477	
		SUM:		447		SUM:		446		SUM:		871		SUM:		870		SUM:		870	
VOLUME/CAPACITY (V/C) RATIO:				0.314				0.313				0.611				0.611				0.611	
W/C LESS ATSAC/ATCS ADJUSTMENT:				0.214				0.213				0.511				0.511				0.511	
LEVEL OF SERVICE (LOS):				A				A				A				A				A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

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:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
	East-West Street:	Anaheim Street	Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS								
	No. of Phases	4																
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1																
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	36	0	55	37	479	534	1	455	0	534	1	456	0	534	1	456
	Left-Through	2	1						1				1				1	
	Through	3	36	1	55	37	778	832	1	455	1	833	1	456	0	833	1	456
	Through-Right	4	0						0				0				0	
	Right	5	35	-1	65	34	10	76	1	0	-1	75	1	0	0	75	1	0
	Left-Through-R	6	0						0				0				0	
	Left-Right	7	0						0				0				0	
SOUTHBOUND	Left	8	109	-1	108	108	109	218	1	218	-1	217	1	217	0	217	1	217
	Left-Through	9	0						0				0				0	
	Through	10	74	-1	187	74	760	948	2	328	-1	947	2	327	0	947	2	327
	Through-Right	11	1						1				1				1	
	Right	12	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-R	13	0						0				0				0	
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through	16	0						0				0				0	
	Through	17	354	0	707	354	132	839	2	420	0	839	2	420	0	839	2	420
	Through-Right	18	0						0				0				0	
	Right	19	0	2	547	0	220	765	1	0	2	767	1	0	0	767	1	0
	Left-Through-R	20	0						0				0				0	
WESTBOUND	Left	22	63	0	63	63	161	224	1	224	0	224	1	224	0	224	1	224
	Left-Through	23	0						0				0				0	
	Through	24	409	2	820	410	301	1119	2	560	2	1121	2	561	0	1121	2	561
	Through-Right	25	0						0				0				0	
	Right	26	42	1	97	43	104	200	1	91	1	201	1	93	0	201	1	93
	Left-Through-R	27	0						0				0				0	
Left-Right	28	0						0				0				0		
CRITICAL VOLUMES		North-South: 145 East-West: 470 SUM: 615	North-South: 145 East-West: 471 SUM: 616	North-South: 783 East-West: 644 SUM: 1427	North-South: 783 East-West: 644 SUM: 1427	North-South: 783 East-West: 644 SUM: 1427	North-South: 783 East-West: 644 SUM: 1427											
VOLUME/CAPACITY (V/C) RATIO:		0.447	0.448	1.038	1.038	1.038	1.038											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347	0.348	0.938	0.938	0.938	0.938											
LEVEL OF SERVICE (LOS):		A	A	E	E	E	E											

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Anaheim Street	Projection Year: 2026		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	84	0	141	86	217	358	1	353	0	358	1	354		358	1	354
	Left-Through 2	1							1				1				1	
	Through 3	1	84	4	116	86	588	700	1	353	4	704	1	354		704	1	354
	Through-Right 4	0							0				0				0	
	Right 5	1	53	0	71	53	52	123	1	50	0	123	1	50		123	1	50
	Left-Through-R 6	0							0				0				0	
	Left-Right 7	0							0				0				0	
SOUTHBOUND	Left 8	1	163	0	163	163	41	204	1	204	0	204	1	204		204	1	204
	Left-Through 9	0							0				0				0	
	Through 10	2	97	0	234	97	401	635	2	231	0	635	2	231		635	2	231
	Through-Right 11	1							1				1				1	
	Right 12	0	56	0	56	56	2	58	0	58	0	58	0	58		58	0	58
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147
	Left-Through 16	0							0				0				0	
	Through 17	2	375	2	752	376	43	793	2	397	2	795	2	398		795	2	398
	Through-Right 18	0							0				0				0	
	Right 19	1	0	2	174	0	244	416	1	0	2	418	1	0		418	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	1	36	0	36	36	111	147	1	147	0	147	1	147		147	1	147
	Left-Through 23	0							0				0				0	
	Through 24	2	317	-1	633	317	-4	630	2	315	-1	629	2	315		629	2	315
	Through-Right 25	0							0				0				0	
	Right 26	1	123	0	204	123	35	239	1	137	0	239	1	137		239	1	137
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 249	East-West: 443	SUM: 692	North-South: 584	East-West: 544	SUM: 1128	North-South: 585	East-West: 545	SUM: 1130	North-South: 585	East-West: 545	SUM: 1130		
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.503		0.820		0.822										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.403		0.720		0.722										
LEVEL OF SERVICE (LOS):		A		A		C		C										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	2	186	113	560	744	1	437	2	746	1	438		746	1	438
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	3	152	113	417	566	1	437	3	569	1	438		569	1	438
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	1	55	33	69	123	1	77	1	124	1	78		124	1	78
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	51	185	1	185	0	185	1	185		185	1	185
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	3	291	112	163	451	2	167	3	454	2	168		454	2	168
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	2	954	477	6	958	2	479	2	960	2	480		960	2	480
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	4	253	0	290	539	1	0	4	543	1	0		543	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	44	49	93	1	93	0	93	1	93		93	1	93
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	-1	853	427	305	1159	2	580	-1	1158	2	579		1158	2	579
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	176	70	313	1	221	0	313	1	221		313	1	221
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 247 East-West: 561 SUM: 808		North-South: 622 East-West: 736 SUM: 1358				North-South: 623 East-West: 735 SUM: 1358				North-South: 623 East-West: 735 SUM: 1358						
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.588		0.988		0.988		0.988		0.988		0.988					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.488		0.888		0.888		0.888		0.888		0.888					
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	46	23	1	47	24	879	925	2	463	1	926	2	463	0	926	2	463	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	28	60	1	0	0	60	1	0	0	60	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	2	38	38	393	462	2	254	0	462	2	254	0	462	2	254		
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	0	649	336	1353	2002	1	1045	0	2002	1	1045	0	2002	1	1045	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	1	35	35	40	75	1	75	0	75	1	75	0	75	1	75		
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	0	19	19	68	87	0	87	0	87	0	87	0	87	0	87		
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Through	24	17	36	0	17	36	0	17	0	104	0	17	0	104	0	17	0	104	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-1	12	0	373	386	1	0	-1	385	1	0	0	385	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 342 <i>East-West:</i> 71 SUM: 413	<i>North-South:</i> 342 <i>East-West:</i> 71 SUM: 413	<i>North-South:</i> 1045 <i>East-West:</i> 179 SUM: 1224	<i>North-South:</i> 1045 <i>East-West:</i> 179 SUM: 1224	<i>North-South:</i> 1045 <i>East-West:</i> 179 SUM: 1224	<i>North-South:</i> 1045 <i>East-West:</i> 179 SUM: 1224													
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.890	0.890	0.890	0.890													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.790	0.790	0.790	0.790													
LEVEL OF SERVICE (LOS):		A	A	C	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	19	0	19	19	-1	18	1	18	0	18	1	18		18	1	18
	Left-Through	2	0							0				0				0	
	Through	3	2	111	4	225	113	487	708	2	354	4	712	2	356		712	2	356
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	20	0	20	40	1	0	0	40	1	0		40	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	15	0	27	15	276	303	2	167	0	303	2	167		303	2	167
	Left-Through	9	0							0				0				0	
	Through	10	1	197	2	364	198	720	1082	1	579	2	1084	1	580		1084	1	580
	Through-Right	11	1							1				1				1	
	Right	12	0	32	0	32	32	44	76	0	76	0	76	0	76		76	0	76
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through	16	0							0				0				0	
	Through	17	0	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	7	0	7	7	50	57	0	57	0	57	0	57		57	0	57
	Left-Through	23	1							1				1				1	
	Through	24	0	11	0	4	11	-1	3	0	60	0	3	0	60		3	0	60
	Through-Right	25	0							0				0				0	
	Right	26	1	0	0	33	0	254	287	1	0	0	287	1	0		287	1	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 216		North-South: 217		North-South: 597		North-South: 598		North-South: 598		North-South: 598		North-South: 598		North-South: 598		North-South: 598	
		East-West: 62		East-West: 62		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155		East-West: 155	
		SUM: 278		SUM: 279		SUM: 752		SUM: 753		SUM: 753		SUM: 753		SUM: 753		SUM: 753		SUM: 753	
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.203		0.547		0.548		0.548		0.548		0.548		0.548		0.548	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.103		0.447		0.448		0.448		0.448		0.448		0.448		0.448	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases		4		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		Ambient Growth: (%):		4		Conducted by:		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		Projection Year:		2		Peak Hour:		2		Reviewed by:		2						
ATSAC-1 or ATSAC+ATCS-2?		2		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		Ambient Growth: (%):		2		Conducted by:		2						
Override Capacity		0		Projection Year:		0		Peak Hour:		PM		Reviewed by:		0						
NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1						
NB-- 0 SB-- 2		EB-- 0 WB-- 1		NB-- 0 SB-- 2		EB-- 0 WB-- 1		NB-- 0 SB-- 2		EB-- 0 WB-- 1		NB-- 0 SB-- 2		EB-- 0 WB-- 1						
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						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	0	15	1	15	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	3	2	152	5	308	154	653	956	2	478	5	961	2	481	5	961	2	481	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	-1	49	0	13	63	1	0	-1	62	1	0	0	62	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	75	1	138	76	61	198	2	109	1	199	2	109	1	199	2	109	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	1	237	7	446	240	718	1157	1	630	7	1164	1	633	7	1164	1	633	
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	12	0	34	0	34	34	68	102	0	102	0	102	0	102	0	102	0	102	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	0	105	1	105	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	0	4	0	20	
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	17	0	17	17	72	89	0	89	0	89	0	89	0	89	0	89	
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	0	21	0	4	21	-1	3	0	92	0	3	0	92	0	3	0	92	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	1	0	0	51	0	276	327	1	0	0	327	1	0	0	327	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 254		North-South: 257		North-South: 645		North-South: 648		North-South: 648		North-South: 648		North-South: 648						
		East-West: 62		East-West: 62		East-West: 197		East-West: 197		East-West: 197		East-West: 197		East-West: 197						
		SUM: 316		SUM: 319		SUM: 842		SUM: 845		SUM: 845		SUM: 845		SUM: 845						
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.232		0.612		0.615		0.615		0.615		0.615						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.132		0.512		0.515		0.515		0.515		0.515						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015				
	East-West Street:	Seaside Avenue	Projection Year:		2026	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS				
13	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?		1		1		1		1		1		1		1				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	88	1	0	24	112	0	1693	1781	1	0	24	1805	1	0	0	1805	1	0
	Left-Through-F 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1972	3	657	-12	1960	653	882	2854	3	951	-12	2842	3	947	0	2842	3	947
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	274	1	257	22	296	279	1034	1308	1	1308	22	1330	1	1330	0	1330	1	1330
	Left-Through-F 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	2176	3	725	7	2183	728	2104	4280	3	1427	7	4287	3	1429	0	4287	3	1429
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 728 SUM: 745			North-South: 0 East-West: 1427 SUM: 1427				North-South: 0 East-West: 1429 SUM: 1429				North-South: 0 East-West: 1429 SUM: 1429			
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.497			0.951				0.953				0.953			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.397			0.851				0.853				0.853			
LEVEL OF SERVICE (LOS):		A			A			D				D				D			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Seaside Avenue		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases 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-- 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-- 1	SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1			
Override Capacity		2		2		2		2		2		2		2		2				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	880	1	0	20	900	0	738	1618	1	0	20	1638	1	0	1638	1	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	1503	3	501	-13	1490	497	263	1766	3	589	-13	1753	3	584	1753	3	584	584	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	33	146	5	651	764	1	764	33	797	1	797	797	1	797	797	
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	14	1461	487	1228	2675	3	892	14	2689	3	896	2689	3	896	896	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	North-South:	141		141		0				0				0						
	East-West:	520		516		892				896				896						
	SUM:	661		657		892				896				896						
VOLUME/CAPACITY (V/C) RATIO:	0.441		0.438		0.595				0.597				0.597							
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.341		0.338		0.495				0.497				0.497							
LEVEL OF SERVICE (LOS):	A		A		A				A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.003**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2									
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	16	957	0	928	1869	1	0	16	1885	1	0	1885	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	-6	2135	712	585	2726	3	-6	2720	3	907	2720	3	907		
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	19	209	1	0	209	19	107	316	1	0	316	1	316	316	1	316		
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	2	0	0	2	0		
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	24	1965	3	9	1974	658	1590	3555	3	9	3564	3	1188	3564	3	1188		
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 735 SUM: 925	North-South: 0 East-West: 1185 SUM: 1185	North-South: 0 East-West: 1188 SUM: 1188	North-South: 0 East-West: 1188 SUM: 1188	North-South: 0 East-West: 1188 SUM: 1188												
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.617	0.790	0.792	0.792													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.517	0.690	0.692	0.692													
LEVEL OF SERVICE (LOS):		A	A	B	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.001**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:													
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	44	1	44	14	58	58	596	640	1	640	14	654	1	654	0	654	1	654
	Through-Right 4																		
	Right 5	32	1	0	-4	28	0	662	694	1	355	-4	690	1	355	0	690	1	521
	Left-Through-R 6																		
Left-Right 7																			
SOUTHBOUND	Left 8	5	1	5	2	7	7	64	69	1	69	2	71	1	71	0	71	1	71
	Left-Through 9																		
	Through 10	280	2	140	10	290	145	975	1255	2	628	10	1265	2	633	0	1265	2	633
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	-4	324	324	11	339	1	339	-4	335	1	335	0	335	1	169
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512	North-South: 203 East-West: 324 SUM: 527	North-South: 1268 East-West: 339 SUM: 1607	North-South: 1287 East-West: 335 SUM: 1622	North-South: 1287 East-West: 169 SUM: 1456													
VOLUME/CAPACITY (V/C) RATIO:		0.359	0.370	1.128	1.138	1.022													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259	0.270	1.028	1.038	0.922													
LEVEL OF SERVICE (LOS):		A	A	F	F	E													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.011**
 ant impacted? **NO**

PROJECT IMPACT
 Change in v/c due to project: **0.010** Δv/c after mitigation: **-0.106**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	14	251	251	304	541	1	541	14	555	1	555	1	555		
	Through-Right 4		0							0				0			0		
	Right 5	354	1	214	2	356	230	53	407	1	243	2	409	1	259		409	1	328
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	3	1	3	-8	-5	-5	26	29	1	29	-8	21	1	21		21	1	21
	Left-Through 9		0							0				0				0	
	Through 10	223	2	112	24	247	124	555	778	2	389	24	802	2	401		802	2	401
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	140	1	140	-14	126	126	24	164	1	164	-14	150	1	150		150	1	81
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
	Through-Right 25		0							0				0				0	
	Right 26	10	1	9	0	10	13	2	12	1	0	0	12	1	2		12	0	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 375 East-West: 126 SUM: 501			North-South: 930 East-West: 164 SUM: 1094				North-South: 956 East-West: 150 SUM: 1106				North-South: 956 East-West: 81 SUM: 1037			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.352			0.768				0.776				0.728			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.243			0.252			0.668				0.676				0.628			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.009**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.008** Δv/c after mitigation: **-0.040**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015																	
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS																	
	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	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 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																
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 2		0							0				0				0				
	Through 3	376	1	376	13	389	#	322	698	1	698	13	711	1	711		711	1	711			
	Through-Right 4		0							0				0				0				
	Right 5	289	1	146	12	301	#	154	443	1	138	12	455	1	142		455	1	298			
	Left-Through-R 6		0							0				0				0				
	Left-Right 7		0							0				0				0				
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7			
	Left-Through 9		0							0				0				0				
	Through 10	150	2	75	18	168	#	316	466	2	233	18	484	2	242		484	2	242			
	Through-Right 11		0							0				0				0				
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0			
	Left-Through-R 13		0							0				0				0				
	Left-Right 14		0							0				0				0				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0			
	Left-Through 16		0							0				0				0				
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0			
	Through-Right 18		0							0				0				0				
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0			
	Left-Through-R 20		0							0				0				0				
	Left-Right 21		0							0				0				0				
WESTBOUND	Left 22	143	1	143	8	151	#	162	305	1	305	8	313	1	313		313	1	157			
	Left-Through 23		0							0				0				0				
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	157			
	Through-Right 25		0							0				0				0				
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0			
	Left-Through-R 27		0							0				0				1				
	Left-Right 28		0							0				0				0				
CRITICAL VOLUMES		<i>North-South:</i> 451 <i>East-West:</i> 143 <i>SUM:</i> 594		<i>North-South:</i> 473 <i>East-West:</i> 151 <i>SUM:</i> 624			<i>North-South:</i> 931 <i>East-West:</i> 305 <i>SUM:</i> 1236				<i>North-South:</i> 953 <i>East-West:</i> 313 <i>SUM:</i> 1266				<i>North-South:</i> 953 <i>East-West:</i> 157 <i>SUM:</i> 1110							
VOLUME/CAPACITY (V/C) RATIO:				0.417			0.438				0.867				0.888				0.779			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.317			0.338			0.767				0.788				0.679				
LEVEL OF SERVICE (LOS):				A			A			C				C				B				

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.021**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.021** Δv/c after mitigation: **-0.088**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Ferry Street		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	15	East-West Street:		Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			No. of Phases		2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3										
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	110	1	110	18	128	128	459	569	1	569	18	587	1	587	0	587	1	587	
		Left-Through 2		0							0				0					0	
		Through 3	3	2	2	2	5	3	13	16	2	8	2	18	2	9	0	18	2	9	
		Through-Right 4		0							0				0					0	
		Right 5	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
		Left-Through-R 6		0								0				0					0
Left-Right 7		0								0				0					0		
SOUTHBOUND	→	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Left-Through 9		0							0				0					0	
		Through 10	12	1	12	-8	4	4	5	17	1	17	-8	9	1	9	0	9	1	9	
		Through-Right 11		0							0				0					0	
		Right 12	534	1	491	3	537	494	-197	337	1	294	3	340	1	297	0	340	1	297	
		Left-Through-R 13		0							0				0					0	
Left-Right 14		0								0				0				0			
EASTBOUND	←	Left 15	85	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
		Left-Through 16		1							1				1				1		
		Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43	
		Through-Right 18		0							0				0				0		
		Right 19	11	1	0	20	31	0	453	464	1	0	20	484	1	0	0	484	1	0	
		Left-Through-R 20		0							0				0				0		
Left-Right 21		0							0				0				0				
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0							0				0				0		
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0				
CRITICAL VOLUMES			North-South: 601		North-South: 622		North-South: 863				North-South: 884				North-South: 884						
			East-West: 43		East-West: 43		East-West: 43				East-West: 43				East-West: 43						
			SUM: 644		SUM: 665		SUM: 906				SUM: 927				SUM: 927						
VOLUME/CAPACITY (V/C) RATIO:			0.429		0.443		0.604				0.618				0.618						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329		0.343		0.504				0.518				0.518						
LEVEL OF SERVICE (LOS):			A		A		A				A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.014
 Significant impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases						2										2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0										0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0		
Override Capacity						2										2			
						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	112	16	128	128	322	434	1	434	16	450	1	450		450	1	450
	Left-Through	2	0							0				0				0	
	Through	3	2	6	2	14	7	8	20	2	10	2	22	2	11		22	2	11
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through	9	0							0				0				0	
	Through	10	1	6	-6	0	0	11	17	1	17	-11	6	1	6		6	1	6
	Through-Right	11	0							0				0				0	
	Right	12	1	45	14	273	54	-171	88	1	88	14	102	1	97		102	1	97
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	214	10	437	219	-427	0	1	0	10	10	1	5		10	1	5
	Left-Through	16	1							1				1				1	
	Through	17	0	214	0	0	219	0	0	0	0	0	0	0	5		0	0	5
	Through-Right	18	0							0				0				0	
	Right	19	1	0	21	101	0	345	425	1	0	21	446	1	0		446	1	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through	23	0							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right	25	0							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 157		North-South: 182		North-South: 522		North-South: 547		North-South: 547		North-South: 547		North-South: 547		North-South: 547		North-South: 547	
		East-West: 214		East-West: 219		East-West: 0		East-West: 5		East-West: 5		East-West: 5		East-West: 5		East-West: 5		East-West: 5	
		SUM: 371		SUM: 401		SUM: 522		SUM: 552		SUM: 552		SUM: 552		SUM: 552		SUM: 552		SUM: 552	
VOLUME/CAPACITY (V/C) RATIO:		0.247		0.267		0.348		0.368		0.368		0.368		0.368		0.368		0.368	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147		0.167		0.248		0.268		0.268		0.268		0.268		0.268		0.268	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.020**
Significant impacted? **NO**

PROJECT IMPACT

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



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street			Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
15	East-West Street:	Terminal Way			Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 3		NB-- 1	SB-- 3		NB-- 1	SB-- 3		NB-- 1	SB-- 3		NB-- 1	SB-- 3				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0		EB-- 1	WB-- 0		EB-- 1	WB-- 0		EB-- 1	WB-- 0		EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	85	1	85	7	92	92	126	211	1	211	7	218	1	218		218	1	218
	Left-Through 2		0							0				0				0	
	Through 3	55	2	28	-5	50	25	9	64	2	32	-5	59	2	30		59	2	30
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	37	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41
	Through-Right 11		0							0				0				0	
	Right 12	217	1	27	3	220	21	31	248	1	248	3	251	1	242		251	1	242
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	380	1	190	17	397	199	-380	0	1	0	17	17	1	9		17	1	9
	Left-Through 16		1						0	1				1			0	1	
	Through 17	0	0	190	0	0	199	0	0	0	0	0	0	0	9		0	0	9
	Through-Right 18		0							0				0				0	
	Right 19	92	1	0	24	116	0	403	495	1	0	24	519	1	0		519	1	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 122 East-West: 190 SUM: 312			North-South: 129 East-West: 199 SUM: 328			North-South: 459 East-West: 0 SUM: 459				North-South: 460 East-West: 9 SUM: 469				North-South: 460 East-West: 9 SUM: 469			
VOLUME/CAPACITY (V/C) RATIO:		0.208			0.219			0.306				0.313				0.313			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.108			0.119			0.206				0.213				0.213			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.011**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.007** 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:		Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:							
	16	East-West Street:		Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS						
No. of Phases 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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	6	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	67	67	458	458	1	458	67	525	1	525	0	525	1	525
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	10	1	10	10	2	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	1	0	-219	-219	219	219	1	110	-219	0	1	0	0	1	0
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Through	24	134	1	67	-443	-309	309	443	1	222	-443	0	1	0	0	1	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	4	0	72	72	508	508	4	0	72	580	4	0	580	4	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 0 East-West: 77 SUM: 77			North-South: 67 East-West: 10 SUM: 77			North-South: 458 East-West: 234 SUM: 692				North-South: 525 East-West: 12 SUM: 537					
VOLUME/CAPACITY (V/C) RATIO:			0.051			0.051			0.461				0.358					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.051			0.051			0.461				0.358					
LEVEL OF SERVICE (LOS):			A			A			A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.103**
Significant impacted? **NO**
Δv/c after mitigation: **-0.103**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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?		0		Override Capacity		0	
NB--		0		SB--		0		NB--		0		SB--		0		NB--		0	
EB--		0		WB--		0		EB--		0		WB--		0		EB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	49	49	370	370	1	370	49	419	1	419	0	419	1	419	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	51	51	0	390	390	4	0	51	441	4	0	441	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0		North-South: 49		North-South: 370		North-South: 419		North-South: 419		North-South: 419		North-South: 419		North-South: 419		North-South: 419	
		East-West: 140		East-West: 0		East-West: 264		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0	
		SUM: 140		SUM: 49		SUM: 634		SUM: 419		SUM: 419		SUM: 419		SUM: 419		SUM: 419		SUM: 419	
VOLUME/CAPACITY (V/C) RATIO:				0.093		0.033		0.423		0.279		0.279		0.279		0.279		0.279	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.093		0.033		0.423		0.279		0.279		0.279		0.279		0.279	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.060**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.144** Δv/c after mitigation: **-0.144**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	30	30	30	230	230	1	230	30	260	1	260	260	1	260	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through-Right 11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	###	328	548	1	274	-548	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	-73	73	178	1	89	-178	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	26	26	0	207	207	4	0	26	233	4	0	233	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0 East-West: 110 SUM: 110			North-South: 30 East-West: 0 SUM: 30			North-South: 230 East-West: 274 SUM: 504				North-South: 260 East-West: 0 SUM: 260				North-South: 260 East-West: 0 SUM: 260			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.020			0.336				0.173				0.173			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.020			0.336				0.173				0.173			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.053**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.163** Δv/c after mitigation: **-0.163**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	142	143	140	69	70	0	77	142	212	0	224	0	212	0	224
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	77	129	140	92	144	0	0	77	221	0	224	0	221	0	224
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	102	103	-3	83	84	0	84	102	186	0	186	0	186	0	186
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-111	-106	0	376	381	0	244	-111	270	0	192	0	270	0	192
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-118	-111	###	267	274	1	274	-118	156	1	156	0	156	1	156
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	-35	11	7	391	437	1	220	-35	402	1	203	0	402	1	203
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	264	509	509	93	338	1	338	264	602	1	602	0	602	1	602
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-183	201	101	483	867	2	434	-183	684	2	342	0	684	2	342
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	3	7	7	1	5	1	5	3	8	1	8	0	8	1	8
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 140 East-West: 516 SUM: 656	North-South: 251 East-West: 708 SUM: 959	North-South: 224 East-West: 805 SUM: 1029	North-South: 224 East-West: 805 SUM: 1029	North-South: 224 East-West: 805 SUM: 1029	North-South: 224 East-West: 805 SUM: 1029											
VOLUME/CAPACITY (V/C) RATIO:			0.196	0.460		0.673		0.722		0.722		0.622		0.622		0.622		0.622	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.098	0.360		0.573		0.622		0.622		0.622		0.622		0.622		0.622	
LEVEL OF SERVICE (LOS):			A	A		A		B		B		B		B		B		B	

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.262**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.049** Δv/c after mitigation: **0.049**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases		3	No. of Phases		3	No. of Phases		3	No. of Phases		3							
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?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0							
Override Capacity		2	Override Capacity		2	Override Capacity		2	Override Capacity		2							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	5	0	5	5	4	9	0	9	0	9	0	9	0	9	0	9
	Left-Through 2	1						1		1			1		1		1	
	Through 3	0	36	122	153	158	93	124	0	129	122	246	0	228	246	246	0	228
	Through-Right 4	1						1		1			1		1		1	
	Right 5	0	42	77	173	54	19	115	0	129	77	192	0	228	192	192	0	228
	Left-Through-R 6	0						0		0			0		0		0	
Left-Right 7	0						0		0			0		0		0		
SOUTHBOUND	Left 8	0	2	0	2	2	-2	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	1						1		1			1		1		1	
	Through 10	0	27	82	107	45	48	73	0	73	82	155	0	155	155	155	0	155
	Through-Right 11	1						1		1			1		1		1	
	Right 12	0	17	-64	-21	45	322	365	0	228	-64	301	0	218	301	301	0	218
	Left-Through-R 13	0						0		0			0		0		0	
Left-Right 14	0						0		0			0		0		0		
EASTBOUND	Left 15	1	52	-108	-56	-56	223	275	1	275	-108	167	1	167	167	167	1	167
	Left-Through 16	0						0		0		0		0		0		0
	Through 17	1	186	-41	327	166	354	722	1	364	-41	681	1	344	681	681	1	344
	Through-Right 18	1						1		1			1		1		1	
	Right 19	0	4	0	4	4	2	6	0	6	0	6	0	6	6	6	0	6
	Left-Through-R 20	0						0		0			0		0		0	
Left-Right 21	0						0		0			0		0		0		
WESTBOUND	Left 22	1	109	129	238	238	72	181	1	181	129	310	1	310	310	310	1	310
	Left-Through 23	0						0		0		0		0		0		0
	Through 24	2	113	-96	130	65	257	483	2	242	-96	387	2	194	387	387	2	194
	Through-Right 25	0						0		0		0		0		0		0
	Right 26	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 27	0						0		0			0		0		0	
Left-Right 28	0						0		0			0		0		0		
CRITICAL VOLUMES		North-South: 44 East-West: 295 SUM: 339	North-South: 160 East-West: 404 SUM: 564	North-South: 237 East-West: 545 SUM: 782	North-South: 228 East-West: 654 SUM: 882	North-South: 228 East-West: 654 SUM: 882												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.238 0.138 A		0.396 0.296 A		0.549 0.449 A		0.619 0.519 A		0.619 0.519 A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.158**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.070** Δv/c after mitigation: **0.070**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street: Earle Street	Year of Count: 0			Ambient Growth: (%): 0			Conducted by: 0			Date: 10/1/2015								
	East-West Street: Terminal Way	Projection Year: 0			Peak Hour: PM			Reviewed by: 0			Project: Everport Draft EIR/EIS								
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-- 0 EB-- 0	SB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 EB-- 0	SB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 EB-- 0	SB-- 0 WB-- 0	3 2 0 2 0	NB-- 0 EB-- 0	SB-- 0 WB-- 0	3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		1					1			1		1			1		1	
	Through 3	4	0	4	176	180	180	174	178	0	178	176	354	0	354	354	0	354	
	Through-Right 4		1						1				1			1		1	
	Right 5	179	0	130	123	302	247	74	253	0	175	123	376	0	292	376	0	292	
	Left-Through-R 6		0						0				0			0		0	
	Left-Right 7		0						0				0			0		0	
SOUTHBOUND	Left 8	4	0	4	1	5	5	-1	3	0	3	1	4	0	4	4	0	4	
	Left-Through 9		1						1				1			1		1	
	Through 10	3	0	7	38	41	17	76	79	0	82	38	117	0	130	117	0	130	
	Through-Right 11		1						1				1			1		1	
	Right 12	8	0	6	-26	-18	17	144	152	0	35	-26	126	0	130	126	0	130	
	Left-Through-R 13		0						0				0			0		0	
	Left-Right 14		0						0				0			0		0	
EASTBOUND	Left 15	4	1	4	-168	-164	###	230	234	1	234	-168	66	1	66	66	1	66	
	Left-Through 16		0						0				0			0		0	
	Through 17	280	1	140	-102	178	89	303	583	1	292	-102	481	1	241	481	1	241	
	Through-Right 18		1						1				1			1		1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0			0		0	
	Left-Right 21		0						0				0			0		0	
WESTBOUND	Left 22	98	1	98	12	110	110	59	157	1	157	12	169	1	169	169	1	169	
	Left-Through 23		0						0				0			0		0	
	Through 24	190	2	95	2	192	96	111	301	2	151	2	303	2	152	303	2	152	
	Through-Right 25		0						0				0			0		0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
	Left-Through-R 27		0						0				0			0		0	
	Left-Right 28		0						0				0			0		0	
CRITICAL VOLUMES		North-South: 134 East-West: 238 SUM: 372		North-South: 252 East-West: 199 SUM: 451		North-South: 181 East-West: 449 SUM: 630		North-South: 358 East-West: 410 SUM: 768		North-South: 358 East-West: 410 SUM: 768		North-South: 358 East-West: 410 SUM: 768		North-South: 358 East-West: 410 SUM: 768		North-South: 358 East-West: 410 SUM: 768		North-South: 358 East-West: 410 SUM: 768	
VOLUME/CAPACITY (V/C) RATIO:			0.261		0.316		0.442		0.539		0.539		0.539		0.539		0.539		0.539
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161		0.216		0.342		0.439		0.439		0.439		0.439		0.439		0.439
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.055**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.097** Δv/c after mitigation: **0.097**
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:										
	18		Earle Street		Projection Year: 0		Peak Hour: AM		10/1/2015										
East-West Street:			Projection Year:		Peak Hour:		Reviewed by:		Project:										
			Cannery Street		0		AM		Everport Draft EIR/EIS										
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?			0		0		0		0										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2	1							1		1			1		1			
	Through 3	42	23	-1	41	29	137	179	1	93	-1	178	1	95	0	178	1	95	
	Through-Right 4								0					0					
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6								0					0					
	Left-Right 7								0					0					
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9								0					0					
	Through 10	272	148	-1	271	271	50	322	1	173	-1	321	1	321	0	321	1	321	
	Through-Right 11								1					1					
	Right 12	24	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13								0					0					
Left-Right 14								0					0						
EASTBOUND	Left 15	15	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16								0					0					
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18								0					0					
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20								0					0					
Left-Right 21								0					0						
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23								0					0					
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25								0					0					
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27								0					0					
Left-Right 28								0					0						
CRITICAL VOLUMES			North-South: 152	North-South: 277	North-South: 176	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	North-South: 324	
			East-West: 15	East-West: 234	East-West: 15	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	East-West: 234	
			SUM: 167	SUM: 511	SUM: 191	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	SUM: 558	
VOLUME/CAPACITY (V/C) RATIO:			0.111	0.341	0.127	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111	0.341	0.127	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	0.372	
LEVEL OF SERVICE (LOS):			A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.245** Δv/c after mitigation: **0.245**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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?		0		0		0		0		0									
ATSAC-1 or ATSAC+ATCS-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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	6	
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	151	212	1	109	0	212	1	112	0	212	112	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	120	243	1	144	0	243	1	243	0	243	243	
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	212	257	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	301	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	9	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90		North-South: 129		North-South: 150		North-South: 249		North-South: 249		North-South: 249		North-South: 249		North-South: 249		North-South: 249	
		East-West: 83		East-West: 282		East-West: 102		East-West: 301		East-West: 301		East-West: 301		East-West: 301		East-West: 301		East-West: 301	
		SUM: 173		SUM: 411		SUM: 252		SUM: 550		SUM: 550		SUM: 550		SUM: 550		SUM: 550		SUM: 550	
VOLUME/CAPACITY (V/C) RATIO:		0.115		0.274		0.168		0.367		0.367		0.367		0.367		0.367		0.367	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115		0.274		0.168		0.367		0.367		0.367		0.367		0.367		0.367	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.199** Δv/c after mitigation: **0.199**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
		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	0	0	0	NB-- 0	0	0	0									
		ATSAC-1 or ATSAC+ATCS-2?	EB-- 0	0	0	0	EB-- 0	0	0	0									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	3	0	3	0	3	
	Left-Through 2		1					1		1				1				1	
	Through 3	143	1	73	-1	142	73	189	332	1	168	-1	331	1	167		331	1	167
	Through-Right 4		0					0		0			0		0			0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0					0		0			0		0			0	
	Left-Right 7		0					0		0			0		0			0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0					0		0			0		0			0	
	Through 10	85	1	48	-1	84	73	65	150	1	81	-1	149	1	105		149	1	105
	Through-Right 11		1					1		1			1		1			1	
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61
	Left-Through-R 13		0					0		0			0		0			0	
	Left-Right 14		0					0		0			0		0			0	
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331
	Left-Through 16		0					0		0			0		0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0					0		0			0		0			0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4
	Left-Through-R 20		0					0		0			0		0			0	
	Left-Right 21		0					0		0			0		0			0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0					0		0			0		0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0					0		0			0		0			0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0					0		0			0		0			0	
	Left-Right 28		0					0		0			0		0			0	
CRITICAL VOLUMES		North-South: 73			North-South: 76			North-South: 168				North-South: 167				North-South: 167			
		East-West: 30			East-West: 331			East-West: 30				East-West: 331				East-West: 331			
		SUM: 103			SUM: 407			SUM: 198				SUM: 498				SUM: 498			
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.132				0.332				0.332			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.132				0.332				0.332			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** Δv/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2026 - Alternative 4

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	218	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.186 E-W(2): 0.693 *	
	TH	0.30	32	479	0.067		
	LT	1.70	182	2,449	0.074 *		
Westbound	RT	1.00	643	1,600	0.335	V/C: 0.777 Lost Time: 0.180	
	TH	1.00	896	1,600	0.560 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.957	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	583	3,200	0.183		
	LT	1.00	213	1,600	0.133 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	179	1,600	0.004	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.421 *	
	TH	0.22	18	353	0.051		
	LT	1.78	145	2,562	0.057 *		
Westbound	RT	1.00	297	1,600	0.135	V/C: 0.484 Lost Time: 0.180	
	TH	1.00	501	1,600	0.313 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.664	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	396	3,200	0.125		
	LT	1.00	173	1,600	0.108 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	238	1,600	0.019	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.225 E-W(2): 0.503 *	
	TH	0.18	18	292	0.062		
	LT	1.82	179	2,617	0.068 *		
Westbound	RT	1.00	388	1,600	0.181	V/C: 0.587 Lost Time: 0.180	
	TH	1.00	597	1,600	0.373 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.767	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	713	3,200	0.224		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.560 * N-S(2): 0.395 E-W(1): 0.077 * E-W(2): 0.074	
	TH	3.00	1,895	4,800	0.395		
	LT	1.00	315	1,600	0.197 *		
Westbound	RT	2.00	553	3,200	0.074	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	222	2,880	0.077 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,654	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.260 E-W(1): 0.053 * E-W(2): 0.042	
	TH	3.00	1,248	4,800	0.260		
	LT	1.00	189	1,600	0.118 *		
Westbound	RT	2.00	324	3,200	0.042	V/C: 0.470 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	152	2,880	0.053 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.590	
	TH	3.00	1,351	4,800	0.299 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.230 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,106	4,800	0.230		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	117	0	0.000	ICU: 0.623	
	TH	3.00	1,132	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.212 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.236
	TH	2.00	696	3,200	0.223	V/C: 0.601 Lost Time: 0.180
	LT	2.00	299	2,880	0.104 *	
Northbound	RT	2.00	261	3,200	0.035	ICU: 0.781
	TH	0.04	12	67	0.178	
	LT	1.96	557	2,819	0.198 *	
Eastbound	RT	1.00	741	1,600	0.285 *	LOS: C
	TH	2.00	273	3,200	0.085	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.375 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	2.00	325	3,200	0.102	V/C: 0.630 Lost Time: 0.180
	LT	2.00	190	2,880	0.066 *	
Northbound	RT	2.00	289	3,200	0.061	ICU: 0.810
	TH	0.01	5	24	0.212	
	LT	1.99	673	2,859	0.235 *	
Eastbound	RT	1.00	833	1,600	0.309 *	LOS: D
	TH	2.00	285	3,200	0.089	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.241 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.311 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.111
	TH	2.00	327	3,200	0.103	V/C: 0.552 Lost Time: 0.180
	LT	2.00	273	2,880	0.095 *	
Northbound	RT	2.00	481	3,200	0.108	ICU: 0.732
	TH	0.00	0	0	0.000	
	LT	2.00	638	2,880	0.222 *	
Eastbound	RT	1.00	661	1,600	0.214	LOS: C
	TH	2.00	692	3,200	0.216 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,539	3,200	0.481 *	N-S(1): 0.522
	TH	2.00	592	3,200	0.185	N-S(2): 0.627 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.098
	TH	2.00	315	3,200	0.098	
	LT	1.00	388	1,600	0.243 *	V/C: 0.870
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,668	3,200	0.522	
	LT	1.00	233	1,600	0.146 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.990
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,386	3,200	0.433 *	N-S(1): 0.520
	TH	2.00	337	3,200	0.105	N-S(2): 0.531 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	269	1,600	0.168 *	V/C: 0.699
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,665	3,200	0.520	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.819
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,186	3,200	0.371	N-S(1): 0.591 *
	TH	2.00	232	3,200	0.073	N-S(2): 0.435
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.028
	TH	2.00	90	3,200	0.028	
	LT	1.00	141	1,600	0.088 *	V/C: 0.679
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,891	3,200	0.591 *	
	LT	1.00	103	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.799
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.491 * V/C: 1.159 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.279 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,415	2,880	0.491 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.479 * N-S(2): 0.000 E-W(1): 0.119 E-W(2): 0.581 * V/C: 1.060 Lost Time: 0.120
	TH	1.00	528	1,600	0.330 *	
	LT	1.00	75	1,600	0.047	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	239	1,600	0.149 *	
	TH	2.00	431	3,200	0.135	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.180 LOS: F
	TH	2.00	234	3,200	0.119	
	LT	2.00	1,672	2,880	0.581 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.255 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.601 * V/C: 0.856 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	111	1,600	0.069	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	144	1,600	0.090 *	
	TH	2.00	250	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.976 LOS: E
	TH	2.00	194	3,200	0.089	
	LT	2.00	1,732	2,880	0.601 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	327	3,200	0.102	E-W(2): 0.531 *
	TH	2.00	1,698	3,200	0.531 *	
	LT	0.00	0	0	0.000	V/C: 0.687
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.787
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.054
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	320	3,200	0.100	E-W(2): 0.434 *
	TH	2.00	1,388	3,200	0.434 *	
	LT	0.00	0	0	0.000	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	169	3,200	0.054	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.671
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.045
	TH	2.00	355	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	206	3,200	0.064	E-W(2): 0.386 *
	TH	2.00	1,201	3,200	0.375 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	143	3,200	0.045	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.598
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.468 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.754
	TH	2.00	1,498	3,200	0.468 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.421 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	2.00	1,348	3,200	0.421 *	
	LT	1.00	183	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.508 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.630
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.750
	TH	2.00	1,627	3,200	0.508 *	
	LT	1.00	155	1,600	0.097	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	219	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.187 E-W(2): 0.695 *
	TH	0.30	32	479	0.067	
	LT	1.70	182	2,449	0.074 *	
Westbound	RT	1.00	644	1,600	0.336	V/C: 0.779 Lost Time: 0.180
	TH	1.00	897	1,600	0.561 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	3	0	0.000	ICU: 0.959
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: E
	TH	2.00	585	3,200	0.184	
	LT	1.00	214	1,600	0.134 *	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	177	1,600	0.003	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.421 *
	TH	0.22	18	353	0.051	
	LT	1.78	145	2,562	0.057 *	
Westbound	RT	1.00	294	1,600	0.133	V/C: 0.484 Lost Time: 0.180
	TH	1.00	500	1,600	0.313 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	5	0	0.000	ICU: 0.664
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	396	3,200	0.125	
	LT	1.00	173	1,600	0.108 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	237	1,600	0.018	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.223 E-W(2): 0.504 *
	TH	0.18	18	292	0.062	
	LT	1.82	179	2,617	0.068 *	
Westbound	RT	1.00	387	1,600	0.180	V/C: 0.588 Lost Time: 0.180
	TH	1.00	597	1,600	0.373 *	
	LT	1.00	1	1,600	0.001	
Northbound	RT	0.00	14	0	0.000	ICU: 0.768
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	708	3,200	0.222	
	LT	1.00	209	1,600	0.131 *	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.561 * N-S(2): 0.395 E-W(1): 0.076 * E-W(2): 0.075	
	TH	3.00	1,894	4,800	0.395		
	LT	1.00	316	1,600	0.198 *		
Westbound	RT	2.00	557	3,200	0.075	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	220	2,880	0.076 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,654	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.261 E-W(1): 0.052 * E-W(2): 0.042	
	TH	3.00	1,252	4,800	0.261		
	LT	1.00	188	1,600	0.118 *		
Westbound	RT	2.00	323	3,200	0.042	V/C: 0.469 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	150	2,880	0.052 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.589	
	TH	3.00	1,354	4,800	0.299 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.231 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,108	4,800	0.231		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	117	0	0.000	ICU: 0.623	
	TH	3.00	1,132	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.213 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.235
	TH	2.00	695	3,200	0.222	V/C: 0.602
	LT	2.00	299	2,880	0.104 *	Lost Time: 0.180
Northbound	RT	2.00	262	3,200	0.035	
	TH	0.04	12	67	0.179	
	LT	1.96	561	2,820	0.199 *	
Eastbound	RT	1.00	743	1,600	0.285 *	ICU: 0.782
	TH	2.00	274	3,200	0.086	
	LT	1.00	20	1,600	0.013	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.378 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.112
	TH	2.00	324	3,200	0.101	V/C: 0.633
	LT	2.00	191	2,880	0.066 *	Lost Time: 0.180
Northbound	RT	2.00	291	3,200	0.061	
	TH	0.01	5	24	0.212	
	LT	1.99	672	2,859	0.235 *	
Eastbound	RT	1.00	837	1,600	0.312 *	ICU: 0.813
	TH	2.00	283	3,200	0.088	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.239 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.311 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.111
	TH	2.00	330	3,200	0.103	V/C: 0.550
	LT	2.00	273	2,880	0.095 *	Lost Time: 0.180
Northbound	RT	2.00	489	3,200	0.110	
	TH	0.00	0	0	0.000	
	LT	2.00	633	2,880	0.220 *	
Eastbound	RT	1.00	662	1,600	0.216 *	ICU: 0.730
	TH	2.00	686	3,200	0.214	
	LT	1.00	12	1,600	0.008	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,551	3,200	0.485 *	N-S(1): 0.525
	TH	2.00	593	3,200	0.185	N-S(2): 0.630 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.098
	TH	2.00	312	3,200	0.098	
	LT	1.00	388	1,600	0.243 *	V/C: 0.873
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,678	3,200	0.525	
	LT	1.00	232	1,600	0.145 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.993
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,388	3,200	0.434 *	N-S(1): 0.526
	TH	2.00	339	3,200	0.106	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	268	1,600	0.168 *	V/C: 0.700
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,682	3,200	0.526	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.820
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,193	3,200	0.373	N-S(1): 0.597 *
	TH	2.00	233	3,200	0.073	N-S(2): 0.437
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.026
	TH	2.00	84	3,200	0.026	
	LT	1.00	141	1,600	0.088 *	V/C: 0.685
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,910	3,200	0.597 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.805
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.493 * V/C: 1.161 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.281 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,421	2,880	0.493 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.479 * N-S(2): 0.000 E-W(1): 0.118 E-W(2): 0.585 * V/C: 1.064 Lost Time: 0.120
	TH	1.00	529	1,600	0.331 *	
	LT	1.00	76	1,600	0.048	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	236	1,600	0.148 *	
	TH	2.00	434	3,200	0.136	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	144	0	0.000	ICU: 1.184 LOS: F
	TH	2.00	232	3,200	0.118	
	LT	2.00	1,686	2,880	0.585 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.608 * V/C: 0.864 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	112	1,600	0.070	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	145	1,600	0.091 *	
	TH	2.00	249	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.984 LOS: E
	TH	2.00	193	3,200	0.089	
	LT	2.00	1,751	2,880	0.608 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	324	3,200	0.101	E-W(2): 0.534 *
	TH	2.00	1,709	3,200	0.534 *	
	LT	0.00	0	0	0.000	V/C: 0.690
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.790
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.053
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	320	3,200	0.100	E-W(2): 0.434 *
	TH	2.00	1,390	3,200	0.434 *	
	LT	0.00	0	0	0.000	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	168	3,200	0.053	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.671
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.045
	TH	2.00	355	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	200	3,200	0.063	E-W(2): 0.388 *
	TH	2.00	1,207	3,200	0.377 *	
	LT	0.00	0	0	0.000	V/C: 0.500
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	142	3,200	0.045	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.600
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.471 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.637
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.757
	TH	2.00	1,507	3,200	0.471 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.425 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.568
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.688
	TH	2.00	1,359	3,200	0.425 *	
	LT	1.00	182	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.514 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.096
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.636
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.756
	TH	2.00	1,646	3,200	0.514 *	
	LT	1.00	154	1,600	0.096	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2026 - Alternative 5

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015							
	East-West Street:	Pacific Coast Highway		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS							
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3						
ATSAC-1 or ATSAC+ATCS-2?																					
Override Capacity			1500		#####		1500		1500		1500		1500		1500						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←←←←←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→→→→→	Left 8	214	1	214	1	215	215	27	241	1	241	1	242	1	242	0	242	1	242	
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 12	220	1	0	1	221	0	-3	217	1	0	1	218	1	0	0	218	1	0	0
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	←←←←←	Left 15	231	1	231	0	231	231	51	282	1	282	0	282	1	282	0	282	1	282	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	931	2	466	0	931	466	196	1127	2	564	0	1127	2	564	0	1127	2	564	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	→→→→→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	1033	2	402	-2	1031	401	163	1196	2	487	-2	1194	2	486	0	1194	2	486	
		Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
		Right 26	172	0	172	-1	171	171	93	265	0	265	-1	264	0	264	0	264	0	264	
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 214 East-West: 868 SUM: 1082		North-South: 215 East-West: 867 SUM: 1082		North-South: 241 East-West: 1051 SUM: 1292		North-South: 242 East-West: 1050 SUM: 1292		North-South: 242 East-West: 1050 SUM: 1292		North-South: 242 East-West: 1050 SUM: 1292								
VOLUME/CAPACITY (V/C) RATIO:			0.721		0.721		0.861		0.861		0.861		0.861								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621		0.621		0.761		0.761		0.761		0.761								
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C								

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
 t impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
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-- 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		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	233	1	233	0	233	233	15	248	1	248	0	248	1	248		248	1	248
	Left-Through 9																		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																		
	Right 12	245	1	14	-1	244	6	-1	244	1	19	-1	243	1	11		243	1	11
	Left-Through-Ri 13																		
EASTBOUND	Left 15	231	1	231	7	238	238	-6	225	1	225	7	232	1	232		232	1	232
	Left-Through 16																		
	Through 17	886	2	443	-5	881	441	-113	773	2	387	-5	768	2	384		768	2	384
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-Ri 20																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23																		
	Through 24	813	2	357	-1	812	357	-149	664	2	332	-1	663	2	332		663	2	332
	Through-Right 25																		
	Right 26	257	0	257	1	258	258	102	359	0	111	1	360	0	112		360	0	112
	Left-Through-Ri 27																		
CRITICAL VOLUMES	North-South:	233		233		233		248		248		248		248		248		248	
	East-West:	800		798		798		719		716		716		716		716		716	
	SUM:	1033		1031		1031		967		964		964		964		964		964	
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.687		0.645		0.643		0.643		0.643		0.643		0.643		0.643	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.587		0.545		0.543		0.543		0.543		0.543		0.543		0.543	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

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:	O St			Year of Count:	2013			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway			Projection Year:	2026			Peak Hour:	PM			Reviewed by:	0			Project:	Everport Draft EIR/EIS					
No. of Phases		0			0		0		0		0		0		0		0						
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-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3	3	NB-- 0	SB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3	3	EB-- 0	WB-- 3					
Override Capacity		1500			#####		1500		1500		1500		1500		1500		1500						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Ri 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SOUTHBOUND	Left 8	192	1	192	0	192	#	15	207	1	207	0	207	1	207	207	1	207					
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Right 12	301	1	56	-1	300	#	54	355	1	119	-1	354	1	119	354	1	119					
	Left-Through-Ri 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EASTBOUND	Left 15	245	1	245	-1	244	#	-9	236	1	236	-1	235	1	235	235	1	235					
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through 17	1191	2	596	-1	1190	#	-36	1155	2	578	-1	1154	2	577	1154	2	577					
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through-Ri 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Through 24	997	2	407	8	1005	#	41	1038	2	432	8	1046	2	435	1046	2	435					
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0					
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259	259	0	259					
	Left-Through-Ri 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
CRITICAL VOLUMES	North-South:	192			192			North-South:				207				North-South:				207			
	East-West:	1003			1005			East-West:				1010				East-West:				1012			
	SUM:	1195			1197			SUM:				1217				SUM:				1219			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.798			0.811				0.813				0.813							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.698			0.711				0.713				0.713							
LEVEL OF SERVICE (LOS):		B			B			C				C				C							

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 4	North-South Street:	Alameda St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015					
	East-West Street:	O St		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS					
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	315	2	141	2	317	142	1069	1384	2	502	2	1386	2	503	0	1386	2	503
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	14	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	7	321	1	321	1	322	1	322	0	322	1	322
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-2	697	232	1147	1846	3	615	-2	1844	3	615	0	1844	3	615
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	102	1	102	0	102	102	25	127	1	127	0	127	1	127	0	127	1	127
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	299	1	0	-1	298	0	134	433	1	112	-1	432	1	110	0	432	1	110
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 455			North-South: 457			North-South: 1117				North-South: 1118				North-South: 1118			
		East-West: 102			East-West: 102			East-West: 127				East-West: 127				East-West: 127			
		SUM: 557			SUM: 559			SUM: 1244				SUM: 1245				SUM: 1245			
VOLUME/CAPACITY (V/C) RATIO:		0.391			0.392			0.873				0.874				0.874			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291			0.292			0.773				0.774				0.774			
LEVEL OF SERVICE (LOS):		A			A			C				C				C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Alameda St		Year of Count:		2013		Ambient Growth: (%)		0		Conducted by:		0		Date:		10/1/2015		
	4	East-West Street:		O St		Projection Year:		2026		Peak Hour:		MD		Reviewed by:		0		Project:		Everport Draft EIR/EIS	
No. of Phases			3			3			3			3			3			3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1			1			
Right Turns: FREE-1, NRTOR-2 or OLA-3?			3			3			3			3			3			3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																		
	Through 3	441	2	193	1	442	194	640	1081	2	406	1	1082	2	406		1082	2	406		
	Through-Right 4		1							1				1				1			
	Right 5	139	0	139	0	139	139	-3	136	0	136	0	136	0	136		136	0	136		
	Left-Through-R 6		0							0				0				0			
	Left-Right 7		0							0				0				0			
SOUTHBOUND	Left 8	199	1	199	-1	198	198	6	205	1	205	-1	204	1	204		204	1	204		
	Left-Through 9		0							0			0				0				
	Through 10	476	3	159	4	480	160	670	1146	3	382	4	1150	3	383		1150	3	383		
	Through-Right 11		0							0			0				0				
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through-R 13		0							0			0				0				
	Left-Right 14		0							0			0				0				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0				
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0				
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0			0				0				
	Left-Right 21		0							0			0				0				
WESTBOUND	Left 22	105	1	105	0	105	105	-3	102	1	102	0	102	1	102		102	1	102		
	Left-Through 23		0							0			0				0				
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0			0				0				
	Right 26	256	1	57	7	263	65	94	350	1	145	7	357	1	153		357	1	153		
	Left-Through-R 27		0							0			0				0				
	Left-Right 28		0							0			0				0				
CRITICAL VOLUMES		North-South: 392		392		North-South: 392		392		North-South: 788		788		North-South: 789		789		North-South: 789		789	
		East-West: 105		105		East-West: 105		105		East-West: 145		145		East-West: 153		153		East-West: 153		153	
		SUM: 497		497		SUM: 497		497		SUM: 933		933		SUM: 942		942		SUM: 942		942	
VOLUME/CAPACITY (V/C) RATIO:		0.349		0.349		0.349		0.655		0.655		0.661		0.661		0.661		0.661		0.661	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249		0.249		0.249		0.555		0.555		0.561		0.561		0.561		0.561		0.561	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	704	2	285	-1	703	#	211	915	2	356	-1	914	2	356		914	2	356
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	4	154	0	154	0	154	0	154		154	0	154
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	279	1	279	-1	278	#	59	338	1	338	-1	337	1	337		337	1	337
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	7	974	#	-54	913	3	304	7	920	3	307		920	3	307
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	99	1	99	0	99	#	10	109	1	109	0	109	1	109		109	1	109
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	-1	358	#	14	373	1	35	-1	372	1	35		372	1	35
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 607			North-South: 609			North-South: 694				North-South: 693				North-South: 693			
		East-West: 99			East-West: 99			East-West: 109				East-West: 109				East-West: 109			
		SUM: 706			SUM: 708			SUM: 803				SUM: 802				SUM: 802			
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.497			0.564				0.563				0.563			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.397			0.464				0.463				0.463			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	2013	Ambient Growth: (%):			Conducted by:			Date:	10/1/2015										
5	East-West Street:	Denni St	Projection Year:	2026	Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS										
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-- 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									
			3		3		3		3		3		3									
			0		0		0		0		0		0									
			0		0		0		0		0		0									
			2		2		2		2		2		2									
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2		0																		
		Through 3	280	2	140	1	281	141	569	849	2	425	1	850	2	425	0	850	2	425		
		Through-Right 4		0																		
		Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19	1	19
		Left-Through-F 6		0																		
		Left-Right 7		0																		
SOUTHBOUND	↔	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12		
		Left-Through 9		1							1				1				1			
		Through 10	304	0	158	-6	298	161	635	939	0	494	-6	933	0	491	0	933	0	491		
		Through-Right 11		1							1				1				1			
		Right 12	0	0	158	0	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-F 13		0																		
		Left-Right 14		0																		
EASTBOUND	↔	Left 15	32	1	32	1	33	33	653	685	1	685	1	686	1	686	0	686	1	686		
		Left-Through 16		0							0				0				0			
		Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3		
		Through-Right 18		1							1				1				1			
		Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	
		Left-Through-F 20		0																		
		Left-Right 21		0																		
WESTBOUND	↔	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2		
		Left-Through 23		0																		
		Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6		
		Through-Right 25		0																		
		Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	
		Left-Through-F 27		1								1				1				1		
		Left-Right 28		0								0				0				0		
CRITICAL VOLUMES			North-South: 158		North-South: 161			North-South: 494				North-South: 491				North-South: 491						
			East-West: 38		East-West: 39			East-West: 691				East-West: 692				East-West: 692						
			SUM: 196		SUM: 200			SUM: 1185				SUM: 1183				SUM: 1183						
VOLUME/CAPACITY (V/C) RATIO:			0.138		0.140			0.832				0.830				0.830						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.069		0.070			0.732				0.730				0.730						
LEVEL OF SERVICE (LOS):			A		A			C				C				C						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	593	297	7	600	300	258	851	2	426	7	858	2	429	858	2	429		
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	35	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	35	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	7	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7	7	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	317	173	-1	316	172	353	670	0	349	-1	669	0	349	669	0	349	349	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	173	0	0	172	0	0	0	349	0	0	0	349	0	0	0	349	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	92	92	-5	87	87	284	376	1	376	-5	371	1	371	371	1	371	371	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	5	8	0	5	8	0	5	0	8	0	5	0	8	5	0	8	8	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	3	0	0	0	0	0	3	0	0	0	3	0	0	3	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	8	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8	8	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	3	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29	29	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	18	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 307		North-South: 433		North-South: 436		North-South: 436		North-South: 436		North-South: 436		North-South: 436		North-South: 436		
		East-West: 121		East-West: 116		East-West: 405		East-West: 405		East-West: 400		East-West: 400		East-West: 400		East-West: 400		East-West: 400		
		SUM: 425		SUM: 423		SUM: 838		SUM: 836		SUM: 836		SUM: 836		SUM: 836		SUM: 836		SUM: 836		
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.588		0.587		0.587		0.587		0.587		0.587		0.587		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.488		0.487		0.487		0.487		0.487		0.487		0.487		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

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:	Henry Ford Ave	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
5	East-West Street:	Denni St	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	573	2	287	4	577	289	188	761	2	381	4	765	2	383	4	765	2	383	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Through 10	347	0	185	5	352	198	107	454	0	251	5	459	0	254	5	459	0	254	
	Through-Right 11	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Right 12	3	0	185	0	3	198	1	4	0	251	0	4	0	254	0	4	0	254	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-3	80	80	328	411	1	411	-3	408	1	408	0	408	1	408	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 299 East-West: 147 SUM: 446	North-South: 392 East-West: 479 SUM: 871	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870											
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.313	0.611	0.611	0.611	0.611	0.611	0.611											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.213	0.511	0.511	0.511	0.511	0.511	0.511											
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A											

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street:	Henry Ford Avenue		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015					
	East-West Street:	Anaheim Street		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS					
No. of Phases		4		4		4		4		4		4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSA-1 or ATSA+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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	37	479	534	1	455	0	534	1	456	0	534	2	294	
	Left-Through	2	1	1	107	107	109	218	1	218	-2	216	1	216	0	216	1	216	
	Through	3	36	2	56	37	778	832	1	455	2	834	1	456	0	834	1	454	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	35	-2	64	33	10	76	1	0	-2	74	1	0	0	74	0	74	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	109	-2	107	107	109	218	1	218	-2	216	1	216	0	216	1	216	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	94	-2	186	93	760	948	2	474	-2	946	2	473	0	946	2	473	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	4	0	34	4	1	35	1	0	0	35	1	0	0	35	1	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	354	0	707	354	132	839	2	420	0	839	2	420	0	839	2	420	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	0	0	3	548	0	220	765	1	0	3	768	1	0	0	768	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	63	-1	62	62	161	224	1	224	-1	223	1	223	0	223	1	223	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	409	3	821	411	301	1119	2	560	3	1122	2	561	0	1122	2	561	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	42	2	98	45	104	200	1	91	2	202	1	94	0	202	1	94	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	145	North-South:	144	North-South:	929	North-South:	929	North-South:	929	North-South:	927	North-South:	927	North-South:	927	North-South:	927
		East-West:	470	East-West:	472	East-West:	644	East-West:	644	East-West:	643	East-West:	643	East-West:	643	East-West:	643	East-West:	643
		SUM:	615	SUM:	616	SUM:	1573	SUM:	1573	SUM:	1572	SUM:	1570	SUM:	1570	SUM:	1570	SUM:	1570
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		1.144		1.143		1.142		1.142		1.142		1.142		1.142	
V/C LESS ATSA/ATCS ADJUSTMENT:		0.347		0.348		1.044		1.043		1.043		1.042		1.042		1.042		1.042	
LEVEL OF SERVICE (LOS):		A		A		F		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.001**
Significant impacted? **NO**
Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:		10/1/2015					
	East-West Street:	Anaheim Street	Projection Year:		2026	Peak Hour:		MD	Reviewed by:		0	Project:		Everport Draft EIR/EIS					
	No. of Phases				4			4			4			4					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1			1			1					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0					
	ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0					
	Override Capacity				2			2			2			2					
					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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	84	1	142	87	217	358	1	353	1	359	1	356		359	1	356	
	Left-Through	2							1				1				1		
	Through	3	84	8	120	87	588	700	1	353	8	708	1	356		708	1	356	
	Through-Right	4							0				0				0		
	Right	5	53	-1	70	52	52	123	1	50	-1	122	1	48		122	1	48	
	Left-Through-R	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	163	0	163	163	41	204	1	204	0	204	1	204		204	1	204	
	Left-Through	9							0				0				0		
	Through	10	234	2	234	117	401	635	2	318	0	635	2	318		635	2	318	
	Through-Right	11							0				0				0		
	Right	12	56	1	56	0	2	58	1	0	0	58	1	0		58	1	0	
	Left-Through-R	13							0				0				0		
EASTBOUND	Left	15	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through	16							0				0				0		
	Through	17	750	2	753	377	43	793	2	397	3	796	2	398		796	2	398	
	Through-Right	18							0				0				0		
	Right	19	172	1	177	0	244	416	1	0	5	421	1	0		421	1	0	
Left-Through-R	20							0				0				0			
WESTBOUND	Left	22	36	1	37	37	111	147	1	147	1	148	1	148		148	1	148	
	Left-Through	23							0				0				0		
	Through	24	634	2	632	316	-4	630	2	315	-2	628	2	314		628	2	314	
	Through-Right	25							0				0				0		
	Right	26	204	1	204	123	35	239	1	137	0	239	1	137		239	1	137	
	Left-Through-R	27							0				0				0		
	Left-Right	28							0				0				0		
	CRITICAL VOLUMES			North-South: 247	North-South: 250	250	North-South: 671	North-South: 674	674	North-South: 674	674	North-South: 674	674	674	674	North-South: 674	674	674	674
			East-West: 443	East-West: 442	442	East-West: 544	East-West: 546	546	East-West: 546	546	East-West: 546	546	546	546	East-West: 546	546	546	546	
			SUM: 690	SUM: 692	692	SUM: 1215	SUM: 1220	1220	SUM: 1220	1220	SUM: 1220	1220	1220	1220	SUM: 1220	1220	1220	1220	
VOLUME/CAPACITY (V/C) RATIO:					0.502			0.503			0.887			0.887			0.887		
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.402			0.403			0.784			0.787			0.787		
LEVEL OF SERVICE (LOS):					A			A			C			C			C		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	3	187	114	560	744	1	437	3	747	1	440		747	1	440
	Left-Through 2		1							1			1					1	
	Through 3	149	1	111	6	155	114	417	566	1	437	6	572	1	440		572	1	440
	Through-Right 4		0							0			0					0	
	Right 5	54	1	32	1	55	33	69	123	1	77	1	124	1	78		124	1	78
	Left-Through-R 6		0							0			0					0	
	Left-Right 7		0							0			0					0	
SOUTHBOUND	Left 8	134	1	134	0	134	134	51	185	1	185	0	185	1	185		185	1	185
	Left-Through 9		0							0			0					0	
	Through 10	288	2	144	6	294	147	163	451	2	226	6	457	2	229		457	2	229
	Through-Right 11		0							0			0					0	
	Right 12	46	1	0	0	46	0	4	50	1	0	0	50	1	0		50	1	0
	Left-Through-R 13		0							0			0					0	
Left-Right 14		0							0			0					0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0			0					0	
	Through 17	952	2	476	5	957	479	6	958	2	479	5	963	2	482		963	2	482
	Through-Right 18		0							0			0					0	
	Right 19	249	1	0	7	256	0	290	539	1	0	7	546	1	0		546	1	0
	Left-Through-R 20		0							0			0					0	
Left-Right 21		0							0			0					0		
WESTBOUND	Left 22	44	1	44	0	44	44	49	93	1	93	0	93	1	93		93	1	93
	Left-Through 23		0							0			0					0	
	Through 24	854	2	427	-3	851	426	305	1159	2	580	-3	1156	2	578		1156	2	578
	Through-Right 25		0							0			0					0	
	Right 26	243	1	176	0	243	176	70	313	1	221	0	313	1	221		313	1	221
	Left-Through-R 27		0							0			0					0	
Left-Right 28		0							0			0					0		
CRITICAL VOLUMES		North-South: 255 East-West: 561 SUM: 816	North-South: 261 East-West: 560 SUM: 821		North-South: 663 East-West: 736 SUM: 1399				North-South: 669 East-West: 734 SUM: 1403				North-South: 669 East-West: 734 SUM: 1403						
VOLUME/CAPACITY (V/C) RATIO:		0.593		0.597		1.017		1.020		1.020		1.020							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493		0.497		0.917		0.920		0.920		0.920							
LEVEL OF SERVICE (LOS):		A		A		E		E		E		E							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.004**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2013	Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2026	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	46	23	1	47	24	879	925	2	463	1	926	2	463	0	926	2	463	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	28	60	1	0	0	60	1	0	0	60	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	2	38	38	393	462	2	254	0	462	2	254	0	462	2	254		
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	1	650	336	1353	2002	1	1045	1	2003	1	1046	0	2003	1	1046	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	1	35	35	40	75	1	75	0	75	1	75	0	75	1	75		
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	0	19	19	68	87	0	87	0	87	0	87	0	87	0	87		
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Through	24	17	36	0	17	36	0	17	0	104	0	17	0	104	0	17	0	104	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-1	12	0	373	386	1	0	-1	385	1	0	0	385	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1046 East-West: 179 SUM: 1225	North-South: 1046 East-West: 179 SUM: 1225														
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.890 0.790 C	0.891 0.791 C	0.891 0.791 C														

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	-1	18	1	18	0	18	1	18	0	18	1	18	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	8	229	115	487	708	2	354	8	716	2	358	8	716	2	358	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	20	40	1	0	0	40	1	0	0	40	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	276	303	2	167	0	303	2	167	0	303	2	167	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	5	367	200	720	1082	1	579	5	1087	1	582	5	1087	1	582	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	44	76	0	76	0	76	0	76	0	76	0	76	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	21	0	5	0	21	0	5	0	21	
	Through-Right	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	
WESTBOUND	Left	7	0	7	0	7	7	50	57	0	57	0	57	0	57	0	57	0	57	
	Left-Through	23	1	23	0	23	23	1	23	1	23	0	23	1	23	0	23	1	23	
	Through	4	0	11	0	4	11	-1	3	0	60	0	3	0	60	0	3	0	60	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	1	34	0	254	287	1	0	1	288	1	0	1	288	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 219 East-West: 62 SUM: 281	North-South: 597 East-West: 155 SUM: 752	North-South: 600 East-West: 155 SUM: 755	North-South: 600 East-West: 155 SUM: 755														
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.547		0.549		0.549										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.447		0.449		0.449										
LEVEL OF SERVICE (LOS):		A		A		A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	2026		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	15	1	15	
	Left-Through	2	0							0				0			0		
	Through	3	2	152	10	313	157	653	956	2	478	10	966	2	483	966	2	483	
	Through-Right	4	0							0				0			0		
	Right	5	1	0	-1	49	0	13	63	1	0	-1	62	1	0	62	1	0	
	Left-Through-R	6	0							0				0			0		
	Left-Right	7	0							0				0			0		
SOUTHBOUND	Left	8	2	75	1	138	76	61	198	2	109	1	199	2	109	199	2	109	
	Left-Through	9	0							0				0			0		
	Through	10	1	237	12	451	243	718	1157	1	630	12	1169	1	636	1169	1	636	
	Through-Right	11	1							1				1			1		
	Right	12	0	34	0	34	34	68	102	0	102	0	102	0	102	102	0	102	
	Left-Through-R	13	0							0				0			0		
	Left-Right	14	0							0				0			0		
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	105	1	105	
	Left-Through	16	0							0				0			0		
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	4	0	20	
	Through-Right	18	1							1				1			1		
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	16	0	0	
	Left-Through-R	20	0							0				0			0		
	Left-Right	21	0							0				0			0		
WESTBOUND	Left	22	0	17	-1	16	16	72	89	0	89	-1	88	0	88	88	0	88	
	Left-Through	23	1							1				1			1		
	Through	24	0	21	0	4	20	-1	3	0	92	0	3	0	91	3	0	91	
	Through-Right	25	0							0				0			0		
	Right	26	1	0	1	52	0	276	327	1	0	1	328	1	0	328	1	0	
	Left-Through-R	27	0							0				0			0		
	Left-Right	28	0							0				0			0		
CRITICAL VOLUMES		North-South:	254	North-South:	260	North-South:	645	North-South:	651	North-South:	651	North-South:	651	North-South:	651	North-South:	651	North-South:	651
		East-West:	62	East-West:	61	East-West:	197	East-West:	196	East-West:	196	East-West:	196	East-West:	196	East-West:	196	East-West:	196
		SUM:	316	SUM:	321	SUM:	842	SUM:	847	SUM:	847	SUM:	847	SUM:	847	SUM:	847	SUM:	847
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.233		0.612		0.616		0.616		0.616		0.616		0.616		0.616	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.133		0.512		0.516		0.516		0.516		0.516		0.516		0.516	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:		Date:		10/1/2015					
	East-West Street:	Seaside Avenue	Projection Year:		2026	Peak Hour:		AM		Reviewed by:		Project:		Everport Draft EIR/EIS					
13	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?		1		1		1		1		1		1		1				
	ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1		1				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 2		0						0	0			0				0		0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0	0			0				0		0
	Right 5	88	1	0	44	132	0	1693	1781	1	0	44	1825	1	0	0	1825	1	0
	Left-Through-F 6		0						0	0			0				0		0
	Left-Right 7		0						0	0			0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0	0			0				0		0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0						0	0			0				0		0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0						0	0			0				0		0
	Left-Right 14		0						0	0			0				0		0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0						0	0			0				0		0
	Through 17	1972	3	657	-23	1949	650	882	2854	3	951	-23	2831	3	944	0	2831	3	944
	Through-Right 18		0						0	0			0				0		0
	Right 19	274	1	0	41	315	0	1034	1308	1	0	41	1349	1	0	0	1349	1	0
	Left-Through-F 20		0						0	0			0				0		0
	Left-Right 21		0						0	0			0				0		0
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0
	Left-Through 23		0						0	0			0				0		0
	Through 24	2176	3	725	14	2190	730	2104	4280	3	1427	14	4294	3	1431	0	4294	3	1431
	Through-Right 25		0						0	0			0				0		0
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0						0	0			0				0		0
	Left-Right 28		0						0	0			0				0		0
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 730 SUM: 747			North-South: 0 East-West: 1427 SUM: 1427				North-South: 0 East-West: 1431 SUM: 1431				North-South: 0 East-West: 1431 SUM: 1431			
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.498			0.951				0.954				0.954			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.398			0.851				0.854				0.854			
LEVEL OF SERVICE (LOS):		A			A			D				D				D			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way			Year of Count:	2013			Ambient Growth: (%)	0			Conducted by:	0			Date:	10/1/2015		
	East-West Street:	Seaside Avenue			Projection Year:	2026			Peak Hour:	MD			Reviewed by:	0			Project:	Everport Draft EIR/EIS		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			NB--		2		NB--		2		NB--		2		NB--		2	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			SB--		0		SB--		0		SB--		0		SB--		0	
ATSAC-1 or ATSAC+ATCS-2?		1			EB--		1		EB--		1		EB--		1		EB--		1	
Override Capacity		1			WB--		1		WB--		1		WB--		1		WB--		1	
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	2	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	880	1	0	37	917	0	738	1618	1	0	37	1655	1	0	1655	1	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	1503	3	501	-24	1479	493	263	1766	3	589	-24	1742	3	581	1742	3	581		
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 19	113	1	0	62	175	0	651	764	1	0	62	826	1	0	826	1	0		
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	2	0		
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 24	1447	3	482	25	1472	491	1228	2675	3	892	25	2700	3	900	2700	3	900		
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	CRITICAL VOLUMES		North-South: 141 East-West: 520 SUM: 661		North-South: 141 East-West: 512 SUM: 653		North-South: 0 East-West: 892 SUM: 892		North-South: 0 East-West: 900 SUM: 900		North-South: 0 East-West: 900 SUM: 900		North-South: 0 East-West: 900 SUM: 900							
VOLUME/CAPACITY (V/C) RATIO:	0.441			0.435			0.595			0.600			0.600							
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.341			0.335			0.495			0.500			0.500							
LEVEL OF SERVICE (LOS):	A			A			A			A			A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: -0.006
Significant impacted? NO

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	31	972	0	928	1869	1	0	31	1900	1	0	1900	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	-12	2129	710	585	2726	3	909	-12	2714	3	905	2714	3	905	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	1	210	0	107	316	1	0	1	317	1	0	317	1	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	17	1982	661	1590	3555	3	1185	17	3572	3	1191	3572	3	1191	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 0 East-West: 1185 SUM: 1185	North-South: 0 East-West: 1191 SUM: 1191	North-South: 0 East-West: 1191 SUM: 1191	North-South: 0 East-West: 1191 SUM: 1191												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.615 0.515 A	0.790 0.690 B	0.794 0.694 B	0.794 0.694 B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.003**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				3						3									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0 EB-- 0	WB-- 0	3	1	1	3	1	1	3									
ATSAC-1 or ATSAC-ATCS-2? Override Capacity				2	2	2	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	25	69	69	596	640	1	640	25	665	1	665	0	665	1	665
	Through-Right 4																		
	Right 5	32	1	0	-8	24	0	662	694	1	355	-8	686	1	355	0	686	1	519
	Left-Through-R 6																		
Left-Right 7		0	0						0								0		
SOUTHBOUND	Left 8	5	1	5	3	8	8	64	69	1	69	3	72	1	72	0	72	1	72
	Left-Through 9																		
	Through 10	280	2	140	19	299	150	975	1255	2	628	19	1274	2	637	0	1274	2	637
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14		0	0						0								0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21		0	0						0								0		
WESTBOUND	Left 22	328	1	328	-8	320	320	11	339	1	339	-8	331	1	331	0	331	1	167
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27																		
Left-Right 28		0	0						0								1		
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512		North-South: 219 East-West: 320 SUM: 539		North-South: 1268 East-West: 339 SUM: 1607		North-South: 1302 East-West: 331 SUM: 1633		North-South: 1302 East-West: 167 SUM: 1469									
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.378		1.128		1.146		1.031									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.278		1.028		1.046		0.931									
LEVEL OF SERVICE (LOS):		A		A		F		F		E									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.019**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.097**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0								0		
	Through 3	237	1	237	27	264	264	304	541	1	541	27	568	1	568	1	568	568	
	Through-Right 4		0						0				0			0			
	Right 5	354	1	214	3	357	244	53	407	1	243	3	410	1	273		410	1	335
	Left-Through-R 6		0						0				0			0		0	
	Left-Right 7		0						0				0			0		0	
SOUTHBOUND	Left 8	3	1	3	-15	-12	-12	26	29	1	29	-15	14	1	14		14	1	14
	Left-Through 9		0							0				0			0		
	Through 10	223	2	112	45	268	134	555	778	2	389	45	823	2	412		823	2	412
	Through-Right 11		0							0			0			0		0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0			0			0		0	
Left-Right 14		0							0			0			0		0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0			0			0		0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0			0			0		0	
Left-Right 21		0							0			0			0		0		
WESTBOUND	Left 22	140	1	140	-27	113	113	24	164	1	164	-27	137	1	137		137	1	75
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	75
	Through-Right 25		0							0			0			0		0	
	Right 26	10	1	9	0	10	16	2	12	1	0	0	12	1	5		12	0	0
	Left-Through-R 27		0							0			0				0	1	
Left-Right 28		0							0			0				0	0		
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 398 East-West: 113 SUM: 511			North-South: 930 East-West: 164 SUM: 1094				North-South: 980 East-West: 137 SUM: 1117				North-South: 980 East-West: 75 SUM: 1055			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.359			0.768				0.784				0.740			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.243			0.259			0.668				0.684				0.640			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.016**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.016** Δv/c after mitigation: **-0.028**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
	No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0	3 1 3 0 3 0 2 0	3 1 3 0 3 0 2 0	3 1 3 0 3 0 2 0	3 1 3 0 3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	376	1	376	24	400	#	322	698	1	698	24	722	1	722		722	1	722
	Through-Right 4		0							0				0				0	
	Right 5	289	1	146	22	311	#	154	443	1	138	22	465	1	146		465	1	305
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	34	184	#	316	466	2	233	34	500	2	250		500	2	250
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	14	157	#	162	305	1	305	14	319	1	319		319	1	160
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	160
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594		North-South: 492 East-West: 157 SUM: 649			North-South: 931 East-West: 305 SUM: 1236				North-South: 972 East-West: 319 SUM: 1291				North-South: 972 East-West: 160 SUM: 1132				
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.417		0.455			0.867				0.906				0.794				
		0.317		0.355			0.767				0.806				0.694				
		A		A			C				D				B				

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: 0.038
t impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.039
Significant impacted? YES
Δv/c after mitigation: -0.073
Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	2013		Ambient Growth: (%):			Conducted by:			Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
		No. of Phases		2		2		2		2		2		2					
		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-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3					
		ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0					
		Override Capacity		2		2		2		2		2		2					
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	110	1	110	34	144	144	459	569	1	569	34	603	1	603	0	603	1	603
	Left-Through 2		0							0				0		0		0	
	Through 3	3	2	2	3	6	3	13	16	2	8	3	19	2	10	0	19	2	10
	Through-Right 4		0							0				0		0		0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6		0							0				0		0		0	
Left-Right 7		0							0				0		0		0		
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9		0							0				0		0		0	
	Through 10	12	1	12	-16	-4	-4	5	17	1	17	-16	1	1	1	0	1	1	1
	Through-Right 11		0							0				0		0		0	
	Right 12	534	1	491	6	540	497	-197	337	1	294	6	343	1	300	0	343	1	300
	Left-Through-R 13		0							0				0		0		0	
Left-Right 14		0							0				0		0		0		
EASTBOUND	Left 15	85	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16		1							1				1		0		1	
	Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18		0							0				0		0		0	
	Right 19	11	1	0	37	48	0	453	464	1	0	37	501	1	0	0	501	1	0
	Left-Through-R 20		0							0				0		0		0	
Left-Right 21		0							0				0		0		0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0		0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0		0		0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0		0		0	
Left-Right 28		0							0				0		0		0		
CRITICAL VOLUMES		North-South: 601	East-West: 43	SUM: 644	North-South: 641	East-West: 43	SUM: 684	North-South: 863	East-West: 43	SUM: 906	North-South: 903	East-West: 43	SUM: 946	North-South: 903	East-West: 43	SUM: 946			
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.456							0.631			0.631		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.356							0.531			0.531		
LEVEL OF SERVICE (LOS):				A			A							A			A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.027**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.027** Δv/c after mitigation: **0.027**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15		North-South Street: Ferry Street			Year of Count: 2013			Ambient Growth: (%): 0			Conducted by: 0			Date: 10/1/2015					
		East-West Street: Terminal Way			Projection Year: 2026			Peak Hour: MD			Reviewed by: 0			Project: Everport Draft EIR/EIS					
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				2		0		2		0		2		0		2			
		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND 	Left 1	1	112	31	143	143	322	434	1	434	31	465	1	465		465	1	465	
	Left-Through 2	0							0				0				0		
	Through 3	2	6	5	17	9	8	20	2	10	5	25	2	13		25	2	13	
	Through-Right 4	0							0				0				0		
	Right 5	1	0	0	0	0	0	0	0	0	0	0	0	0		0	1	0	
	Left-Through-R 6	0							0				0				0		0
	Left-Right 7	0							0				0				0		0
SOUTHBOUND 	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through 9	0							0				0				0		
	Through 10	1	6	-6	0	0	11	17	1	17	-20	-3	1	-3		-3	1	-3	
	Through-Right 11	0							0				0				0		
	Right 12	1	45	27	286	63	-171	88	1	88	27	115	1	105		115	1	105	
	Left-Through-R 13	0							0				0				0		
	Left-Right 14	0							0				0				0		
EASTBOUND 	Left 15	1	214	19	446	223	-427	0	1	0	19	19	1	10		19	1	10	
	Left-Through 16	1							1				1				1		
	Through 17	0	214	0	0	223	0	0	0	0	0	0	0	10		0	0	10	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	39	119	0	345	425	1	0	39	464	1	0		464	1	0	
	Left-Through-R 20	0							0				0				0		
	Left-Right 21	0							0				0				0		
WESTBOUND 	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through 23	0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right 25	0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-R 27	0							0				0				0		
	Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 157 East-West: 214 SUM: 371		North-South: 206 East-West: 223 SUM: 429		North-South: 522 East-West: 0 SUM: 522		North-South: 570 East-West: 10 SUM: 580		North-South: 570 East-West: 10 SUM: 580		North-South: 570 East-West: 10 SUM: 580							
VOLUME/CAPACITY (V/C) RATIO:		0.247		0.286		0.348		0.387		0.387		0.387							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.147		0.186		0.248		0.287		0.287		0.287							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.039**
 Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	2013	Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Terminal Way		Projection Year:	2026	Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	85	1	85	12	97	97	126	211	1	211	12	223	1	223		223	1	223
	Left-Through 2		0							0				0				0	
	Through 3	55	2	28	-10	45	23	9	64	2	32	-10	54	2	27		54	2	27
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	37	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41
	Through-Right 11		0							0				0				0	
	Right 12	217	1	27	5	222	16	31	248	1	248	5	253	1	237		253	1	237
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	380	1	190	32	412	206	-380	0	1	0	32	32	1	16		32	1	16
	Left-Through 16		1							1				1				1	
	Through 17	0	0	190	0	0	206	0	0	0	0	0	0	0	16		0	0	16
	Through-Right 18		0							0				0				0	
	Right 19	92	1	0	44	136	0	403	495	1	0	44	539	1	0		539	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 122		North-South: 134		North-South: 459		North-South: 460		North-South: 460		North-South: 476		North-South: 460		North-South: 460		North-South: 460	
		East-West: 190		East-West: 206		East-West: 0		East-West: 16		East-West: 16		East-West: 476		East-West: 16		East-West: 16		East-West: 16	
		SUM: 312		SUM: 340		SUM: 459		SUM: 476		SUM: 476		SUM: 476		SUM: 476		SUM: 476		SUM: 476	
VOLUME/CAPACITY (V/C) RATIO:		0.208		0.227		0.306		0.317		0.317		0.317		0.317		0.317		0.317	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.108		0.127		0.206		0.217		0.217		0.217		0.217		0.217		0.217	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.019**
Significant impacted? **NO**

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 #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases 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	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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	127	127	127	458	458	1	458	127	585	1	585	0	585	1	585	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	10	10	2	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	1	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	136	136	0	508	508	4	0	136	644	4	0	644	4	0	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0			North-South: 127			North-South: 458				North-South: 585				North-South: 585				
		East-West: 77			East-West: 10			East-West: 234				East-West: 12				East-West: 12				
		SUM: 77			SUM: 137			SUM: 692				SUM: 597				SUM: 597				
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.091			0.461				0.398				0.398				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.091			0.461				0.398				0.398				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.040**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.063**
Significant impacted? **NO**

Δv/c after mitigation: **-0.063**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2		2		2		2		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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	92	92	92	370	370	1	370	92	462	1	462	462	462	1	462	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	97	97	0	390	390	4	0	97	487	4	0	487	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0			North-South: 92			North-South: 370				North-South: 462				North-South: 462			
		East-West: 140			East-West: 0			East-West: 264				East-West: 0				East-West: 0			
		SUM: 140			SUM: 92			SUM: 634				SUM: 462				SUM: 462			
VOLUME/CAPACITY (V/C) RATIO:		0.093			0.061			0.423				0.308				0.308			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093			0.061			0.423				0.308				0.308			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.032**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.115** Δv/c after mitigation: **-0.115**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate					Year of Count:	0			Ambient Growth: (%):	0			Conducted by:	0			Date:	10/1/2015		
16	East-West Street:	Terminal Way					Projection Year:	0			Peak Hour:	PM			Reviewed by:	0			Project:	Everport Draft EIR/EIS		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		No. of Phases		2		2		2		2		2		2		2		2		2		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		NB-- 0 SB-- 0		0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		EB-- 0 WB-- 0		0		
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through 2		0						0									0				
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right 4		0						0									0				
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 6		1						1									1				
	Left-Right 7		0						0									0				
SOUTHBOUND	Left 8	0	1	0	57	57	230	230	1	230	57	287	1	287		287	1	287				
	Left-Through 9		0						0								0					
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right 11		1						1								1					
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-R 13		0						0								0					
	Left-Right 14		0						0								0					
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0				
	Left-Through 16		0						0				0				0					
	Through 17	220	1	110	-548	-328	328	548	1	274	-548	0	1	0	0	0	1	0				
	Through-Right 18		1			###			1				1				1					
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-R 20		0						0				0				0					
	Left-Right 21		0						0				0				0					
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through 23		1						1				1				1					
	Through 24	105	1	53	-178	-73	73	178	1	89	-178	0	1	0	0	0	1	0				
	Through-Right 25		0						0				0				0					
	Right 26	0	4	0	49	49	207	207	4	0	49	256	4	0	0	256	4	0				
	Left-Through-R 27		0						0				0				0					
	Left-Right 28		0						0				0				0					
CRITICAL VOLUMES		North-South: 0			North-South: 57			North-South: 230				North-South: 287				North-South: 287						
		East-West: 110			East-West: 0			East-West: 274				East-West: 0				East-West: 0						
		SUM: 110			SUM: 57			SUM: 504				SUM: 287				SUM: 287						
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.038			0.336				0.191				0.191						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.038			0.336				0.191				0.191						
LEVEL OF SERVICE (LOS):		A			A			A				A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.035**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.145** Δv/c after mitigation: **-0.145**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:												
		No. of Phases	3			3													
		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-- 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-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0											
		Override Capacity	2			2													
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	140	141	139	69	70	0	77	140	210	0	223	0	210	0	223
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	78	130	139	92	144	0	0	78	222	0	223	0	222	0	223
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	112	113	27	83	84	0	84	112	196	0	196	0	196	0	196
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-64	-59	27	376	381	0	244	-64	317	0	230	0	317	0	230
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-100	-93	-93	267	274	1	274	-100	174	1	174	0	174	1	174
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	7	53	28	391	437	1	220	7	444	1	224	0	444	1	224
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	253	498	498	93	338	1	338	253	591	1	591	0	591	1	591
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-167	217	109	483	867	2	434	-167	700	2	350	0	700	2	350
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	18	22	22	1	5	1	5	18	23	1	23	0	23	1	23
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9			North-South: 139			North-South: 251				North-South: 237				North-South: 237			
		East-West: 270			East-West: 526			East-West: 708				East-West: 815				East-West: 815			
		SUM: 279			SUM: 665			SUM: 959				SUM: 1052				SUM: 1052			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.467			0.673				0.738				0.738			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.367			0.573				0.638				0.638			
LEVEL OF SERVICE (LOS):		A			A			A				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.269**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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?		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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	0	9	0	9
	Left-Through 2		1					1				1				1		
	Through 3	31	0	36	122	153	158	93	124	0	129	122	246	0	228	246	0	228
	Through-Right 4		1						1			1				1		
	Right 5	96	0	42	77	173	51	19	115	0	129	77	192	0	228	192	0	228
	Left-Through-R 6		0						0			0				0		
Left-Right 7		0						0			0				0			
SOUTHBOUND	Left 8	2	0	2	0	2	2	-2	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1			1				1		
	Through 10	25	0	27	74	99	49	48	73	0	73	74	147	0	147	147	0	147
	Through-Right 11		1						1			1				1		
	Right 12	43	0	17	-48	-5	49	322	365	0	228	-48	317	0	228	317	0	228
	Left-Through-R 13		0						0			0				0		
Left-Right 14		0						0			0				0			
EASTBOUND	Left 15	52	1	52	-97	-45	-45	223	275	1	275	-97	178	1	178	178	1	178
	Left-Through 16		0						0			0				0		
	Through 17	368	1	186	-9	359	182	354	722	1	364	-9	713	1	360	713	1	360
	Through-Right 18		1						1			1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6
	Left-Through-R 20		0						0			0				0		
Left-Right 21		0						0			0				0			
WESTBOUND	Left 22	109	1	109	136	245	245	72	181	1	181	136	317	1	317	317	1	317
	Left-Through 23		0						0			0				0		
	Through 24	226	2	113	-66	160	80	257	483	2	242	-66	417	2	209	417	2	209
	Through-Right 25		0						0			0				0		
	Right 26	0	1	0	8	8	8	0	0	1	0	8	8	1	8	8	1	8
	Left-Through-R 27		0						0			0				0		
Left-Right 28		0						0			0				0			
CRITICAL VOLUMES		North-South: 44	East-West: 295	SUM: 339	North-South: 160	East-West: 427	SUM: 587	North-South: 237	East-West: 545	SUM: 782	North-South: 237	East-West: 677	SUM: 914	North-South: 237	East-West: 677	SUM: 914		
VOLUME/CAPACITY (V/C) RATIO:		0.238		0.412		0.549		0.641		0.641								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138		0.312		0.449		0.541		0.541								
LEVEL OF SERVICE (LOS):		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.174**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.092** Δv/c after mitigation: **0.092**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)

I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
17	No. of Phases		3	3	3	3	3	3	3	3									
	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-- 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-- 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? Override Capacity		2	2	2	2	2	2	2	2	2									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Through 3	4	0	4	172	176	176	174	178	0	178	172	350	0	350	350	0	350	
	Through-Right 4	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Right 5	179	0	130	126	305	250	74	253	0	175	126	379	0	294	379	0	294	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	6	10	10	-1	3	0	3	6	9	0	9	9	0	9	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	3	0	7	36	39	26	76	79	0	82	36	115	0	144	115	0	144	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	8	0	6	-16	-8	26	144	152	0	35	-16	136	0	144	136	0	144	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	-161	-157	###	230	234	1	234	-161	73	1	73	73	1	73	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	-83	197	99	303	583	1	292	-83	500	1	250	500	1	250	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	13	111	111	59	157	1	157	13	170	1	170	170	1	170	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	14	204	102	111	301	2	151	14	315	2	158	315	2	158	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 134	East-West: 238	SUM: 372	North-South: 260	East-West: 210	SUM: 470	North-South: 181	East-West: 449	SUM: 630	North-South: 359	East-West: 420	SUM: 779	North-South: 359	East-West: 420	SUM: 779			
VOLUME/CAPACITY (V/C) RATIO:		0.261		0.330	0.442		0.547		0.547		0.547		0.547						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.161		0.230	0.342		0.447		0.447		0.447		0.447						
LEVEL OF SERVICE (LOS):		A		A	A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.069**
ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.105**
Significant impacted? **NO**

Δ v/c after mitigation: **0.105**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street: Earle Street			Year of Count: 2013	Ambient Growth: (%):		Conducted by:		Date: 10/1/2015										
	East-West Street: Cannery Street			Projection Year: 2026	Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
	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-- 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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2	1					1		1		1		1		1		1		
	Through 3	42	23	-1	41	29	137	179	1	93	-1	178	1	95	0	178	1	95	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9																		
	Through 10	272	148	-1	271	271	50	322	1	173	-1	321	1	321	0	321	1	321	
	Through-Right 11																		
	Right 12	24	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13																		
	Left-Right 14																		
EASTBOUND	Left 15	15	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																		
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25																		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27																		
	Left-Right 28																		
CRITICAL VOLUMES			North-South: 152 East-West: 15 SUM: 167	North-South: 277 East-West: 234 SUM: 511	North-South: 176 East-West: 15 SUM: 191	North-South: 324 East-West: 234 SUM: 558	North-South: 324 East-West: 234 SUM: 558	North-South: 324 East-West: 234 SUM: 558											
VOLUME/CAPACITY (V/C) RATIO:			0.111	0.341	0.127	0.372	0.372	0.372											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111	0.341	0.127	0.372	0.372												
LEVEL OF SERVICE (LOS):			A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.245** Δv/c after mitigation: **0.245**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	2026	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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? Override Capacity		0 0 0 0	0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	6	0	6	0	6	
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	151	212	1	109	0	212	1	112	212	1	112	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	120	243	1	144	0	243	1	243	243	1	243	
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	257	0	107	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	301	1	301	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	9	1	9	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 150 East-West: 102 SUM: 252				North-South: 249 East-West: 301 SUM: 550				North-South: 249 East-West: 301 SUM: 550			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.168				0.367				0.367			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.168				0.367				0.367			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.199** Δv/c after mitigation: **0.199**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	2013	Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	2026	Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS									
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			2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
		Left-Through 2		1						1				1				1			
		Through 3	143	1	73	-2	141	72	189	332	1	168	-2	330	1	167		330	1	167	
		Through-Right 4		0						0				0				0			
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6		0							0				0				0		
		Left-Right 7		0					0				0				0				
SOUTHBOUND	→	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 9		0						0				0				0			
		Through 10	85	1	48	-1	84	73	65	150	1	81	-1	149	1	105		149	1	105	
		Through-Right 11		1						1				1				1			
		Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61	
		Left-Through-R 13		0						0				0				0			
		Left-Right 14		0					0				0				0				
EASTBOUND	←	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331	
		Left-Through 16		0						0				0				0			
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 18		0						0				0				0			
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4	
		Left-Through-R 20		0						0				0				0			
		Left-Right 21		0					0				0				0				
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0						0				0				0			
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0						0				0				0			
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27		0						0				0				0			
		Left-Right 28		0					0				0				0				
CRITICAL VOLUMES			North-South: 73 East-West: 30 SUM: 103	North-South: 76 East-West: 331 SUM: 407	North-South: 168 East-West: 30 SUM: 198	North-South: 167 East-West: 331 SUM: 498	North-South: 167 East-West: 331 SUM: 498					North-South: 167 East-West: 331 SUM: 498									
VOLUME/CAPACITY (V/C) RATIO:			0.069	0.271	0.132	0.332					0.332										
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.069	0.271	0.132	0.332					0.332										
LEVEL OF SERVICE (LOS):			A	A	A	A					A										

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** Δv/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2026 - Alternative 5

Intersection Analysis

Cities of Carson and Long Beach Locations

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #: 1						
North/South Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street: SEPULVEDA BOULEVARD						
Scenario: CEQA Baseline						
Thru Lane: 1600 vph			N-S Split Phase : Y			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 18			
Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	218	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.186 E-W(2): 0.693 *
	TH	0.30	32	479	0.067	
	LT	1.70	182	2,449	0.074 *	
Westbound	RT	1.00	643	1,600	0.335	V/C: 0.777 Lost Time: 0.180
	TH	1.00	896	1,600	0.560 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	3	0	0.000	ICU: 0.957
	TH	2.00	26	3,200	0.010 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: E
	TH	2.00	583	3,200	0.183	
	LT	1.00	213	1,600	0.133 *	
Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	179	1,600	0.004	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.421 *
	TH	0.22	18	353	0.051	
	LT	1.78	145	2,562	0.057 *	
Westbound	RT	1.00	297	1,600	0.135	V/C: 0.484 Lost Time: 0.180
	TH	1.00	501	1,600	0.313 *	
	LT	1.00	2	1,600	0.001	
Northbound	RT	0.00	5	0	0.000	ICU: 0.664
	TH	2.00	11	3,200	0.006 *	
	LT	0.00	2	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	LOS: B
	TH	2.00	396	3,200	0.125	
	LT	1.00	173	1,600	0.108 *	
Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	238	1,600	0.019	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.225 E-W(2): 0.503 *
	TH	0.18	18	292	0.062	
	LT	1.82	179	2,617	0.068 *	
Westbound	RT	1.00	388	1,600	0.181	V/C: 0.587 Lost Time: 0.180
	TH	1.00	597	1,600	0.373 *	
	LT	1.00	1	1,600	0.001	
Northbound	RT	0.00	14	0	0.000	ICU: 0.767
	TH	2.00	31	3,200	0.016 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	3	0	0.000	LOS: C
	TH	2.00	713	3,200	0.224	
	LT	1.00	208	1,600	0.130 *	

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.560 * N-S(2): 0.395 E-W(1): 0.077 * E-W(2): 0.074	
	TH	3.00	1,895	4,800	0.395		
	LT	1.00	315	1,600	0.197 *		
Westbound	RT	2.00	553	3,200	0.074	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	222	2,880	0.077 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,654	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.260 E-W(1): 0.053 * E-W(2): 0.042	
	TH	3.00	1,248	4,800	0.260		
	LT	1.00	189	1,600	0.118 *		
Westbound	RT	2.00	324	3,200	0.042	V/C: 0.470 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	152	2,880	0.053 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.590	
	TH	3.00	1,351	4,800	0.299 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.230 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,106	4,800	0.230		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	117	0	0.000	ICU: 0.623	
	TH	3.00	1,132	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.212 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.236
	TH	2.00	696	3,200	0.223	V/C: 0.601 Lost Time: 0.180
	LT	2.00	299	2,880	0.104 *	
Northbound	RT	2.00	261	3,200	0.035	ICU: 0.781
	TH	0.04	12	67	0.178	
	LT	1.96	557	2,819	0.198 *	
Eastbound	RT	1.00	741	1,600	0.285 *	LOS: C
	TH	2.00	273	3,200	0.085	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.375 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	2.00	325	3,200	0.102	V/C: 0.630 Lost Time: 0.180
	LT	2.00	190	2,880	0.066 *	
Northbound	RT	2.00	289	3,200	0.061	ICU: 0.810
	TH	0.01	5	24	0.212	
	LT	1.99	673	2,859	0.235 *	
Eastbound	RT	1.00	833	1,600	0.309 *	LOS: D
	TH	2.00	285	3,200	0.089	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.241 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.311 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.111
	TH	2.00	327	3,200	0.103	V/C: 0.552 Lost Time: 0.180
	LT	2.00	273	2,880	0.095 *	
Northbound	RT	2.00	481	3,200	0.108	ICU: 0.732
	TH	0.00	0	0	0.000	
	LT	2.00	638	2,880	0.222 *	
Eastbound	RT	1.00	661	1,600	0.214	LOS: C
	TH	2.00	692	3,200	0.216 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,539	3,200	0.481 *	N-S(1): 0.522
	TH	2.00	592	3,200	0.185	N-S(2): 0.627 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.098
	TH	2.00	315	3,200	0.098	
	LT	1.00	388	1,600	0.243 *	V/C: 0.870
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,668	3,200	0.522	
	LT	1.00	233	1,600	0.146 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.990
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,386	3,200	0.433 *	N-S(1): 0.520
	TH	2.00	337	3,200	0.105	N-S(2): 0.531 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	269	1,600	0.168 *	V/C: 0.699
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,665	3,200	0.520	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.819
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,186	3,200	0.371	N-S(1): 0.591 *
	TH	2.00	232	3,200	0.073	N-S(2): 0.435
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.028
	TH	2.00	90	3,200	0.028	
	LT	1.00	141	1,600	0.088 *	V/C: 0.679
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,891	3,200	0.591 *	
	LT	1.00	103	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.799
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.491 * V/C: 1.159 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.279 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,415	2,880	0.491 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.479 * N-S(2): 0.000 E-W(1): 0.119 E-W(2): 0.581 * V/C: 1.060 Lost Time: 0.120
	TH	1.00	528	1,600	0.330 *	
	LT	1.00	75	1,600	0.047	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	239	1,600	0.149 *	
	TH	2.00	431	3,200	0.135	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.180 LOS: F
	TH	2.00	234	3,200	0.119	
	LT	2.00	1,672	2,880	0.581 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.255 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.601 * V/C: 0.856 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	111	1,600	0.069	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	144	1,600	0.090 *	
	TH	2.00	250	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.976 LOS: E
	TH	2.00	194	3,200	0.089	
	LT	2.00	1,732	2,880	0.601 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	327	3,200	0.102	E-W(2): 0.531 * V/C: 0.687 Lost Time: 0.100
	TH	2.00	1,698	3,200	0.531 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.787
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.054
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	320	3,200	0.100	E-W(2): 0.434 * V/C: 0.571 Lost Time: 0.100
	TH	2.00	1,388	3,200	0.434 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	169	3,200	0.054	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.671
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.045
	TH	2.00	355	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	206	3,200	0.064	E-W(2): 0.386 * V/C: 0.498 Lost Time: 0.100
	TH	2.00	1,201	3,200	0.375 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	143	3,200	0.045	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.598
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.468 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.754
	TH	2.00	1,498	3,200	0.468 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.421 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	2.00	1,348	3,200	0.421 *	
	LT	1.00	183	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.508 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.630
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.750
	TH	2.00	1,627	3,200	0.508 *	
	LT	1.00	155	1,600	0.097	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.187 E-W(2): 0.695 *	
	TH	0.30	32	481	0.067		
	LT	1.70	181	2,447	0.074 *		
Westbound	RT	1.00	645	1,600	0.337	V/C: 0.779 Lost Time: 0.180	
	TH	1.00	897	1,600	0.561 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.959	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	586	3,200	0.184		
	LT	1.00	215	1,600	0.134 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.003	N-S(1): 0.062 * N-S(2): 0.000 E-W(1): 0.125 E-W(2): 0.420 *	
	TH	0.22	18	356	0.051		
	LT	1.78	144	2,560	0.056 *		
Westbound	RT	1.00	292	1,600	0.132	V/C: 0.482 Lost Time: 0.180	
	TH	1.00	499	1,600	0.312 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.662	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	395	3,200	0.124		
	LT	1.00	172	1,600	0.108 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.017	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.222 E-W(2): 0.504 *	
	TH	0.18	18	292	0.062		
	LT	1.82	179	2,617	0.068 *		
Westbound	RT	1.00	387	1,600	0.180	V/C: 0.588 Lost Time: 0.180	
	TH	1.00	597	1,600	0.373 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.768	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	704	3,200	0.221		
	LT	1.00	210	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.561 * N-S(2): 0.395 E-W(1): 0.076 * E-W(2): 0.076 *	
	TH	3.00	1,894	4,800	0.395		
	LT	1.00	317	1,600	0.198 *		
Westbound	RT	2.00	561	3,200	0.076 *	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	219	2,880	0.076 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,653	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.261 E-W(1): 0.052 * E-W(2): 0.042	
	TH	3.00	1,255	4,800	0.261		
	LT	1.00	187	1,600	0.117 *		
Westbound	RT	2.00	322	3,200	0.042 *	V/C: 0.469 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	149	2,880	0.052 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.589	
	TH	3.00	1,357	4,800	0.300 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.231 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,111	4,800	0.231		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	116	0	0.000	ICU: 0.623	
	TH	3.00	1,133	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.214 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.390 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.235
	TH	2.00	694	3,200	0.222	V/C: 0.604
	LT	2.00	299	2,880	0.104 *	Lost Time: 0.180
Northbound	RT	2.00	262	3,200	0.035	
	TH	0.04	12	67	0.180	
	LT	1.96	564	2,820	0.200 *	
Eastbound	RT	1.00	745	1,600	0.286 *	ICU: 0.784
	TH	2.00	275	3,200	0.086	
	LT	1.00	20	1,600	0.013	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.381 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.112
	TH	2.00	323	3,200	0.101	V/C: 0.636
	LT	2.00	192	2,880	0.067 *	Lost Time: 0.180
Northbound	RT	2.00	293	3,200	0.062	
	TH	0.01	5	24	0.211	
	LT	1.99	671	2,859	0.235 *	
Eastbound	RT	1.00	840	1,600	0.314 *	ICU: 0.816
	TH	2.00	282	3,200	0.088	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.238 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.312 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.113
	TH	2.00	334	3,200	0.105	V/C: 0.550
	LT	2.00	274	2,880	0.095 *	Lost Time: 0.180
Northbound	RT	2.00	497	3,200	0.113	
	TH	0.00	0	0	0.000	
	LT	2.00	630	2,880	0.219 *	
Eastbound	RT	1.00	662	1,600	0.217 *	ICU: 0.730
	TH	2.00	682	3,200	0.213	
	LT	1.00	12	1,600	0.008	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,561	3,200	0.488 *	N-S(1): 0.528
	TH	2.00	593	3,200	0.185	N-S(2): 0.633 *
	LT	0.00	0	0	0.000	E-W(1): 0.242 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2): 0.097
	TH	2.00	309	3,200	0.097	
	LT	1.00	387	1,600	0.242 *	V/C: 0.875
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,687	3,200	0.528	
	LT	1.00	232	1,600	0.145 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.995
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,389	3,200	0.434 *	N-S(1): 0.530
	TH	2.00	342	3,200	0.107	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	93	1,600	0.000	E-W(2): 0.050
	TH	2.00	160	3,200	0.050	
	LT	1.00	268	1,600	0.168 *	V/C: 0.700
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,697	3,200	0.530	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.820
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,200	3,200	0.375	N-S(1): 0.602 *
	TH	2.00	233	3,200	0.073	N-S(2): 0.438
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.024
	TH	2.00	78	3,200	0.024	
	LT	1.00	141	1,600	0.088 *	V/C: 0.690
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,927	3,200	0.602 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.810
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 10
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.495 * V/C: 1.163 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	213	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	353	1,600	0.221 *	
	TH	2.00	498	3,200	0.156	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.283 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,427	2,880	0.495 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.477 * N-S(2): 0.000 E-W(1): 0.117 E-W(2): 0.590 * V/C: 1.067 Lost Time: 0.120
	TH	1.00	530	1,600	0.331 *	
	LT	1.00	76	1,600	0.048	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	233	1,600	0.146 *	
	TH	2.00	437	3,200	0.137	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	143	0	0.000	ICU: 1.187 LOS: F
	TH	2.00	231	3,200	0.117	
	LT	2.00	1,698	2,880	0.590 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.614 * V/C: 0.870 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	112	1,600	0.070	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	146	1,600	0.091 *	
	TH	2.00	248	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.990 LOS: E
	TH	2.00	193	3,200	0.089	
	LT	2.00	1,768	2,880	0.614 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	322	3,200	0.101	E-W(2): 0.537 * V/C: 0.693 Lost Time: 0.100
	TH	2.00	1,719	3,200	0.537 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	291	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.793
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.053
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	319	3,200	0.100	E-W(2): 0.435 * V/C: 0.572 Lost Time: 0.100
	TH	2.00	1,392	3,200	0.435 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	167	3,200	0.053	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.044
	TH	2.00	354	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	194	3,200	0.061	E-W(2): 0.390 * V/C: 0.502 Lost Time: 0.100
	TH	2.00	1,212	3,200	0.379 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	140	3,200	0.044	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.602
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.473 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.180
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.639
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.759
	TH	2.00	1,515	3,200	0.473 *	
	LT	1.00	288	1,600	0.180	LOS: C

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.428 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.691
	TH	2.00	1,368	3,200	0.428 *	
	LT	1.00	181	1,600	0.113	LOS: B

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.519 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.095
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.641
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.761
	TH	2.00	1,662	3,200	0.519 *	
	LT	1.00	152	1,600	0.095	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2026 - Project Alternative
Intersection Analysis
City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
3	East-West Street:	Pacific Coast Highway	Projection Year:	2026	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		0			0			0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
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										
ATSAC-1 or ATSAC+ATCS-2?		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										
Override Capacity		2			2			2											
		1500			1500			1500											
		#####			#####			#####											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	233	1	233	0	233	233	15	248	1	248	0	248	1	248	248	1	248	
	Left-Through 9																		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																		
	Right 12	245	1	14	-1	244	5	-1	244	1	19	-1	243	1	10	243	1	10	
	Left-Through-Ri 13																		
EASTBOUND	Left 15	231	1	231	8	239	239	-6	225	1	225	8	233	1	233	233	1	233	
	Left-Through 16																		
	Through 17	886	2	443	-6	880	440	-113	773	2	387	-6	767	2	384	767	2	384	
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																		
	Through 24	813	2	357	-1	812	357	-149	664	2	332	-1	663	2	332	663	2	332	
	Through-Right 25																		
	Right 26	257	0	257	1	258	258	102	359	0	111	1	360	0	112	360	0	112	
	Left-Through-Ri 27																		
CRITICAL VOLUMES	North-South:	233		233	North-South:	233		North-South:	248		248	North-South:	248		248	North-South:	248		
	East-West:	800		797	East-West:	797		East-West:	719		716	East-West:	716		716	East-West:	716		
	SUM:	1033		1030	SUM:	1030		SUM:	967		964	SUM:	964		964	SUM:	964		
VOLUME/CAPACITY (V/C) RATIO:			0.689			0.687			0.645			0.643			0.643			0.643	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.589			0.587			0.545			0.543			0.543			0.543	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2026		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0		0		
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--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	3	NB--	0	SB--	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		1500			#####		1500		1500		1500		1500		1500		1500		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	192	1	192	0	192	#	15	207	1	207	0	207	1	207	207	1	207
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	301	1	56	-1	300	#	54	355	1	119	-1	354	1	119	354	1	119
	Left-Through-Ri	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	245	1	245	-1	244	#	-9	236	1	236	-1	235	1	235	235	1	235
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	1191	2	596	-1	1190	#	-36	1155	2	578	-1	1154	2	577	1154	2	577
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	997	2	407	9	1006	#	41	1038	2	432	9	1047	2	435	1047	2	435
	Through-Right	25	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	26	225	0	225	0	225	#	34	259	0	259	0	259	0	259	259	0	259
	Left-Through-Ri	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	192			192			207				207				207			
	East-West:	1003			1005			1010				1012				1012			
	SUM:	1195			1197			1217				1219				1219			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.798			0.811				0.813				0.813			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.698			0.711				0.713				0.713			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

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: Alameda St		Year of Count: 2013		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015											
	East-West Street: O St		Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS											
No. of Phases		3		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		Right Turns: FREE-1, NRTOR-2 or OLA-3?		3										
ATSAC-1 or ATSAC+ATCS-2?		2		Override Capacity		0														
		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0									
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0									
			3		1		1		1		1									
			3		3		3		3		3									
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	315	2	141	3	318	142	1069	1384	2	502	3	1387	2	503	0	1387	2	503	
	Through-Right 4																			
	Right 5	108	0	108	0	108	108	14	122	0	122	0	122	0	122	0	122	0	122	
	Left-Through-R 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	314	1	314	1	315	315	7	321	1	321	1	322	1	322	0	322	1	322	
	Left-Through 9																			
	Through 10	699	3	233	-3	696	232	1147	1846	3	615	-3	1843	3	614	0	1843	3	614	
	Through-Right 11																			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13																			
Left-Right 14																				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16																			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-R 20																				
Left-Right 21																				
WESTBOUND	Left 22	102	1	102	0	102	102	25	127	1	127	0	127	1	127	0	127	1	127	
	Left-Through 23																			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25																			
	Right 26	299	1	0	-1	298	0	134	433	1	112	-1	432	1	110	0	432	1	110	
	Left-Through-R 27																			
Left-Right 28																				
CRITICAL VOLUMES		<i>North-South:</i> 455			<i>North-South:</i> 457			<i>North-South:</i> 1117				<i>North-South:</i> 1117				<i>North-South:</i> 1117				
		<i>East-West:</i> 102			<i>East-West:</i> 102			<i>East-West:</i> 127				<i>East-West:</i> 127				<i>East-West:</i> 127				
		<i>SUM:</i> 557			<i>SUM:</i> 559			<i>SUM:</i> 1244				<i>SUM:</i> 1244				<i>SUM:</i> 1244				
VOLUME/CAPACITY (V/C) RATIO:		0.391			0.392			0.873				0.873				0.873				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291			0.292			0.773				0.773				0.773				
LEVEL OF SERVICE (LOS):		A			A			C				C				C				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Alameda St		Year of Count:		2013		Ambient Growth: (%)		0		Conducted by:		0		Date:		10/1/2015	
	4	East-West Street:		O St		Projection Year:		2026		Peak Hour:		MD		Reviewed by:		0		Project:		Everport Draft EIR/EIS
No. of Phases			3			3			3			3			3			3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1			1			1			1		
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0			0			0			0			0			0		
ATSA-1 or ATSA+ATCS-2?			3			3			3			3			3			3		
Override Capacity			2			2			2			2			2			2		
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	441	0	1	442	194	640	1081	0	2	406	1	1082	2	406	1082	2	406	406
	Through	3	139	2	4	193	139	0	136	1	1	136	0	136	0	136	0	136	0	136
	Through-Right	4	0	1	0	139	139	-3	136	0	0	136	0	136	0	136	0	136	0	136
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	199	1	-1	198	198	6	205	1	1	205	-1	204	1	204	204	1	204	204
	Left-Through	9	476	0	4	480	160	670	1146	0	3	382	4	1150	3	383	1150	3	383	383
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	105	1	0	105	105	-3	102	1	1	102	0	102	1	102	102	1	102	102
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	256	1	8	264	66	94	350	1	1	145	8	358	1	154	358	1	154	154
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 392			North-South: 392			North-South: 788				North-South: 789				North-South: 789			
			East-West: 105			East-West: 105			East-West: 145				East-West: 154				East-West: 154			
			SUM: 497			SUM: 497			SUM: 933				SUM: 943				SUM: 943			
VOLUME/CAPACITY (V/C) RATIO:			0.349			0.349			0.655				0.662				0.662			
V/C LESS ATSA/ATCS ADJUSTMENT:			0.249			0.249			0.555				0.562				0.562			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Alameda St		Year of Count:		2013		Ambient Growth: (%):		0		Conducted by:		0		Date:		10/1/2015		
	4	East-West Street:		O St		Projection Year:		2026		Peak Hour:		PM		Reviewed by:		0		Project:		Everport Draft EIR/EIS	
No. of Phases		3		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		3		NB-- 0 SB-- 0		1		1		3		NB-- 0 SB-- 0		1	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		3		EB-- 0 WB-- 0		3		0		0		0		0		0		0		0	
ATSAC-1 or ATSAC+ATCS-2?		2		EB-- 0 WB-- 0		2		0		0		0		0		0		0		0	
Override Capacity		0		EB-- 0 WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	-1	703	#	211	915	2	356	-1	914	2	356	914	2	356			
	Through	3	2	285																	
	Through-Right	4	1	150																	
	Right	5	0	0	0	150	#	4	154	0	154	0	154	0	154	154	0	154			
	Left-Through-R	6	0	0																	
	Left-Right	7	0	0																	
SOUTHBOUND	Left	8	279	279	-1	278	#	59	338	1	338	-1	337	1	337	337	1	337			
	Left-Through	9	0	0																	
	Through	10	967	322	7	974	#	-54	913	3	304	7	920	3	307	920	3	307			
	Through-Right	11	0	0																	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R	13	0	0																	
	Left-Right	14	0	0																	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	16	0	0																	
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	18	0	0																	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R	20	0	0																	
	Left-Right	21	0	0																	
WESTBOUND	Left	22	99	99	0	99	#	10	109	1	109	0	109	1	109	109	1	109			
	Left-Through	23	0	0																	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	25	0	0																	
	Right	26	359	80	-1	358	#	14	373	1	35	-1	372	1	35	372	1	35			
	Left-Through-R	27	0	0																	
	Left-Right	28	0	0																	
CRITICAL VOLUMES		North-South: 607		North-South: 609		North-South: 694		North-South: 693		North-South: 693		North-South: 693		North-South: 693		North-South: 693		North-South: 693		North-South: 693	
		East-West: 99		East-West: 99		East-West: 109		East-West: 109		East-West: 109		East-West: 109		East-West: 109		East-West: 109		East-West: 109		East-West: 109	
		SUM: 706		SUM: 708		SUM: 803		SUM: 802		SUM: 802		SUM: 802		SUM: 802		SUM: 802		SUM: 802		SUM: 802	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.564		0.563		0.563		0.563		0.563		0.563		0.563		0.563	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.464		0.463		0.463		0.463		0.463		0.463		0.463		0.463	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count: 2013		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015										
	East-West Street:	Denni St	Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
5	No. of Phases		3		3		3		3										
	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		0		0		0		0											
EB-- 0 WB-- 0		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	280	2	140	1	281	141	569	849	2	425	1	850	2	425	0	850	2	425
	Through-Right 4		0						0				0				0		
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1						1				1				1		
	Through 10	304	0	158	-7	297	161	635	939	0	494	-7	932	0	490	0	932	0	490
	Through-Right 11		1						1				1				1		
	Right 12	0	0	158	0	0	161	0	0	0	494	0	0	0	490	0	0	0	490
	Left-Through-F 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	32	1	32	1	33	33	653	685	1	685	1	686	1	686	0	686	1	686
	Left-Through 16		0						0				0				0		
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1						1				1				1		
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0						0				0				0		
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0						0				0				0		
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1						1				1				1		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 158		North-South: 161		North-South: 494		North-South: 490		North-South: 490		North-South: 490		North-South: 490		North-South: 490			
		East-West: 38		East-West: 39		East-West: 691		East-West: 692		East-West: 692		East-West: 692		East-West: 692		East-West: 692			
		SUM: 196		SUM: 200		SUM: 1185		SUM: 1182		SUM: 1182		SUM: 1182		SUM: 1182		SUM: 1182			
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.832		0.829		0.829		0.829		0.829		0.829			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.732		0.729		0.729		0.729		0.729		0.729			
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C		C		C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	7	600	300	258	851	2	426	7	858	2	429	858	2	429		
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Through 10	317	0	173	-1	316	172	353	670	0	349	-1	669	0	349	669	0	349		
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 12	0	0	173	0	0	172	0	0	0	349	0	0	0	349	0	0	0	349	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	92	1	92	-5	87	87	284	376	1	376	-5	371	1	371	371	1	371		
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	8	0	5	0	8	5	0	8		
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Right 19	3	0	0	0	3	0	0	3	0	0	0	3	0	0	3	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8		
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29		
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 304		North-South: 307		North-South: 433		North-South: 436		North-South: 436		North-South: 436		North-South: 436		North-South: 436				
		East-West: 121		East-West: 116		East-West: 405		East-West: 405		East-West: 400		East-West: 400		East-West: 400		East-West: 400				
		SUM: 425		SUM: 423		SUM: 838		SUM: 836		SUM: 836		SUM: 836		SUM: 836		SUM: 836				
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.588		0.587		0.587		0.587		0.587		0.587				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.488		0.487		0.487		0.487		0.487		0.487				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
5	East-West Street:	Denni St	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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?		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through 3	573	2	287	4	577	289	188	761	2	381	4	765	2	383	4	765	2	383	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	0	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Through 10	347	0	185	5	352	198	107	454	0	251	5	459	0	254	5	459	0	254	
	Through-Right 11	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	
	Right 12	3	0	185	0	3	198	1	4	0	251	0	4	0	254	0	4	0	254	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-3	80	80	328	411	1	411	-3	408	1	408	0	408	1	408	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	0	5	0	16	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	0	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	0	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 297 East-West: 150 SUM: 447	North-South: 299 East-West: 147 SUM: 446	North-South: 392 East-West: 479 SUM: 871	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870	North-South: 394 East-West: 476 SUM: 870											
VOLUME/CAPACITY (V/C) RATIO:		0.314	0.313	0.611	0.611	0.611	0.611	0.611	0.611											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214	0.213	0.511	0.511	0.511	0.511	0.511	0.511											
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A											

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015								
	East-West Street:	Anaheim Street	Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS								
	No. of Phases	4																
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1																
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	36	0	55	37	479	534	1	455	0	534	1	456	0	534	2	294
	Left-Through	2	1						1				1				0	
	Through	3	36	2	56	37	778	832	1	455	2	834	1	456	0	834	1	454
	Through-Right	4	0						0				0				1	
	Right	5	35	-2	64	33	10	76	1	0	-2	74	1	0	0	74	0	74
	Left-Through-R	6	0						0				0				0	
	Left-Right	7	0						0				0				0	
SOUTHBOUND	Left	8	109	-2	107	107	109	218	1	218	-2	216	1	216	0	216	1	216
	Left-Through	9	0						0				0				0	
	Through	10	94	-2	186	93	760	948	2	474	-2	946	2	473	0	946	2	473
	Through-Right	11	0						0				0				0	
	Right	12	4	0	34	4	1	35	1	0	0	35	1	0	0	35	1	0
	Left-Through-R	13	0						0				0				0	
Left-Right	14	0						0				0				0		
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through	16	0						0				0				0	
	Through	17	354	0	707	354	132	839	2	420	0	839	2	420	0	839	2	420
	Through-Right	18	0						0				0				0	
	Right	19	0	3	548	0	220	765	1	0	3	768	1	0	0	768	1	0
	Left-Through-R	20	0						0				0				0	
Left-Right	21	0						0				0				0		
WESTBOUND	Left	22	63	-1	62	62	161	224	1	224	-1	223	1	223	0	223	1	223
	Left-Through	23	0						0				0				0	
	Through	24	409	3	821	411	301	1119	2	560	3	1122	2	561	0	1122	2	561
	Through-Right	25	0						0				0				0	
	Right	26	42	2	98	45	104	200	1	91	2	202	1	94	0	202	1	94
	Left-Through-R	27	0						0				0				0	
Left-Right	28	0						0				0				0		
CRITICAL VOLUMES		North-South: 145 East-West: 470 SUM: 615	North-South: 144 East-West: 472 SUM: 616	North-South: 929 East-West: 644 SUM: 1573	North-South: 929 East-West: 643 SUM: 1572	North-South: 927 East-West: 643 SUM: 1570												
VOLUME/CAPACITY (V/C) RATIO:		0.447	0.448	1.144	1.143	1.142												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347	0.348	1.044	1.043	1.042												
LEVEL OF SERVICE (LOS):		A	A	F	F	F												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**
Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:		10/1/2015					
	East-West Street:	Anaheim Street	Projection Year:		2026	Peak Hour:		MD	Reviewed by:		0	Project:		Everport Draft EIR/EIS					
	No. of Phases		4		4		4		4		4		4						
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1						
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0						
	ATSA-1 or ATSA+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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	141	1	142	88	217	358	1	353	1	359	1	356		359	1	356	
	Left-Through	2		1					1				1				1		
	Through	3	112	1	121	88	588	700	1	353	9	709	1	356		709	1	356	
	Through-Right	4		0					0				0				0		
	Right	5	71	1	70	52	52	123	1	50	-1	122	1	48		122	1	48	
	Left-Through-R	6		0					0				0				0		
	Left-Right	7		0					0				0				0		
SOUTHBOUND	Left	8	163	0	163	163	41	204	1	204	0	204	1	204		204	1	204	
	Left-Through	9		0					0				0				0		
	Through	10	234	2	234	117	401	635	2	318	0	635	2	318		635	2	318	
	Through-Right	11		0					0				0				0		
	Right	12	56	1	56	0	2	58	1	0	0	58	1	0		58	1	0	
	Left-Through-R	13		0					0				0				0		
EASTBOUND	Left	15	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through	16		0					0				0				0		
	Through	17	750	2	754	377	43	793	2	397	4	797	2	399		797	2	399	
	Through-Right	18		0					0				0				0		
	Right	19	172	1	177	0	244	416	1	0	5	421	1	0		421	1	0	
WESTBOUND	Left-Through-R	20		0					0				0				0		
	Left-Right	21		0					0				0				0		
	Left	22	36	1	37	37	111	147	1	147	1	148	1	148		148	1	148	
	Left-Through	23		0					0				0				0		
CRITICAL VOLUMES	Through	24	634	2	632	316	-4	630	2	315	-2	628	2	314		628	2	314	
	Through-Right	25		0					0				0				0		
	Right	26	204	1	204	123	35	239	1	137	0	239	1	137		239	1	137	
	Left-Through-R	27		0					0				0				0		
	Left-Right	28		0					0				0				0		
North-South:			247	North-South:			251	North-South:			671	North-South:			674	North-South:			674
East-West:			443	East-West:			442	East-West:			544	East-West:			547	East-West:			547
SUM:			690	SUM:			693	SUM:			1215	SUM:			1221	SUM:			1221
VOLUME/CAPACITY (V/C) RATIO:			0.502			0.504			0.884			0.888			0.888				
V/C LESS ATSA/ATCS ADJUSTMENT:			0.402			0.404			0.784			0.788			0.788				
LEVEL OF SERVICE (LOS):			A			A			C			C			C				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
7	East-West Street:	Anaheim Street	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases		4	4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	184	1	111	3	187	114	560	744	1	437	3	747	1	440	747	1	440	
	Left-Through	2		1							1				1				1	
	Through	3	149	1	111	6	155	114	417	566	1	437	6	572	1	440	572	1	440	
	Through-Right	4		0							0				0				0	
	Right	5	54	1	32	1	55	33	69	123	1	77	1	124	1	78	124	1	78	
	Left-Through-R	6		0							0				0				0	
	Left-Right	7		0							0				0				0	
SOUTHBOUND	Left	8	134	1	134	0	134	134	51	185	1	185	0	185	1	185	185	1	185	
	Left-Through	9		0						0				0				0		
	Through	10	288	2	144	6	294	147	163	451	2	226	6	457	2	229	457	2	229	
	Through-Right	11		0						0				0				0		
	Right	12	46	1	0	0	46	0	4	50	1	0	0	50	1	0	50	1	0	
	Left-Through-R	13		0						0				0				0		
	Left-Right	14		0						0				0				0		
EASTBOUND	Left	15	134	1	134	0	134	134	22	156	1	156	0	156	1	156	156	1	156	
	Left-Through	16		0						0				0				0		
	Through	17	952	2	476	5	957	479	6	958	2	479	5	963	2	482	963	2	482	
	Through-Right	18		0						0				0				0		
	Right	19	249	1	0	7	256	0	290	539	1	0	7	546	1	0	546	1	0	
	Left-Through-R	20		0						0				0				0		
	Left-Right	21		0						0				0				0		
WESTBOUND	Left	22	44	1	44	0	44	44	49	93	1	93	0	93	1	93	93	1	93	
	Left-Through	23		0						0				0				0		
	Through	24	854	2	427	-3	851	426	305	1159	2	580	-3	1156	2	578	1156	2	578	
	Through-Right	25		0						0				0				0		
	Right	26	243	1	176	0	243	176	70	313	1	221	0	313	1	221	313	1	221	
	Left-Through-R	27		0						0				0				0		
	Left-Right	28		0						0				0				0		
CRITICAL VOLUMES		North-South: 255 East-West: 561 SUM: 816	North-South: 261 East-West: 560 SUM: 821	North-South: 663 East-West: 736 SUM: 1399	North-South: 669 East-West: 734 SUM: 1403	North-South: 669 East-West: 734 SUM: 1403														
VOLUME/CAPACITY (V/C) RATIO:		0.593	0.597	1.017	1.020	1.020														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493	0.497	0.917	0.920	0.920														
LEVEL OF SERVICE (LOS):		A	A	E	E	E														

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.004**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	2013	Ambient Growth: (%):		Conducted by:		Date:	10/1/2015										
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	2026	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1										
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	46	23	1	47	24	879	925	2	463	1	926	2	463	0	926	2	463	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	28	60	1	0	0	60	1	0	0	60	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	2	38	38	393	462	2	254	0	462	2	254	0	462	2	254		
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	10	649	336	1	650	336	1353	2002	1	1045	1	2003	1	1046	0	2003	1	1046	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	35	1	35	35	40	75	1	75	0	75	1	75	0	75	1	75		
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	20	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	0	19	19	68	87	0	87	0	87	0	87	0	87	0	87		
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1		
	Through	24	17	36	0	17	36	0	17	0	104	0	17	0	104	0	17	0	104	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-1	12	0	373	386	1	0	-1	385	1	0	0	385	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1045 East-West: 179 SUM: 1224	North-South: 1046 East-West: 179 SUM: 1225	North-South: 1046 East-West: 179 SUM: 1225														
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.890	0.891	0.891														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.790	0.791	0.791														
LEVEL OF SERVICE (LOS):		A	A	C	C	C														

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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: Henry Ford Avenue/SR-103 Ramps		Year of Count: 2013		Ambient Growth (%): 0		Conducted by:		0		Date: 10/1/2015								
	East-West Street: Henry Ford Avenue/Pier A Way		Projection Year: 2026		Peak Hour: MD		Reviewed by:		0		Project: Everport Draft EIR/EIS								
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			4 2 2 2 2 0	4 2 2 1 2 0	4 2 2 2 2 0	4 2 2 1 2 0	4 2 2 2 2 0	4 2 2 1 2 0	4 2 2 2 2 0	4 2 2 1 2 0	4 2 2 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	19	0	19	19	-1	18	1	18	0	18	1	18		18	1	18	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	3	221	111	9	230	115	487	708	2	354	9	717	2	359		717	2	359
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	5	20	0	0	20	0	20	40	1	0	0	40	1	0		40	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
SOUTHBOUND	Left	8	27	15	0	27	15	276	303	2	167	0	303	2	167		303	2	167
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	10	362	197	5	367	200	720	1082	1	579	5	1087	1	582		1087	1	582
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	
	Right	12	32	32	0	32	32	44	76	0	76	0	76	0	76		76	0	76
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
EASTBOUND	Left	15	51	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through	17	5	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	
	Right	19	15	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
WESTBOUND	Left	22	7	7	0	7	7	50	57	0	57	0	57	0	57		57	0	57
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	
	Through	24	4	11	0	4	11	-1	3	0	60	0	3	0	60		3	0	60
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Right	26	33	0	1	34	0	254	287	1	0	1	288	1	0		288	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 219 East-West: 62 SUM: 281	North-South: 597 East-West: 155 SUM: 752	North-South: 600 East-West: 155 SUM: 755	North-South: 600 East-West: 155 SUM: 755													
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.547		0.549		0.549									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.447		0.449		0.449									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:		2026	Peak Hour:		PM	Reviewed by:		0	Project:	Everport Draft EIR/EIS					
	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, NRTOR-2 or OLA-3?				2			2			2			2				
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	17	0	17	17	-2	15	1	15	0	15	1	15		15	1	15
	Left-Through	2	0						0				0				0	
	Through	3	303	10	313	157	653	956	2	478	10	966	2	483		966	2	483
	Through-Right	4	0						0				0				0	
	Right	5	50	-1	49	0	13	63	1	0	-1	62	1	0		62	1	0
	Left-Through-R	6	0						0				0				0	
	Left-Right	7	0						0				0				0	
SOUTHBOUND	Left	8	137	1	138	76	61	198	2	109	1	199	2	109		199	2	109
	Left-Through	9	0						0				0				0	
	Through	10	439	13	452	243	718	1157	1	630	13	1170	1	636		1170	1	636
	Through-Right	11	1						1				1				1	
	Right	12	34	0	34	34	68	102	0	102	0	102	0	102		102	0	102
	Left-Through-R	13	0						0				0				0	
Left-Right	14	0						0				0				0		
EASTBOUND	Left	15	41	0	41	41	64	105	1	105	0	105	1	105		105	1	105
	Left-Through	16	0						0				0				0	
	Through	17	4		4	19	0	4	0	20	0	4	0	20		4	0	20
	Through-Right	18	1						1				1				1	
	Right	19	15	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20	0						0				0				0	
Left-Right	21	0						0				0				0		
WESTBOUND	Left	22	17	-1	16	16	72	89	0	89	-1	88	0	88		88	0	88
	Left-Through	23	1						1				1				1	
	Through	24	4		4	20	-1	3	0	92	0	3	0	91		3	0	91
	Through-Right	25	0						0				0				0	
	Right	26	51	1	52	0	276	327	1	0	1	328	1	0		328	1	0
	Left-Through-R	27	0						0				0				0	
Left-Right	28	0						0				0				0		
CRITICAL VOLUMES			North-South: 254	North-South: 260	North-South: 645	North-South: 651	East-West: 62	East-West: 61	East-West: 197	East-West: 196	East-West: 196	East-West: 196	East-West: 196	East-West: 196	East-West: 196	East-West: 196	East-West: 196	East-West: 196
			SUM: 316	SUM: 321	SUM: 842	SUM: 847												
VOLUME/CAPACITY (V/C) RATIO:			0.230	0.233	0.612	0.616												
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.130	0.133	0.512	0.516												
LEVEL OF SERVICE (LOS):			A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.004**
Significant impacted? **NO**

Δv/c after mitigation: **0.004**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date: 10/1/2015						
	East-West Street:	Seaside Avenue	Projection Year: 2026		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS						
13	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?		1		1		1		1						
	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
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0
	Left-Through 2		0							0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0				0	
	Right 5	88	1	0	47	135	0	1693	1781	1	0	47	1828	1	0
	Left-Through-F 6		0							0				0	
	Left-Right 7		0							0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 13		0							0				0	
	Left-Right 14		0							0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0	
	Through 17	1972	3	657	-25	1947	649	882	2854	3	951	-25	2829	3	943
	Through-Right 18		0							0				0	
	Right 19	274	1	0	44	318	0	1034	1308	1	0	44	1352	1	0
	Left-Through-F 20		0							0				0	
	Left-Right 21		0							0				0	
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0
	Left-Through 23		0							0				0	
	Through 24	2176	3	725	15	2191	730	2104	4280	3	1427	15	4295	3	1432
	Through-Right 25		0							0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F 27		0							0				0	
	Left-Right 28		0							0				0	
CRITICAL VOLUMES		North-South: 17		North-South: 17		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0	
		East-West: 725		East-West: 730		East-West: 1427		East-West: 1427		East-West: 1432		East-West: 1432		East-West: 1432	
		SUM: 742		SUM: 747		SUM: 1427		SUM: 1427		SUM: 1432		SUM: 1432		SUM: 1432	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.498		0.951		0.955		0.955		0.955		0.955	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.398		0.851		0.855		0.855		0.855		0.855	
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.004**
Significant impacted? **NO**

Δv/c after mitigation: **0.004**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2026		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0	NB--	1	SB--	0		
ATSAC-1 or ATSAC+ATCS-2?		EB--	1	WB--	1	EB--	1	WB--	1	EB--	1	WB--	1	EB--	1	WB--	1		
Override Capacity				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	257	2	141	0	257	141	-257	0	2	0	0	0	0	0	2	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	880	1	0	40	920	0	738	1618	1	0	40	1658	1	0	1658	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	1503	3	501	-26	1477	492	263	1766	3	589	-26	1740	3	580	1740	3	580
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	113	1	0	67	180	0	651	764	1	0	67	831	1	0	831	1	0
WESTBOUND	Left	22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	2	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1447	3	482	28	1475	492	1228	2675	3	892	28	2703	3	901	2703	3	901
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:		141	North-South:		141	North-South:		0	North-South:		0	North-South:		0	North-South:		0	
	East-West:		520	East-West:		511	East-West:		892	East-West:		901	East-West:		901	East-West:		901	
SUM:		661	SUM:		652	SUM:		892	SUM:		901	SUM:		901	SUM:		901		
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.435		0.595		0.601		0.601		0.601		0.601		0.601			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.335		0.495		0.501		0.501		0.501		0.501		0.501			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.006**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%)	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2026	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1	NB-- 1 SB-- 0 EB-- 1 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	32	973	0	928	1869	1	0	32	1901	1	0	1901	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	-12	2129	710	585	2726	3	909	-12	2714	3	905	2714	3	905	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	1	210	0	107	316	1	0	1	317	1	0	317	1	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	18	1983	661	1590	3555	3	1185	18	3573	3	1191	3573	3	1191	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 0 East-West: 1185 SUM: 1185	North-South: 0 East-West: 1191 SUM: 1191	North-South: 0 East-West: 1191 SUM: 1191	North-South: 0 East-West: 1191 SUM: 1191												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.615 0.515 A	0.790 0.690 B	0.794 0.694 B	0.794 0.694 B													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.003**
:ant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.004**
Significant impacted? **NO**

Δv/c after mitigation: **0.004**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?																				
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-- 3	SB-- 0							
ATSAC-1 or ATSAC-ATCS-2? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	44	1	44	27	71	71	596	640	1	640	27	667	1	667	0	667	1	667	
	Through-Right 4																			
	Right 5	32	1	0	-9	23	0	662	694	1	355	-9	685	1	354	0	685	1	0	518
	Left-Through-R 6																			
Left-Right 7																				
SOUTHBOUND	Left 8	5	1	5	3	8	8	64	69	1	69	3	72	1	72	0	72	1	72	
	Left-Through 9																			
	Through 10	280	2	140	21	301	151	975	1255	2	628	21	1276	2	638	0	1276	2	638	
	Through-Right 11																			
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																			
Left-Right 14																				
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16																			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																			
Left-Right 21																				
WESTBOUND	Left 22	328	1	328	-8	320	320	11	339	1	339	-8	331	1	331	0	331	1	167	
	Left-Through 23																			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	
	Through-Right 25																			
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0	0
	Left-Through-R 27																			
Left-Right 28																				
CRITICAL VOLUMES		North-South: 184		North-South: 222		North-South: 1268		North-South: 1305		North-South: 1305		North-South: 1305		North-South: 1305		North-South: 1305		North-South: 1305		
		East-West: 328		East-West: 320		East-West: 339		East-West: 331		East-West: 331		East-West: 331		East-West: 331		East-West: 331		East-West: 167		
		SUM: 512		SUM: 542		SUM: 1607		SUM: 1636		SUM: 1636		SUM: 1636		SUM: 1636		SUM: 1636		SUM: 1472		
VOLUME/CAPACITY (V/C) RATIO:		0.359		0.380		1.128		1.148		1.148		1.148		1.148		1.148		1.033		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259		0.280		1.028		1.048		1.048		1.048		1.048		1.048		0.933		
LEVEL OF SERVICE (LOS):		A		A		F		F		F		F		F		F		E		

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.021**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.020** Δv/c after mitigation: **-0.095**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSA-1 or ATSA+ATCS-2? Override Capacity		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	29	266	266	304	541	1	541	29	570	1	570	29	570	1	
	Through-Right 4		0						0				0				0		
	Right 5	354	1	214	3	357	246	53	407	1	243	3	410	1	275	3	410	1	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	3	1	3	-16	-13	-13	26	29	1	29	-16	13	1	13	13	1	13	
	Left-Through 9		0							0				0			0		
	Through 10	223	2	112	48	271	136	555	778	2	389	48	826	2	413	48	826	2	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	140	1	140	-29	111	111	24	164	1	164	-29	135	1	135	135	1	74	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	
	Through-Right 25		0							0				0			0		
	Right 26	10	1	9	0	10	17	2	12	1	0	0	12	1	6	12	0	0	
	Left-Through-R 27		0							0				0			1		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 402 East-West: 111 SUM: 513			North-South: 930 East-West: 164 SUM: 1094				North-South: 983 East-West: 135 SUM: 1118				North-South: 983 East-West: 74 SUM: 1057			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.360			0.768				0.785				0.742			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.243			0.260			0.668				0.685				0.642			
LEVEL OF SERVICE (LOS):		A			A			B				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.017**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.026**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSC-1 or ATSC+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 0 0		3 1 3 0 0 0 0 0 2 2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	376	1	376	25	401	#	322	698	1	698	25	723	1	723		723	723	
	Through-Right 4		0																
	Right 5	289	1	146	23	312	#	154	443	1	138	23	466	1	146		466	306	
	Left-Through-R 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	7	
	Left-Through 9		0																
	Through 10	150	2	75	35	185	#	316	466	2	233	35	501	2	251		501	251	
	Through-Right 11		0																
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	
	Left-Through-R 13		0																
	Left-Right 14		0																
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0																
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0																
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0																
	Left-Right 21		0																
WESTBOUND	Left 22	143	1	143	15	158	#	162	305	1	305	15	320	1	320		320	160	
	Left-Through 23		0																
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	
	Through-Right 25		0																
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	Left-Through-R 27		0																
	Left-Right 28		0																
CRITICAL VOLUMES		<i>North-South:</i> 451			<i>North-South:</i> 494			<i>North-South:</i> 931				<i>North-South:</i> 974				<i>North-South:</i> 974			
		<i>East-West:</i> 143			<i>East-West:</i> 158			<i>East-West:</i> 305				<i>East-West:</i> 320				<i>East-West:</i> 160			
		SUM: 594			SUM: 652			SUM: 1236				SUM: 1294				SUM: 1134			
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.458			0.867				0.908				0.796			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.317			0.358			0.767				0.808				0.696			
LEVEL OF SERVICE (LOS):		A			A			C				D				B			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.041**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.041** Δv/c after mitigation: **-0.071**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	2013		Ambient Growth: (%):			Conducted by:			Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	2026		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
No. of Phases						2								2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0								0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0					
Override Capacity						2								2					
						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	110	37	147	147	459	569	1	569	37	606	1	606	0	606	1	606
	Left-Through	2	0							0				0				0	
	Through	3	2	2	3	6	3	13	16	2	8	3	19	2	10	0	19	2	10
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R	6	0							0				0				0	
Left-Right	7	0							0				0				0		
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	9	0							0				0				0	
	Through	10	1	12	-17	-5	-5	5	17	1	17	-17	0	1	0	0	0	1	0
	Through-Right	11	0							0				0				0	
	Right	12	1	491	7	541	498	-197	337	1	294	7	344	1	301	0	344	1	301
	Left-Through-R	13	0							0				0				0	
Left-Right	14	0							0				0				0		
EASTBOUND	Left	15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through	16	1							1				1				1	
	Through	17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right	18	0							0				0				0	
	Right	19	1	0	39	50	0	453	464	1	0	39	503	1	0	0	503	1	0
	Left-Through-R	20	0							0				0				0	
Left-Right	21	0							0				0				0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0							0				0				0	
Left-Right	28	0							0				0				0		
CRITICAL VOLUMES		North-South: 601		North-South: 645		North-South: 863		North-South: 907		North-South: 907		North-South: 907		North-South: 907		North-South: 907		North-South: 907	
		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43	
		SUM: 644		SUM: 688		SUM: 906		SUM: 950		SUM: 950		SUM: 950		SUM: 950		SUM: 950		SUM: 950	
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.459		0.604		0.633		0.633		0.633		0.633		0.633		0.633	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.359		0.504		0.533		0.533		0.533		0.533		0.533		0.533	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.030**
Significant impacted? **NO**

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:	Ferry Street	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	2026	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0									
Override Capacity																			
		2	2	2	2	2	2	2	2	2									
		0	0	0	0	0	0	0	0	0									
		3	3	3	3	3	3	3	3	3									
		0	0	0	0	0	0	0	0	0									
		2	2	2	2	2	2	2	2	2									
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	←	Left	1	112	33	145	145	322	434	1	434	33	467	1	467		467	1	467
	←	Left-Through	2	0						0				0				0	
	←	Through	3	6	5	17	9	8	20	2	10	5	25	2	13		25	2	13
	←	Through-Right	4	0						0				0				0	
	←	Right	5	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	←	Left-Through-R	6	0						0				0				0	
	←	Left-Right	7	0						0				0				0	
SOUTHBOUND	→	Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	→	Left-Through	9	0						0				0				0	
	→	Through	10	6	-6	0	0	11	17	1	17	-22	-5	1	-5		-5	1	-5
	→	Through-Right	11	0						0				0				0	
	→	Right	12	45	29	288	64	-171	88	1	88	29	117	1	106		117	1	106
	→	Left-Through-R	13	0						0				0				0	
	→	Left-Right	14	0						0				0				0	
EASTBOUND	↑	Left	15	214	21	448	224	-427	0	1	0	21	21	1	11		21	1	11
	↑	Left-Through	16	0						1				1				1	
	↑	Through	17	214	0	0	224	0	0	0	0	0	0	0	11		0	0	11
	↑	Through-Right	18	0						0				0				0	
	↑	Right	19	0	42	122	0	345	425	1	0	42	467	1	0		467	1	0
	↑	Left-Through-R	20	0						0				0				0	
	↑	Left-Right	21	0						0				0				0	
WESTBOUND	↓	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	↓	Left-Through	23	0						0				0				0	
	↓	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	↓	Through-Right	25	0						0				0				0	
	↓	Right	26	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	↓	Left-Through-R	27	0						0				0				0	
	↓	Left-Right	28	0						0				0				0	
CRITICAL VOLUMES		North-South: 157	North-South: 209	North-South: 522	North-South: 573	North-South: 573	East-West: 214	East-West: 224	East-West: 0	East-West: 11	East-West: 11	SUM: 371	SUM: 433	SUM: 522	SUM: 584	SUM: 584	SUM: 584	SUM: 584	
VOLUME/CAPACITY (V/C) RATIO:			0.247	0.289	0.348	0.389		0.147	0.189	0.248	0.289								
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):			A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.042**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.041** Δv/c after mitigation: **0.041**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	2013	Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015							
	East-West Street:	Terminal Way		Projection Year:	2026	Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND		Left 1	1	85	13	98	98	126	211	1	211	13	224	1	224		224	1	224	
		Left-Through 2	0							0				0				0		
		Through 3	2	28	-10	45	23	9	64	2	32	-10	54	2	27		54	2	27	
		Through-Right 4	0							0				0				0		
		Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
		Left-Through-R 6	0							0				0				0		
		Left-Right 7	0							0				0				0		
SOUTHBOUND		Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
		Left-Through 9	0							0				0				0		
		Through 10	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41	
		Through-Right 11	0							0				0				0		
		Right 12	1	27	5	222	15	31	248	1	248	5	253	1	236		253	1	236	
		Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0				
EASTBOUND		Left 15	1	190	33	413	207	-380	0	1	0	33	33	1	17		33	1	17	
		Left-Through 16	1							1				1				1		
		Through 17	0	190	0	0	207	0	0	0	0	0	0	0	17		0	0	17	
		Through-Right 18	0							0				0				0		
		Right 19	1	0	46	138	0	403	495	1	0	46	541	1	0		541	1	0	
		Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0				
WESTBOUND		Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through 23	0							0				0				0		
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Through-Right 25	0							0				0				0		
		Right 26	0	0	0	0	2	0	0	2	0	0	2	0	0		2	0	0	
		Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0				
CRITICAL VOLUMES		North-South: 122	East-West: 190	SUM: 312	North-South: 135	East-West: 207	SUM: 342	North-South: 459	East-West: 0	SUM: 459	North-South: 460	East-West: 17	SUM: 477	North-South: 460	East-West: 17	SUM: 477				
VOLUME/CAPACITY (V/C) RATIO:				0.208			0.228					0.306			0.318			0.318		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.108			0.128					0.206			0.218			0.218		
LEVEL OF SERVICE (LOS):				A			A					A			A			A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.020**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2								2								
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? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	1	127	127	127	458	458	1	458	127	585	1	585	0	585	1	585	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	10	10	2	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	1	0	-219	-219	219	219	1	110	-219	0	1	0	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	134	1	67	-443	-309	309	443	1	222	-443	0	1	0	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	136	136	508	508	4	0	136	644	4	0	0	644	4	0	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 0			North-South: 127			North-South: 458				North-South: 585				North-South: 585			
		East-West: 77			East-West: 10			East-West: 234				East-West: 12				East-West: 12				
		SUM: 77			SUM: 137			SUM: 692				SUM: 597				SUM: 597				
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.091			0.461				0.398				0.398				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.091			0.461				0.398				0.398				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.040**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.063**
Significant impacted? **NO**
Δv/c after mitigation: **-0.063**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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-- 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0 0		0 0		0 0		0 0		0 0		0 0		0 0			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	6	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	1	92	92	370	370	1	370	92	462	1	462	462	1	462	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	273	1	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	279	1	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	97	97	0	390	390	4	0	97	487	4	0	487	4	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0		North-South: 92		North-South: 370		North-South: 462		North-South: 462		North-South: 462		North-South: 462		North-South: 462		North-South: 462	
		East-West: 140		East-West: 0		East-West: 264		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0		East-West: 0	
		SUM: 140		SUM: 92		SUM: 634		SUM: 462		SUM: 462		SUM: 462		SUM: 462		SUM: 462		SUM: 462	
VOLUME/CAPACITY (V/C) RATIO:				0.093		0.061		0.423		0.308		0.308		0.308		0.308		0.308	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.093		0.061		0.423		0.308		0.308		0.308		0.308		0.308	
LEVEL OF SERVICE (LOS):				A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.032**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.115** Δv/c after mitigation: **-0.115**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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	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									
ATSA-1 or ATSA+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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	57	57	230	230	1	230	57	287	1	287	287	1	287	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	328	548	1	274	-548	0	1	0	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	73	178	1	89	-178	0	1	0	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	49	49	207	207	4	0	49	256	4	0	256	4	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 57			<i>North-South:</i> 230				<i>North-South:</i> 287				<i>North-South:</i> 287			
		<i>East-West:</i> 110			<i>East-West:</i> 0			<i>East-West:</i> 274				<i>East-West:</i> 0				<i>East-West:</i> 0			
		SUM: 110			SUM: 57			SUM: 504				SUM: 287				SUM: 287			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.038			0.336				0.191				0.191			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.073			0.038			0.336				0.191				0.191			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.035**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.145** Δv/c after mitigation: **-0.145**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:												
		No. of Phases	3			3	3												
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	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												
		ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0												
		Override Capacity	2			2	2												
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	140	141	139	69	70	0	77	140	210	0	223	0	210	0	223
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	78	130	139	92	144	0	0	78	222	0	223	0	222	0	223
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	112	113	27	83	84	0	84	112	196	0	196	0	196	0	196
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-64	-59	27	376	381	0	244	-64	317	0	230	0	317	0	230
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-100	-93	-93	267	274	1	274	-100	174	1	174	0	174	1	174
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	7	53	28	391	437	1	220	7	444	1	224	0	444	1	224
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	253	498	498	93	338	1	338	253	591	1	591	0	591	1	591
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-167	217	109	483	867	2	434	-167	700	2	350	0	700	2	350
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	18	22	22	1	5	1	5	18	23	1	23	0	23	1	23
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9			North-South: 139			North-South: 251				North-South: 237				North-South: 237			
		East-West: 270			East-West: 526			East-West: 708				East-West: 815				East-West: 815			
		SUM: 279			SUM: 665			SUM: 959				SUM: 1052				SUM: 1052			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.467			0.673				0.738				0.738			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.367			0.573				0.638				0.638			
LEVEL OF SERVICE (LOS):		A			A			A				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.269**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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?		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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	0	9	0	9
	Left-Through 2		1					1				1				1		
	Through 3	31	0	36	122	153	158	93	124	0	129	122	246	0	228	246	0	228
	Through-Right 4		1						1			1				1		
	Right 5	96	0	42	77	173	51	19	115	0	129	77	192	0	228	192	0	228
	Left-Through-R 6		0						0			0				0		
Left-Right 7		0						0			0				0			
SOUTHBOUND	Left 8	2	0	2	0	2	-2	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		1					1				1				1		
	Through 10	25	0	27	74	99	49	48	73	0	73	74	147	0	147	147	0	147
	Through-Right 11		1						1			1				1		
	Right 12	43	0	17	-48	-5	49	322	365	0	228	-48	317	0	228	317	0	228
	Left-Through-R 13		0						0			0				0		
Left-Right 14		0						0			0				0			
EASTBOUND	Left 15	52	1	52	-97	-45	-45	223	275	1	275	-97	178	1	178	178	1	178
	Left-Through 16		0						0			0				0		
	Through 17	368	1	186	-9	359	182	354	722	1	364	-9	713	1	360	713	1	360
	Through-Right 18		1						1			1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6
	Left-Through-R 20		0						0			0				0		
Left-Right 21		0						0			0				0			
WESTBOUND	Left 22	109	1	109	136	245	245	72	181	1	181	136	317	1	317	317	1	317
	Left-Through 23		0						0			0				0		
	Through 24	226	2	113	-66	160	80	257	483	2	242	-66	417	2	209	417	2	209
	Through-Right 25		0						0			0				0		
	Right 26	0	1	0	8	8	8	0	0	1	0	8	8	1	8	8	1	8
	Left-Through-R 27		0						0			0				0		
Left-Right 28		0						0			0				0			
CRITICAL VOLUMES		North-South: 44	East-West: 295	SUM: 339	North-South: 160	East-West: 427	SUM: 587	North-South: 237	East-West: 545	SUM: 782	North-South: 237	East-West: 677	SUM: 914	North-South: 237	East-West: 677	SUM: 914		
VOLUME/CAPACITY (V/C) RATIO:		0.238		0.412		0.549		0.641		0.641								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138		0.312		0.449		0.541		0.541								
LEVEL OF SERVICE (LOS):		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.174**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.092** Δv/c after mitigation: **0.092**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases				3		3				3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2				2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0									
Override Capacity				2		2				2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 3	4	0	4	172	176	176	174	178	0	178	172	350	0	350	350	0	350	
	Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 5	179	0	130	126	305	250	74	253	0	175	126	379	0	294	379	0	294	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	6	10	10	-1	3	0	3	6	9	0	9	9	0	9	
	Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 10	3	0	7	36	39	26	76	79	0	82	36	115	0	144	115	0	144	
	Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	8	0	6	-16	-8	26	144	152	0	35	-16	136	0	144	136	0	144	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	-161	-157	###	230	234	1	234	-161	73	1	73	73	1	73	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	-83	197	99	303	583	1	292	-83	500	1	250	500	1	250	
	Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	13	111	111	59	157	1	157	13	170	1	170	170	1	170	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	14	204	102	111	301	2	151	14	315	2	158	315	2	158	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 134 East-West: 238 SUM: 372	North-South: 260 East-West: 210 SUM: 470	North-South: 181 East-West: 449 SUM: 630	North-South: 359 East-West: 420 SUM: 779	North-South: 359 East-West: 420 SUM: 779	North-South: 359 East-West: 420 SUM: 779	North-South: 359 East-West: 420 SUM: 779	North-South: 359 East-West: 420 SUM: 779	North-South: 359 East-West: 420 SUM: 779									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.261 0.161 A	0.330 0.230 A	0.442 0.342 A	0.547 0.447 A	0.547 0.447 A	0.547 0.447 A	0.547 0.447 A	0.547 0.447 A	0.547 0.447 A									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.069**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.105** Δv/c after mitigation: **0.105**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	2013	Ambient Growth: (%)					Conducted by:					Date:	10/1/2015					
	East-West Street:	Cannery Street	Projection Year:	2026	Peak Hour:	AM				Reviewed by:					Project:	Everport Draft EIR/EIS					
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
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?			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				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←←←←←	Left 1	0	2	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3		
		Left-Through 2	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	
		Through 3	42	1	23	-1	41	29	137	179	1	93	-1	178	1	95	0	178	1	95	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→→→→→	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 10	272	1	148	-1	271	271	50	322	1	173	-1	321	1	321	0	321	1	321	
		Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
		Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	←←←←←	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	→→→→→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES			North-South: 152	East-West: 15	SUM: 167	North-South: 277	East-West: 234	SUM: 511	North-South: 176	East-West: 15	SUM: 191	North-South: 324	East-West: 234	SUM: 558	North-South: 324	East-West: 234	SUM: 558				
VOLUME/CAPACITY (V/C) RATIO:			0.111			0.341			0.127				0.372								
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111			0.341			0.127				0.372								
LEVEL OF SERVICE (LOS):			A			A			A				A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.245** Δv/c after mitigation: **0.245**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	2026	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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? Override Capacity		0 0 0 0	0 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	6	
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	151	212	1	109	0	212	1	112	0	212	112	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	120	243	1	144	0	243	1	243	0	243	243	
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	0	257	107	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	301	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	9	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 150 East-West: 102 SUM: 252				North-South: 249 East-West: 301 SUM: 550				North-South: 249 East-West: 301 SUM: 550			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.168				0.367				0.367			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.168				0.367				0.367			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.199** Δv/c after mitigation: **0.199**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015							
	East-West Street:	Cannery Street		Projection Year:	2026		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS							
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?				0				0				0				0					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
		Left-Through 2		1						1				1				1			
		Through 3	143	1	73	-2	141	72	189	332	1	168	-2	330	1	167		330	1	167	
		Through-Right 4		0							0				0				0		
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6		0							0				0				0		
Left-Right 7		0							0				0				0				
SOUTHBOUND	→	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 9		0						0				0				0			
		Through 10	85	1	48	-1	84	73	65	150	1	81	-1	149	1	105		149	1	105	
		Through-Right 11		1						1				1				1			
		Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61		61	0	61	
		Left-Through-R 13		0						0				0				0			
Left-Right 14		0						0				0				0					
EASTBOUND	←	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331		331	1	331	
		Left-Through 16		0						0				0				0			
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 18		0						0				0				0			
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4		4	1	4	
		Left-Through-R 20		0						0				0				0			
Left-Right 21		0						0				0				0					
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0						0				0				0			
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through-Right 25		0						0				0				0			
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through-R 27		0						0				0				0			
Left-Right 28		0						0				0				0					
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103		North-South: 76 East-West: 331 SUM: 407		North-South: 168 East-West: 30 SUM: 198		North-South: 167 East-West: 331 SUM: 498		North-South: 167 East-West: 331 SUM: 498		North-South: 167 East-West: 331 SUM: 498									
VOLUME/CAPACITY (V/C) RATIO:				0.069		0.271				0.132		0.332				0.332					
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.069		0.271				0.132		0.332				0.332					
LEVEL OF SERVICE (LOS):				A		A				A		A				A					

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.200** Δv/c after mitigation: **0.200**
Significant impacted? **NO** Fully mitigated? **N/A**

2026 - Project Alternative

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	218	1,600	0.003	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.186 E-W(2): 0.693 *	
	TH	0.30	32	479	0.067		
	LT	1.70	182	2,449	0.074 *		
Westbound	RT	1.00	643	1,600	0.335	V/C: 0.777 Lost Time: 0.180	
	TH	1.00	896	1,600	0.560 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.957	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	583	3,200	0.183		
	LT	1.00	213	1,600	0.133 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	179	1,600	0.004	N-S(1): 0.063 * N-S(2): 0.000 E-W(1): 0.126 E-W(2): 0.421 *	
	TH	0.22	18	353	0.051		
	LT	1.78	145	2,562	0.057 *		
Westbound	RT	1.00	297	1,600	0.135	V/C: 0.484 Lost Time: 0.180	
	TH	1.00	501	1,600	0.313 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.664	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	396	3,200	0.125		
	LT	1.00	173	1,600	0.108 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	238	1,600	0.019	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.225 E-W(2): 0.503 *	
	TH	0.18	18	292	0.062		
	LT	1.82	179	2,617	0.068 *		
Westbound	RT	1.00	388	1,600	0.181	V/C: 0.587 Lost Time: 0.180	
	TH	1.00	597	1,600	0.373 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.767	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	713	3,200	0.224		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.560 * N-S(2): 0.395 E-W(1): 0.077 * E-W(2): 0.074	
	TH	3.00	1,895	4,800	0.395		
	LT	1.00	315	1,600	0.197 *		
Westbound	RT	2.00	553	3,200	0.074	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	222	2,880	0.077 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,654	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.260 E-W(1): 0.053 * E-W(2): 0.042	
	TH	3.00	1,248	4,800	0.260		
	LT	1.00	189	1,600	0.118 *		
Westbound	RT	2.00	324	3,200	0.042	V/C: 0.470 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	152	2,880	0.053 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.590	
	TH	3.00	1,351	4,800	0.299 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.230 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,106	4,800	0.230		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	117	0	0.000	ICU: 0.623	
	TH	3.00	1,132	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.212 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.236
	TH	2.00	696	3,200	0.223	V/C: 0.601 Lost Time: 0.180
	LT	2.00	299	2,880	0.104 *	
Northbound	RT	2.00	261	3,200	0.035	ICU: 0.781
	TH	0.04	12	67	0.178	
	LT	1.96	557	2,819	0.198 *	
Eastbound	RT	1.00	741	1,600	0.285 *	LOS: C
	TH	2.00	273	3,200	0.085	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.375 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	2.00	325	3,200	0.102	V/C: 0.630 Lost Time: 0.180
	LT	2.00	190	2,880	0.066 *	
Northbound	RT	2.00	289	3,200	0.061	ICU: 0.810
	TH	0.01	5	24	0.212	
	LT	1.99	673	2,859	0.235 *	
Eastbound	RT	1.00	833	1,600	0.309 *	LOS: D
	TH	2.00	285	3,200	0.089	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.241 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.311 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.111
	TH	2.00	327	3,200	0.103	V/C: 0.552 Lost Time: 0.180
	LT	2.00	273	2,880	0.095 *	
Northbound	RT	2.00	481	3,200	0.108	ICU: 0.732
	TH	0.00	0	0	0.000	
	LT	2.00	638	2,880	0.222 *	
Eastbound	RT	1.00	661	1,600	0.214	LOS: C
	TH	2.00	692	3,200	0.216 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,539	3,200	0.481 *	N-S(1): 0.522
	TH	2.00	592	3,200	0.185	N-S(2): 0.627 *
	LT	0.00	0	0	0.000	E-W(1): 0.243 *
Westbound	RT	1.00	159	1,600	0.000	E-W(2): 0.098
	TH	2.00	315	3,200	0.098	
	LT	1.00	388	1,600	0.243 *	V/C: 0.870
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,668	3,200	0.522	
	LT	1.00	233	1,600	0.146 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.990
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,386	3,200	0.433 *	N-S(1): 0.520
	TH	2.00	337	3,200	0.105	N-S(2): 0.531 *
	LT	0.00	0	0	0.000	E-W(1): 0.168 *
Westbound	RT	1.00	94	1,600	0.000	E-W(2): 0.050
	TH	2.00	161	3,200	0.050	
	LT	1.00	269	1,600	0.168 *	V/C: 0.699
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,665	3,200	0.520	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.819
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,186	3,200	0.371	N-S(1): 0.591 *
	TH	2.00	232	3,200	0.073	N-S(2): 0.435
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.028
	TH	2.00	90	3,200	0.028	
	LT	1.00	141	1,600	0.088 *	V/C: 0.679
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,891	3,200	0.591 *	
	LT	1.00	103	1,600	0.064	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.799
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.491 * V/C: 1.159 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	212	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	354	1,600	0.221 *	
	TH	2.00	497	3,200	0.155	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.279 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,415	2,880	0.491 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.479 * N-S(2): 0.000 E-W(1): 0.119 E-W(2): 0.581 * V/C: 1.060 Lost Time: 0.120
	TH	1.00	528	1,600	0.330 *	
	LT	1.00	75	1,600	0.047	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	239	1,600	0.149 *	
	TH	2.00	431	3,200	0.135	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.180 LOS: F
	TH	2.00	234	3,200	0.119	
	LT	2.00	1,672	2,880	0.581 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.255 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.601 * V/C: 0.856 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	111	1,600	0.069	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	144	1,600	0.090 *	
	TH	2.00	250	3,200	0.078	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.976 LOS: E
	TH	2.00	194	3,200	0.089	
	LT	2.00	1,732	2,880	0.601 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	327	3,200	0.102	E-W(2): 0.531 *
	TH	2.00	1,698	3,200	0.531 *	
	LT	0.00	0	0	0.000	V/C: 0.687
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	290	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.787
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.054
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	320	3,200	0.100	E-W(2): 0.434 *
	TH	2.00	1,388	3,200	0.434 *	
	LT	0.00	0	0	0.000	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	169	3,200	0.054	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.671
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.045
	TH	2.00	355	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	206	3,200	0.064	E-W(2): 0.386 *
	TH	2.00	1,201	3,200	0.375 *	
	LT	0.00	0	0	0.000	V/C: 0.498
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	143	3,200	0.045	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.598
	TH	0.00	0	0	0.000	LOS: A
	LT	0.00	18	1,600	0.011 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.468 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.179
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.634
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.754
	TH	2.00	1,498	3,200	0.468 *	
	LT	1.00	287	1,600	0.179	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.421 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.114
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	2.00	1,348	3,200	0.421 *	
	LT	1.00	183	1,600	0.114	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.508 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.097
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.630
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.750
	TH	2.00	1,627	3,200	0.508 *	
	LT	1.00	155	1,600	0.097	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	221	1,600	0.004	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.187 E-W(2): 0.695 *	
	TH	0.30	32	480	0.067		
	LT	1.70	181	2,448	0.074 *		
Westbound	RT	1.00	646	1,600	0.337	V/C: 0.779 Lost Time: 0.180	
	TH	1.00	897	1,600	0.561 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 0.959	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	586	3,200	0.184		
	LT	1.00	215	1,600	0.134 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.002	N-S(1): 0.062 * N-S(2): 0.000 E-W(1): 0.125 E-W(2): 0.420 *	
	TH	0.22	18	355	0.051		
	LT	1.78	144	2,561	0.056 *		
Westbound	RT	1.00	291	1,600	0.131	V/C: 0.482 Lost Time: 0.180	
	TH	1.00	499	1,600	0.312 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.662	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: B	
	TH	2.00	395	3,200	0.124		
	LT	1.00	172	1,600	0.108 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	237	1,600	0.017	N-S(1): 0.084 * N-S(2): 0.000 E-W(1): 0.222 E-W(2): 0.504 *	
	TH	0.18	18	292	0.062		
	LT	1.82	179	2,617	0.068 *		
Westbound	RT	1.00	387	1,600	0.180	V/C: 0.588 Lost Time: 0.180	
	TH	1.00	597	1,600	0.373 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.768	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: C	
	TH	2.00	704	3,200	0.221		
	LT	1.00	210	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.561 * N-S(2): 0.395 E-W(1): 0.076 * E-W(2): 0.076 *	
	TH	3.00	1,894	4,800	0.395		
	LT	1.00	318	1,600	0.198 *		
Westbound	RT	2.00	561	3,200	0.076 *	V/C: 0.637 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	219	2,880	0.076 *		
Northbound	RT	0.00	89	0	0.000	ICU: 0.757	
	TH	3.00	1,653	4,800	0.363 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: C	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.417 * N-S(2): 0.262 E-W(1): 0.051 * E-W(2): 0.042	
	TH	3.00	1,255	4,800	0.262		
	LT	1.00	187	1,600	0.117 *		
Westbound	RT	2.00	322	3,200	0.042 *	V/C: 0.468 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	148	2,880	0.051 *		
Northbound	RT	0.00	82	0	0.000	ICU: 0.588	
	TH	3.00	1,358	4,800	0.300 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: A	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.432 * N-S(2): 0.231 E-W(1): 0.071 * E-W(2): 0.069	
	TH	3.00	1,111	4,800	0.231		
	LT	1.00	275	1,600	0.172 *		
Westbound	RT	2.00	497	3,200	0.069	V/C: 0.503 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	204	2,880	0.071 *		
Northbound	RT	0.00	116	0	0.000	ICU: 0.623	
	TH	3.00	1,133	4,800	0.260 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	6		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-103)		
East/West Street:	WILLOW STREET/SEPULVEDA BLVD		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.214 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.389 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.235
	TH	2.00	694	3,200	0.222	V/C: 0.603 Lost Time: 0.180
	LT	2.00	299	2,880	0.104 *	
Northbound	RT	2.00	262	3,200	0.035	ICU: 0.783
	TH	0.04	12	67	0.180	
	LT	1.96	565	2,820	0.200 *	
Eastbound	RT	1.00	745	1,600	0.285 *	LOS: C
	TH	2.00	275	3,200	0.086	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.255 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.381 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.112
	TH	2.00	323	3,200	0.101	V/C: 0.636 Lost Time: 0.180
	LT	2.00	192	2,880	0.067 *	
Northbound	RT	2.00	293	3,200	0.062	ICU: 0.816
	TH	0.01	5	24	0.211	
	LT	1.99	671	2,859	0.235 *	
Eastbound	RT	1.00	840	1,600	0.314 *	LOS: D
	TH	2.00	282	3,200	0.088	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.237 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.312 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.113
	TH	2.00	334	3,200	0.105	V/C: 0.549 Lost Time: 0.180
	LT	2.00	274	2,880	0.095 *	
Northbound	RT	2.00	497	3,200	0.113	ICU: 0.729
	TH	0.00	0	0	0.000	
	LT	2.00	629	2,880	0.218 *	
Eastbound	RT	1.00	662	1,600	0.217 *	LOS: C
	TH	2.00	681	3,200	0.213	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,562	3,200	0.488 *	N-S(1): 0.529
	TH	2.00	593	3,200	0.185	N-S(2): 0.633 *
	LT	0.00	0	0	0.000	E-W(1): 0.242 *
Westbound	RT	1.00	160	1,600	0.000	E-W(2): 0.096
	TH	2.00	309	3,200	0.096	
	LT	1.00	387	1,600	0.242 *	V/C: 0.875
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	1,689	3,200	0.529	
	LT	1.00	232	1,600	0.145 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.995
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,390	3,200	0.434 *	N-S(1): 0.531
	TH	2.00	342	3,200	0.107	N-S(2): 0.532 *
	LT	0.00	0	0	0.000	E-W(1): 0.167 *
Westbound	RT	1.00	93	1,600	0.000	E-W(2): 0.050
	TH	2.00	160	3,200	0.050	
	LT	1.00	268	1,600	0.167 *	V/C: 0.699
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,700	3,200	0.531	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.819
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,200	3,200	0.375	N-S(1): 0.603 *
	TH	2.00	233	3,200	0.073	N-S(2): 0.438
	LT	0.00	0	0	0.000 *	E-W(1): 0.088 *
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.024
	TH	2.00	78	3,200	0.024	
	LT	1.00	141	1,600	0.088 *	V/C: 0.691
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	1,929	3,200	0.603 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.811
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.668 * N-S(2): 0.000 E-W(1): 0.173 E-W(2): 0.496 * V/C: 1.164 Lost Time: 0.120
	TH	1.00	715	1,600	0.447 *	
	LT	1.00	213	1,600	0.133	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	353	1,600	0.221 *	
	TH	2.00	498	3,200	0.156	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	212	0	0.000	ICU: 1.284 LOS: F
	TH	2.00	343	3,200	0.173	
	LT	2.00	1,428	2,880	0.496 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.478 * N-S(2): 0.000 E-W(1): 0.117 E-W(2): 0.590 * V/C: 1.068 Lost Time: 0.120
	TH	1.00	530	1,600	0.332 *	
	LT	1.00	76	1,600	0.048	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	233	1,600	0.146 *	
	TH	2.00	437	3,200	0.137	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	143	0	0.000	ICU: 1.188 LOS: F
	TH	2.00	230	3,200	0.117	
	LT	2.00	1,700	2,880	0.590 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256 * N-S(2): 0.000 E-W(1): 0.089 E-W(2): 0.614 * V/C: 0.870 Lost Time: 0.120
	TH	1.00	264	1,600	0.165 *	
	LT	1.00	112	1,600	0.070	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	146	1,600	0.091 *	
	TH	2.00	248	3,200	0.077	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	92	0	0.000	ICU: 0.990 LOS: E
	TH	2.00	193	3,200	0.089	
	LT	2.00	1,769	2,880	0.614 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.092
	TH	2.00	488	3,200	0.153 *	N-S(2): 0.156 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	321	3,200	0.100	E-W(2): 0.538 *
	TH	2.00	1,721	3,200	0.538 *	V/C: 0.694
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	291	3,200	0.092	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.794
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.053
	TH	2.00	432	3,200	0.135 *	N-S(2): 0.137 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	319	3,200	0.100	E-W(2): 0.435 *
	TH	2.00	1,392	3,200	0.435 *	V/C: 0.572
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	167	3,200	0.053	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.672
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.086	N-S(1): 0.044
	TH	2.00	354	3,200	0.111 *	N-S(2): 0.112 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	194	3,200	0.061	E-W(2): 0.390 *
	TH	2.00	1,213	3,200	0.379 *	V/C: 0.502
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	140	3,200	0.044	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.602
	TH	0.00	0	0	0.000	
	LT	0.00	18	1,600	0.011 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.166 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	479	2,880	0.166 *	E-W(1): 0.474 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.180
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.640
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.760
	TH	2.00	1,516	3,200	0.474 *	
	LT	1.00	288	1,600	0.180	LOS: C

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.143 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	413	2,880	0.143 *	E-W(1): 0.428 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.571
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.691
	TH	2.00	1,370	3,200	0.428 *	
	LT	1.00	181	1,600	0.113	LOS: B

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	350	2,880	0.122 *	E-W(1): 0.520 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.095
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.642
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	2.00	1,664	3,200	0.520 *	
	LT	1.00	152	1,600	0.095	LOS: C

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2038 - Alternative 3

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet

(Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%)	Conducted by:	Date:	10/1/2015												
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
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			0 2 3 3 2 1500			0 2 3 3 2 1500			0 2 3 3 2 1500											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	1	215	215	6	220	1	220	1	221	1	221	0	221	1	221	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	220	1	0	1	221	0	2	222	1	0	1	223	1	0	0	223	1	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	231	1	231	0	231	231	65	296	1	296	0	296	1	296	0	296	1	296	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	931	2	466	0	931	466	435	1366	2	683	0	1366	2	683	0	1366	2	683	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1033	2	402	-3	1030	400	249	1282	2	519	-3	1279	2	517	0	1279	2	517	
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 26	172	0	172	-2	170	170	102	274	0	274	-2	272	0	272	0	272	0	272	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 866 SUM: 1081	North-South: 220 East-West: 1202 SUM: 1422	North-South: 221 East-West: 1200 SUM: 1421	North-South: 221 East-West: 1200 SUM: 1421														
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.721 0.621 B	0.721 0.621 B	0.948 0.848 D	0.947 0.847 D	0.947 0.847 D														

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: 0.000
t impacted? NO

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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			
ATSAC-1 or ATSAC+ATCS-2?																				
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	233	1	233	0	233	233	24	257	1	257	0	257	1	257		257	1	257	
	Left-Through 9																			
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																			
	Right 12	245	1	14	-1	244	6	3	248	1	0	-1	247	1	0		247	1	0	
	Left-Through-Ri 13																			
EASTBOUND	Left 15	231	1	231	7	238	238	32	263	1	263	7	270	1	270		270	1	270	
	Left-Through 16																			
	Through 17	886	2	443	-5	881	441	145	1031	2	516	-5	1026	2	513		1026	2	513	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-Ri 20																			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																			
	Through 24	813	2	357	-1	812	357	143	956	2	430	-1	955	2	430		955	2	430	
	Through-Right 25																			
	Right 26	257	0	257	1	258	258	78	335	0	335	1	336	0	336		336	0	336	
	Left-Through-Ri 27																			
CRITICAL VOLUMES	North-South:	233		233		233		257		257		257		257		257		257		
	East-West:	800		798		798		946		943		943		943		943		943		
	SUM:	1033		1031		1031		1203		1200		1200		1200		1200		1200		
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.687		0.802		0.800		0.800		0.800		0.800		0.800		0.800		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.587		0.702		0.700		0.700		0.700		0.700		0.700		0.700		
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C		C		C		C		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

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:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		2			2		2		2		2		2		2				
Override Capacity		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0											0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0											0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	192	1	192	0	192	#	6	198	1	198	0	198	1	198		198	1	198
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0							0				0				0	
	Right 12	301	1	56	-1	300	#	10	311	1	44	-1	310	1	43		310	1	43
	Left-Through-Ri 13		0							0				0				0	
EASTBOUND	Left 15	245	1	245	0	245	#	22	267	1	267	0	267	1	267		267	1	267
	Left-Through 16		0							0				0				0	
	Through 17	1191	2	596	-1	1190	#	117	1308	2	654	-1	1307	2	654		1307	2	654
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-Ri 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	997	2	407	6	1003	#	341	1338	2	532	6	1344	2	534		1344	2	534
	Through-Right 25		1							1				1				1	
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259		259	0	259
	Left-Through-Ri 27		0							0				0				0	
CRITICAL VOLUMES	North-South:	192			192			198				198				198			
	East-West:	1003			1004			1186				1188				1188			
	SUM:	1195			1196			1384				1386				1386			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.797			0.923				0.924				0.924			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.697			0.823				0.824				0.824			
LEVEL OF SERVICE (LOS):		B			B			D				D				D			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.000**
t impacted? **NO**

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
4	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases		3		3		3		3		3		3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1							
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	0							
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	3							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	315	2	141	3	318	142	1133	1448	2	526	3	1451	2	527	0	1451	2	527
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	21	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	-16	298	1	298	1	299	1	299	0	299	1	299
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-3	696	232	1431	2130	3	710	-3	2127	3	709	0	2127	3	709
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	102	1	102	0	102	102	31	133	1	133	0	133	1	133	0	133	1	133
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	299	1	0	-1	298	0	152	451	1	153	-1	450	1	151	0	450	1	151
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 455		North-South: 457		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236	
		East-West: 102		East-West: 102		East-West: 153		East-West: 153		East-West: 151		East-West: 151		East-West: 151		East-West: 151		East-West: 151	
		SUM: 557		SUM: 559		SUM: 1389		SUM: 1389		SUM: 1387		SUM: 1387		SUM: 1387		SUM: 1387		SUM: 1387	
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392		0.975		0.975		0.973		0.973		0.973		0.973		0.973	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292		0.875		0.875		0.873		0.873		0.873		0.873		0.873	
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0							0			
	Through 3	441	2	193	1	442	194	765	1206	2	449	1	1207	2	449	1207	2	449	
	Through-Right 4		1							1					1			1	
	Right 5	139	0	139	0	139	139	1	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-R 6		0							0					0			0	
	Left-Right 7		0							0					0			0	
SOUTHBOUND	Left 8	199	1	199	-1	198	198	16	215	1	215	-1	214	1	214	214	1	214	
	Left-Through 9		0							0				0			0		
	Through 10	476	3	159	4	480	160	803	1279	3	426	4	1283	3	428	1283	3	428	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	105	1	105	0	105	105	10	115	1	115	0	115	1	115	115	1	115	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		
	Right 26	256	1	57	7	263	65	94	350	1	135	7	357	1	143	357	1	143	
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 392 East-West: 105 SUM: 497		North-South: 392 East-West: 105 SUM: 497		North-South: 875 East-West: 135 SUM: 1010		North-South: 877 East-West: 143 SUM: 1020		North-South: 877 East-West: 143 SUM: 1020		North-South: 877 East-West: 143 SUM: 1020		North-South: 877 East-West: 143 SUM: 1020					
VOLUME/CAPACITY (V/C) RATIO:		0.349		0.349		0.709		0.716		0.716		0.716		0.716					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249		0.249		0.609		0.616		0.616		0.616		0.616					
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3		NB-- 0 SB-- 0 EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	365	1069	2	406	0	1069	2	406		1069	2	406
	Through-Right 4		1							1				1				1	
	Right 5	150	0	150	0	150	#	-2	148	0	148	0	148	0	148		148	0	148
	Left-Through-R 6		0							0				0				0	
Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	279	1	279	0	279	#	13	292	1	292	0	292	1	292		292	1	292
	Left-Through 9		0							0				0				0	
	Through 10	967	3	322	5	972	#	142	1109	3	370	5	1114	3	371		1114	3	371
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	99	1	99	0	99	#	-2	97	1	97	0	97	1	97		97	1	97
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	359	1	80	0	359	#	57	416	1	124	0	416	1	124		416	1	124
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708		North-South: 776 East-West: 124 SUM: 900		North-South: 777 East-West: 124 SUM: 901		North-South: 777 East-West: 124 SUM: 901		North-South: 777 East-West: 124 SUM: 901								
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.632		0.632		0.632									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.532		0.532		0.532									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 0		NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0																
	Through 3	280	2	140	1	281	141	536	816	2	408	1	817	2	409	0	817	2	409
	Through-Right 4		0																
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1				1				1	
	Through 10	304	0	158	-8	296	160	690	994	0	521	-8	986	0	517	0	986	0	517
	Through-Right 11		1							1				1				1	
	Right 12	0	0	158	0	0	160	0	0	0	521	0	0	0	517	0	0	0	517
	Left-Through-F 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	32	1	32	2	34	34	757	789	1	789	2	791	1	791	0	791	1	791
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196		North-South: 160 East-West: 40 SUM: 200		North-South: 521 East-West: 795 SUM: 1316		North-South: 517 East-West: 797 SUM: 1314		North-South: 517 East-West: 797 SUM: 1314									
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.924		0.922		0.922									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.824		0.822		0.822									
LEVEL OF SERVICE (LOS):		A		A		D		D		D									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	6	599	300	356	949	2	475	6	955	2	478	955	2	478	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	317	0	173	-1	316	172	418	735	0	382	-1	734	0	381	734	0	381	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	173	0	0	172	0	0	0	382	0	0	0	381	0	0	381	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	92	1	92	-4	88	88	312	404	1	404	-4	400	1	400	400	1	400	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	23	0	5	0	23	5	0	23	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	3	0	0	0	3	0	15	18	0	0	0	18	0	0	18	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 307		North-South: 482		North-South: 485		North-South: 485		North-South: 485		North-South: 485		North-South: 485			
		East-West: 121		East-West: 117		East-West: 433		East-West: 429		East-West: 429		East-West: 429		East-West: 429		East-West: 429			
		SUM: 425		SUM: 424		SUM: 915		SUM: 914		SUM: 914		SUM: 914		SUM: 914		SUM: 914			
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.642		0.641		0.641		0.641		0.641		0.641			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.542		0.541		0.541		0.541		0.541		0.541			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
5	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases		3		3		3		3		3		3		3					
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 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					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	573	2	287	3	576	288	270	843	2	422	3	846	2	423		846	2	423
	Through-Right 4																		
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26		26	1	26
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11		11	0	11
	Left-Through 9																		
	Through 10	347	0	185	3	350	197	140	487	0	268	3	490	0	269		490	0	269
	Through-Right 11																		
	Right 12	3	0	185	0	3	197	1	4	0	268	0	4	0	269		4	0	269
	Left-Through-R 13																		
EASTBOUND	Left 15	83	1	83	-2	81	81	382	465	1	465	-2	463	1	463		463	1	463
	Left-Through 16																		
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16		5	0	16
	Through-Right 18																		
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0		11	0	0
	Left-Through-R 20																		
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11		11	0	11
	Left-Through 23																		
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68		4	0	68
	Through-Right 25																		
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0		53	0	0
CRITICAL VOLUMES	North-South:	297		298		433		434		434		434		434					
	East-West:	150		148		533		531		531		531		531					
	SUM:	447		446		966		965		965		965		965					
VOLUME/CAPACITY (V/C) RATIO:	0.314		0.313		0.678		0.677		0.677		0.677		0.677						
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.214		0.213		0.578		0.577		0.577		0.577		0.577						
LEVEL OF SERVICE (LOS):	A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		0										
	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3		3		3		3										
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	37	507	562	1	470	0	562	1	471	0	562	2	309	
	Left-Through	2	1	-2	107	107	105	214	1	214	-2	212	1	212	0	212	1	212	
	Through	3	36	-2	186	93	875	1063	2	532	-2	1061	2	531	0	1061	2	531	
	Through-Right	4	0	0	34	0	1	35	1	0	0	35	1	0	0	35	1	0	
	Right	5	3	2	64	2	17	83	1	0	-2	81	1	0	0	81	0	81	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	109	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	9	0	0	707	354	261	968	2	484	0	968	2	484	0	968	2	484	
	Through	10	188	0	549	0	341	886	1	0	4	890	1	0	0	890	1	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	63	-1	62	62	194	257	1	257	-1	256	1	256	0	256	1	256	
	Left-Through	16	0	0	822	411	281	1099	2	550	4	1103	2	552	0	1103	2	552	
	Through	17	707	0	98	0	110	206	1	0	2	208	1	0	0	208	1	0	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	615	0	145	144	1002	1743	1002	1002	0	1742	1002	1002	0	1740	1002	1580	
	Left-Through	23	0	0	470	472	741	740	740	740	0	740	740	740	0	740	740	740	
	Through	24	818	0	615	616	1743	1742	1742	1742	0	1742	1742	1742	0	1742	1742	1580	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	145	North-South:	144	North-South:	1002	North-South:	1002	North-South:	1002	North-South:	1002	North-South:	840	North-South:	840	840	
		East-West:	470	East-West:	472	East-West:	741	East-West:	741	East-West:	740	East-West:	740	East-West:	740	East-West:	740	740	
		SUM:	615	SUM:	616	SUM:	1743	SUM:	1743	SUM:	1742	SUM:	1742	SUM:	1580	SUM:	1580	1580	
VOLUME/CAPACITY (V/C) RATIO:			0.447		0.448		1.268		1.267		1.267		1.267		1.149		1.149	1.149	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.347		0.348		1.168		1.167		1.167		1.167		1.049		1.049	1.049	
LEVEL OF SERVICE (LOS):			A		A		F		F		F		F		F		F	F	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**
Δv/c after mitigation: **-0.119**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	84	1	142	87	238	379	1	379	1	380	1	380		380	2	209	
	Left-Through	2							1				1				0		
	Through	3	84	7	119	87	705	817	1	409	7	824	1	412		824	1	465	
	Through-Right	4							0				0				1		
	Right	5	35	-1	70	33	35	106	1	0	-1	105	1	0		105	0	105	
	Left-Through-R	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	163	0	163	163	50	213	1	213	0	213	1	213		213	1	213	
	Left-Through	9							0				0				0		
	Through	10	117	0	234	117	488	722	2	361	0	722	2	361		722	2	361	
	Through-Right	11							0				0				0		
	Right	12	0	0	56	0	2	58	1	0	0	58	1	0		58	1	0	
	Left-Through-R	13							0				0				0		
Left-Right	14							0				0				0			
EASTBOUND	Left	15	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through	16							0				0				0		
	Through	17	375	3	753	377	286	1036	2	518	3	1039	2	520		1039	2	520	
	Through-Right	18							0				0				0		
	Right	19	0	4	176	0	288	460	1	0	4	464	1	0		464	1	0	
	Left-Through-R	20							0				0				0		
Left-Right	21							0				0				0			
WESTBOUND	Left	22	36	1	37	37	130	166	1	166	1	167	1	167		167	1	167	
	Left-Through	23							0				0				0		
	Through	24	317	-2	632	316	160	794	2	397	-2	792	2	396		792	2	396	
	Through-Right	25							0				0				0		
	Right	26	41	0	204	41	31	235	1	22	0	235	1	22		235	1	22	
	Left-Through-R	27							0				0				0		
Left-Right	28							0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 250	East-West: 442	SUM: 692	North-South: 770	East-West: 684	SUM: 1454	North-South: 773	East-West: 687	SUM: 1460	North-South: 678	East-West: 687	SUM: 1365			
VOLUME/CAPACITY (V/C) RATIO:		0.502			0.503			1.057				1.062				0.993			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402			0.403			0.957				0.962				0.893			
LEVEL OF SERVICE (LOS):		A			A			E				E				D			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.005**
Significant impacted? **NO**
Δv/c after mitigation: **-0.064**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	Year of Count:		4	Ambient Growth: (%):		4	Date:		4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Projection Year:		1	Peak Hour:		1	Conducted by:		1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 3 EB-- 1 WB-- 3	Year of Count:		NB-- 3 SB-- 3 EB-- 1 WB-- 3	Ambient Growth: (%):		NB-- 3 SB-- 3 EB-- 1 WB-- 3	Date:		NB-- 3 SB-- 3 EB-- 1 WB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		2	Projection Year:		2	Peak Hour:		2	Conducted by:		2								
Override Capacity		0	Year of Count:		0	Ambient Growth: (%):		0	Date:		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	111	2	186	113	631	815	1	495	2	817	1	497		817	2	449	
	Left-Through	2	1						1				1				0		
	Through	3	111	4	153	113	520	669	1	495	4	673	1	497		673	1	400	
	Through-Right	4	0						0				0				1		
	Right	5	10	1	55	11	71	125	1	97	1	126	1	98		126	0	126	
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	134	0	134	134	55	189	1	189	0	189	1	189		189	1	189	
	Left-Through	9	0						0			0				0			
	Through	10	288	4	292	146	228	516	2	189	4	520	2	190		520	2	190	
	Through-Right	11	0						1				1				1		
	Right	12	46	0	46	0	4	50	0	50	0	50	0	50		50	0	50	
	Left-Through-R	13	0						0				0				0		
EASTBOUND	Left	15	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156	
	Left-Through	16	0						0			0				0			
	Through	17	952	3	955	478	172	1124	2	562	3	1127	2	564		1127	2	564	
	Through-Right	18	0						0				0				0		
	Right	19	249	5	254	0	383	632	1	0	5	637	1	0		637	1	0	
WESTBOUND	Left-Through-R	20	0						0				0				0		
	Left-Right	21	0						0				0				0		
	Left	22	44	0	44	44	-16	28	1	28	0	28	1	28		28	1	28	
	Left-Through	23	0						0				0				0		
	Through	24	854	-2	852	426	424	1278	2	639	-2	1276	2	638		1276	2	638	
	Through-Right	25	0						0				0				0		
	Right	26	243	0	243	109	86	329	1	140	0	329	1	140		329	1	140	
CRITICAL VOLUMES	Left-Through-R	27	0						0				0				0		
	Left-Right	28	0						0				0				0		
North-South:		255	North-South:		259	North-South:		684	North-South:		687	North-South:		639	North-South:		639	North-South:	
East-West:		561	East-West:		560	East-West:		795	East-West:		794	East-West:		794	East-West:		794	East-West:	
SUM:		816	SUM:		819	SUM:		1479	SUM:		1481	SUM:		1433	SUM:		1433	SUM:	
VOLUME/CAPACITY (V/C) RATIO:			0.593	VOLUME/CAPACITY (V/C) RATIO:			0.596	VOLUME/CAPACITY (V/C) RATIO:			1.076	VOLUME/CAPACITY (V/C) RATIO:			1.077	VOLUME/CAPACITY (V/C) RATIO:			1.042
W/C LESS ATSAC/ATCS ADJUSTMENT:			0.493	W/C LESS ATSAC/ATCS ADJUSTMENT:			0.496	W/C LESS ATSAC/ATCS ADJUSTMENT:			0.976	W/C LESS ATSAC/ATCS ADJUSTMENT:			0.977	W/C LESS ATSAC/ATCS ADJUSTMENT:			0.942
LEVEL OF SERVICE (LOS):			A	LEVEL OF SERVICE (LOS):			A	LEVEL OF SERVICE (LOS):			E	LEVEL OF SERVICE (LOS):			E	LEVEL OF SERVICE (LOS):			E

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.034**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	46	23	2	48	24	837	883	2	2	885	2	443	0	885	2	443	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	30	62	1	0	62	1	0	0	62	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	38	0	69	38	488	557	2	0	557	2	306	0	557	2	306	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	1	650	336	1527	2176	1	1	2177	1	1133	0	2177	1	1133	
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Right	12	22	22	0	22	22	66	88	0	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	35	35	0	35	35	40	75	1	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	0	8	0	28	0	8	0	28	
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Right	19	20	0	0	20	0	0	20	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	19	0	19	19	74	93	0	0	93	0	93	0	93	0	93	
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	0	17	0	110	0	17	0	110	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-2	11	0	466	479	1	-2	477	1	0	0	477	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1132 East-West: 185 SUM: 1317	North-South: 1133 East-West: 185 SUM: 1318	North-South: 1133 East-West: 185 SUM: 1318													
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.958	0.959	0.959													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.858	0.859	0.859													
LEVEL OF SERVICE (LOS):		A	A	D	D	D													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1						
ATSAC-1 or ATSAC+ATCS-2?		2		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1						
Override Capacity		0		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	-1	18	1	18	0	18	1	18	0	18	1	18	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	7	228	114	549	770	2	385	7	777	2	389	7	777	2	389	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	20	0	20	20	20	40	1	20	0	40	1	20	0	40	1	20	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	337	364	2	200	0	364	2	200	0	364	2	200	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	4	366	199	809	1171	1	624	4	1175	1	626	4	1175	1	626	
	Through-Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11	
	Right	32	0	32	0	32	32	44	76	0	76	0	76	0	76	0	76	0	76	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	21	0	5	0	21	0	5	0	21	
	Through-Right	18	1	18	0	18	18	0	18	1	18	0	18	1	18	0	18	1	18	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	55	62	0	62	0	62	0	62	0	62	0	62	
	Left-Through	23	1	23	0	23	23	1	23	1	23	0	23	1	23	0	23	1	23	
	Through	4	0	11	0	4	11	-1	3	0	65	0	3	0	65	0	3	0	65	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	1	34	0	314	347	1	0	1	348	1	0	1	348	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278	North-South: 218 East-West: 62 SUM: 280		North-South: 642 East-West: 160 SUM: 802				North-South: 644 East-West: 160 SUM: 804				North-South: 644 East-West: 160 SUM: 804							
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.583		0.585		0.585		0.585		0.585						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.483		0.485		0.485		0.485		0.485						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	17	0	17	17	-2	15	1	15	0	15	1	15		15	1	15	
	Left-Through	2	0						0				0				0		
	Through	3	303	152	7	310	155	766	1069	2	535	7	1076	2	538		1076	2	538
	Through-Right	4								0				0				0	
	Right	5	50	0	-1	49	0	8	58	1	0	-1	57	1	0		57	1	0
	Left-Through-R	6								0				0				0	
	Left-Right	7								0				0				0	
SOUTHBOUND	Left	8	137	75	1	138	76	37	174	2	96	1	175	2	96		175	2	96
	Left-Through	9								0				0				0	
	Through	10	439	237	9	448	241	841	1280	1	691	9	1289	1	696		1289	1	696
	Through-Right	11								1				1				1	
	Right	12	34	34	0	34	34	68	102	0	102	0	102	0	102		102	0	102
	Left-Through-R	13								0				0				0	
Left-Right	14								0				0				0		
EASTBOUND	Left	15	41	41	0	41	41	64	105	1	105	0	105	1	105		105	1	105
	Left-Through	16								0				0				0	
	Through	17	4	19	0	4	19	0	4	0	20	0	4	0	20		4	0	20
	Through-Right	18								1				1				1	
	Right	19	15	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R	20								0				0				0	
Left-Right	21								0				0				0		
WESTBOUND	Left	22	17	17	0	17	17	83	100	0	100	0	100	0	100		100	0	100
	Left-Through	23								1				1				1	
	Through	24	4	21	0	4	21	-1	3	0	103	0	3	0	103		3	0	103
	Through-Right	25								0				0				0	
	Right	26	51	0	0	51	0	337	388	1	0	0	388	1	0		388	1	0
	Left-Through-R	27								0				0				0	
Left-Right	28								0				0				0		
CRITICAL VOLUMES		North-South: 254		North-South: 258		North-South: 706		North-South: 711		North-South: 711		North-South: 711		North-South: 711		North-South: 711		North-South: 711	
		East-West: 62		East-West: 62		East-West: 208		East-West: 208		East-West: 208		East-West: 208		East-West: 208		East-West: 208		East-West: 208	
		SUM: 316		SUM: 320		SUM: 914		SUM: 919		SUM: 919		SUM: 919		SUM: 919		SUM: 919		SUM: 919	
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.233		0.665		0.668		0.668		0.668		0.668		0.668		0.668	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.133		0.565		0.568		0.568		0.568		0.568		0.568		0.568	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date: 10/1/2015										
	East-West Street:	Seaside Avenue	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
13	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?		0		0		0		0										
Override Capacity		0		0		0		0											
		NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0										
		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1										
			2		2		2		2										
			0		0		0		0										
			1		1		1		1										
			2		2		2		2										
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	2	0	
	Left-Through 2		0						0	0			0		0	0	0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0						0	0			0		0	0	0		
	Right 5	88	1	0	58	146	0	2218	2306	1	0	58	2364	1	0	2364	1	0	
	Left-Through-F 6		0						0	0			0		0	0	0		
	Left-Right 7		0						0	0			0		0	0	0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0	0			0		0	0	0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0						0	0			0		0	0	0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 13		0						0	0			0		0	0	0		
	Left-Right 14		0						0	0			0		0	0	0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0	0			0		0	0	0		
	Through 17	1972	3	657	-30	1942	647	665	2637	3	879	-30	2607	3	869	2607	3	869	
	Through-Right 18		0						0	0			0		0	0	0		
	Right 19	274	1	257	53	327	310	1663	1937	1	1937	53	1990	1	1990	1990	1	1990	
	Left-Through-F 20		0						0	0			0		0	0	0		
	Left-Right 21		0						0	0			0		0	0	0		
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	2	0	
	Left-Through 23		0						0	0			0		0	0	0		
	Through 24	2176	3	725	18	2194	731	2472	4648	3	1549	18	4666	3	1555	4666	3	1555	
	Through-Right 25		0						0	0			0		0	0	0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 27		0						0	0			0		0	0	0		
	Left-Right 28		0						0	0			0		0	0	0		
CRITICAL VOLUMES		North-South: 17	East-West: 725	SUM: 742	North-South: 17	East-West: 731	SUM: 748	North-South: 0	East-West: 1937	SUM: 1937	North-South: 0	East-West: 1990	SUM: 1990	North-South: 0	East-West: 1990	SUM: 1990	North-South: 0	East-West: 1990	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.499		1.291		1.327		1.227		1.327		1.227		1.327		1.227	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.399		1.191		1.227		1.227		1.227		1.227		1.227		1.227	
LEVEL OF SERVICE (LOS):		A		A		F		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.004**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.036**
Significant impacted? **YES**

Δv/c after mitigation: **0.036**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	34	914	0	1014	1894	1	0	34	1928	1	0	1928	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-21	1482	494	215	1718	3	573	-21	1697	3	566	1697	3	566	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	55	168	27	1046	1159	1	1159	55	1214	1	1214	1214	1	1214	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	23	1470	490	1519	2966	3	989	23	2989	3	996	2989	3	996	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 141	East-West: 520	SUM: 661	North-South: 141	East-West: 513	SUM: 654	North-South: 0	East-West: 1159	SUM: 1159	North-South: 0	East-West: 1214	SUM: 1214	North-South: 0	East-West: 1214	SUM: 1214		
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.436		0.773		0.809		0.809		0.809		0.809		0.809			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.336		0.673		0.709		0.709		0.709		0.709		0.709			
LEVEL OF SERVICE (LOS):		A		A		B		C		C		C		C		C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.005**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.036**
Significant impacted? **NO**
Δv/c after mitigation: **0.036**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		2	2		2		2		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?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	2	190	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	941	0	23	964	0	1243	2184	1	0	23	2207	1	0	2207	2207	1	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	2141	3	714	-9	2132	711	560	2701	3	900	-9	2692	3	897	2692	3	897	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	209	1	19	0	209	19	185	394	1	394	0	394	1	394	394	1	394	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	41	23	0	41	23	-41	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1965	3	655	13	1978	659	1930	3895	3	1298	13	3908	3	1303	3908	3	1303	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 734 SUM: 924	North-South: 0 East-West: 1298 SUM: 1298	North-South: 0 East-West: 1303 SUM: 1303	North-South: 0 East-West: 1303 SUM: 1303	North-South: 0 East-West: 1303 SUM: 1303												
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.616	0.865	0.869	0.869													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.516	0.765	0.769	0.769													
LEVEL OF SERVICE (LOS):		A	A	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.002**
:ant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:													
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	44	1	44	33	77	77	851	895	1	895	33	928	1	928	0	928	1	928
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	32	1	0	-11	21	0	495	527	1	236	-11	516	1	235	0	516	1	374
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	5	1	5	4	9	9	302	307	1	307	4	311	1	311	0	311	1	311
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	280	2	140	25	305	153	1103	1383	2	692	25	1408	2	704	0	1408	2	704
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	328	1	328	-10	318	318	-37	291	1	291	-10	281	1	281	0	281	1	142
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512	North-South: 230 East-West: 318 SUM: 548	North-South: 1587 East-West: 291 SUM: 1878	North-South: 1632 East-West: 281 SUM: 1913	North-South: 1632 East-West: 142 SUM: 1774													
VOLUME/CAPACITY (V/C) RATIO:		0.359	0.385	1.318	1.342	1.245													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259	0.285	1.218	1.242	1.145													
LEVEL OF SERVICE (LOS):		A	A	F	F	F													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.026**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.024** Δv/c after mitigation: **-0.073**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? 1 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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-- 3 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	24	261	261	467	704	1	704	24	728	1	728	24	728	1	728
	Through-Right 4		0							0				0			0		
	Right 5	354	1	214	3	357	241	24	378	1	187	3	381	1	214	3	381	1	291
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	3	1	3	-13	-10	-10	169	172	1	172	-13	159	1	159	-13	159	1	159
	Left-Through 9		0							0				0				0	
	Through 10	223	2	112	40	263	132	599	822	2	411	40	862	2	431	40	862	2	431
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	140	1	140	-24	116	116	51	191	1	191	-24	167	1	167	-24	167	1	90
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
	Through-Right 25		0							0				0				0	
	Right 26	10	1	9	0	10	15	2	12	1	0	0	12	1	0	12	0	0	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 393 East-West: 116 SUM: 509			North-South: 1115 East-West: 191 SUM: 1306				North-South: 1159 East-West: 167 SUM: 1326				North-South: 1159 East-West: 90 SUM: 1249			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.357			0.916				0.931				0.876			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.257			0.816				0.831				0.776			
LEVEL OF SERVICE (LOS):		A			A			D				D				C			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.014**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.015** Δv/c after mitigation: **-0.040**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0	No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0	No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0	No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND 	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	18	394	#	523	899	1	899	18	917	1	917	1	917	917	
	Through-Right 4		0							0				0			0		
	Right 5	289	1	146	17	306	#	168	457	1	142	17	474	1	148		474	1	311
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND 	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	25	175	#	435	585	2	293	25	610	2	305		610	2	305
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND 	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND 	Left 22	143	1	143	11	154	#	172	315	1	315	11	326	1	326		326	1	163
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	163
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	0	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 451 <i>East-West:</i> 143 SUM: 594		<i>North-South:</i> 482 <i>East-West:</i> 154 SUM: 636		<i>North-South:</i> 1192 <i>East-West:</i> 315 SUM: 1507				<i>North-South:</i> 1222 <i>East-West:</i> 326 SUM: 1548				<i>North-South:</i> 1222 <i>East-West:</i> 163 SUM: 1385					
VOLUME/CAPACITY (V/C) RATIO:		0.417		0.446		1.058				1.086				0.972					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317		0.346		0.958				0.986				0.872					
LEVEL OF SERVICE (LOS):		A		A		E				E				D					

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.029**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.028** Δv/c after mitigation: **-0.086**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:			Ambient Growth: (%):			Conducted by:			Date:	10/1/2015					
	15	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS				
No. of Phases						2										2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0										0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0			
Override Capacity						2										2			
						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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	110	45	155	155	508	618	1	618	45	663	1	663	0	663	1	663
	Left-Through	2	0							0				0				0	
	Through	3	2	2	4	7	4	125	128	2	64	4	132	2	66	0	132	2	66
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R	6	0							0				0				0	
Left-Right	7	0							0				0				0		
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	9	0							0				0				0	
	Through	10	1	12	-21	-9	-9	142	154	1	154	-21	133	1	133	0	133	1	133
	Through-Right	11	0							0				0				0	
	Right	12	1	491	8	542	499	-185	349	1	306	8	357	1	314	0	357	1	314
	Left-Through-R	13	0							0				0				0	
Left-Right	14	0							0				0				0		
EASTBOUND	Left	15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through	16	1							1				1				1	
	Through	17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right	18	0							0				0				0	
	Right	19	1	0	48	59	0	401	412	1	0	48	460	1	0	0	460	1	0
	Left-Through-R	20	0							0				0				0	
Left-Right	21	0							0				0				0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0							0				0				0	
Left-Right	28	0							0				0				0		
CRITICAL VOLUMES		North-South: 601		North-South: 654		North-South: 924		North-South: 977		North-South: 977		North-South: 977		North-South: 977		North-South: 977		North-South: 977	
		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43		East-West: 43	
		SUM: 644		SUM: 697		SUM: 967		SUM: 1020		SUM: 1020		SUM: 1020		SUM: 1020		SUM: 1020		SUM: 1020	
VOLUME/CAPACITY (V/C) RATIO:		0.429		0.465		0.645		0.680		0.680		0.680		0.680		0.680		0.680	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.329		0.365		0.545		0.580		0.580		0.580		0.580		0.580		0.580	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.036**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases																		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0								
Override Capacity																		
		2	2	2	2	2	2	2	2	2								
		0	0	0	0	0	0	0	0	0								
		3	3	3	3	3	3	3	3	3								
		0	0	0	0	0	0	0	0	0								
		2	2	2	2	2	2	2	2	2								
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	85	9	94	94	29	114	1	114	9	123	1	123		123	1	123
	Left-Through 2	0							0				0				0	
	Through 3	2	28	-7	48	24	134	189	2	95	-7	182	2	91		182	2	91
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6	0							0				0				0	
	Left-Right 7	0							0				0				0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41
	Through-Right 11	0							0				0				0	
	Right 12	1	27	4	221	19	31	248	1	163	4	252	1	155		252	1	155
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	190	24	404	202	-210	170	1	85	24	194	1	97		194	1	97
	Left-Through 16	1							1				1				1	
	Through 17	0	190	0	0	202	0	0	0	85	0	0	0	97		0	0	97
	Through-Right 18	0							0				0				0	
	Right 19	1	0	33	125	0	409	501	1	0	33	534	1	0		534	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	2	0	2	0	0	0	2	0	0		2	0	0
Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 122	East-West: 190	SUM: 312	North-South: 131	East-West: 202	SUM: 333	North-South: 277	East-West: 85	SUM: 362	North-South: 278	East-West: 97	SUM: 375	North-South: 278	East-West: 97	SUM: 375		
VOLUME/CAPACITY (V/C) RATIO:			0.208			0.222			0.241			0.250				0.250		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108			0.122			0.141			0.150				0.150		
LEVEL OF SERVICE (LOS):			A			A			A			A				A		

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.014**
Significant impacted? **NO**

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 #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases 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	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? Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	150	150	150	454	454	1	454	150	604	1	604	0	604	1	604	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	10	10	2	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	1	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	161	161	0	504	504	4	0	161	665	4	0	665	4	0	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South: 0			North-South: 150			North-South: 454				North-South: 604				North-South: 604			
		East-West: 77			East-West: 10			East-West: 234				East-West: 12				East-West: 12				
		SUM: 77			SUM: 160			SUM: 688				SUM: 616				SUM: 616				
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.107			0.459				0.411				0.411				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.107			0.459				0.411				0.411				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.056**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.048**
Significant impacted? **NO**
Δv/c after mitigation: **-0.048**
Fully mitigated? **N/A**

Level of Service Workheet (Circular 212 Method)



I/S #: 16	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: MD	Reviewed by: 0	Project: Everport Draft EIR/EIS														
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 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														
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND 	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND 	Left 8	0	1	111	111	111	366	366	1	366	111	477	1	477	477	477	1	477	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND 	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND 	Left 22	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 23	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	115	115	0	387	387	4	0	115	502	4	0	0	502	4	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0 East-West: 140 SUM: 140	North-South: 111 East-West: 0 SUM: 111	North-South: 366 East-West: 264 SUM: 630	North-South: 477 East-West: 0 SUM: 477	North-South: 477 East-West: 0 SUM: 477													
VOLUME/CAPACITY (V/C) RATIO:		0.093	0.074	0.420	0.318	0.318													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093	0.074	0.420	0.318	0.318													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.019**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.102** Δv/c after mitigation: **-0.102**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 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 0	0 0 0 0 0 0	0 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	69	69	69	228	228	1	228	69	297	1	297	0	297	1	297	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	328	548	1	274	-548	0	1	0	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	73	178	1	89	-178	0	1	0	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	59	59	0	205	4	0	59	264	4	0	264	4	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 69			<i>North-South:</i> 228				<i>North-South:</i> 297				<i>North-South:</i> 297			
		<i>East-West:</i> 110			<i>East-West:</i> 0			<i>East-West:</i> 274				<i>East-West:</i> 0				<i>East-West:</i> 0			
		SUM: 110			SUM: 69			SUM: 502				SUM: 297				SUM: 297			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.046			0.335				0.198				0.198			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.046			0.335				0.198				0.198			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.027**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.137** Δv/c after mitigation: **-0.137**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:												
		No. of Phases	3			3	3												
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	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												
		ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0												
		Override Capacity	2			2	2												
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	145	146	140	123	124	0	125	145	269	0	235	0	269	0	235
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	75	127	140	59	111	0	125	75	186	0	235	0	186	0	235
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	1	1	1	2	2	0	2	1	3	0	3	0	3	0	3
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	143	144	43	92	93	0	95	143	236	0	239	0	236	0	239
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-65	-60	43	343	348	0	202	-65	283	0	192	0	283	0	192
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-109	-102	###	285	292	1	292	-109	183	1	183	0	183	1	183
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	39	85	44	369	415	1	209	39	454	1	229	0	454	1	229
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	223	468	468	109	354	1	354	223	577	1	577	0	577	1	577
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-141	243	122	512	896	2	448	-141	755	2	378	0	755	2	378
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	38	42	42	16	20	1	20	38	58	1	58	0	58	1	58
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9			North-South: 141			North-South: 209				North-South: 246				North-South: 246			
		East-West: 270			East-West: 512			East-West: 740				East-West: 806				East-West: 806			
		SUM: 279			SUM: 653			SUM: 949				SUM: 1052				SUM: 1052			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.458			0.666				0.738				0.738			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.358			0.566				0.638				0.638			
LEVEL OF SERVICE (LOS):		A			A			A				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.260**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases			3		3		3		3									
	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		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		EB-- 0 WB-- 0									
	Override Capacity			2		2		2		2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	5	0	5	0	5	5	4	9	0	9	0	9	0	9	9	0	9	
	Left-Through 2		1						1				1				1		
	Through 3	31	0	36	113	144	149	107	138	0	135	113	251	0	235		251	0	235
	Through-Right 4		1						1				1				1		
	Right 5	96	0	42	87	183	64	17	113	0	135	87	200	0	235		200	0	235
	Left-Through-R 6		0						0				0				0		
Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	2	0	2	1	3	3	21	23	0	23	1	24	0	24		24	0	24
	Left-Through 9		1						1				1				1		
	Through 10	25	0	27	81	106	63	55	80	0	103	81	161	0	185		161	0	185
	Through-Right 11		1						1				1				1		
	Right 12	43	0	17	-30	13	63	299	342	0	177	-30	312	0	198		312	0	198
	Left-Through-R 13		0						0				0				0		
Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	52	1	52	-103	-51	-51	279	331	1	331	-103	228	1	228		228	1	228
	Left-Through 16		0						0				0				0		
	Through 17	368	1	186	14	382	193	295	663	1	335	14	677	1	342		677	1	342
	Through-Right 18		1						1				1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6		6	0	6
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	109	1	109	130	239	239	72	181	1	181	130	311	1	311		311	1	311
	Left-Through 23		0						0				0				0		
	Through 24	226	2	113	-67	159	80	277	503	2	252	-67	436	2	218		436	2	218
	Through-Right 25		0						0				0				0		
	Right 26	0	1	0	8	8	8	10	10	1	10	8	18	1	18		18	1	18
	Left-Through-R 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 44		44	North-South: 152		152	North-South: 186		186	North-South: 259		259	North-South: 259		259	North-South: 259		259
		East-West: 295		295	East-West: 432		432	East-West: 583		583	East-West: 653		653	East-West: 653		653	East-West: 653		653
		SUM: 339		339	SUM: 584		584	SUM: 769		769	SUM: 912		912	SUM: 912		912	SUM: 912		912
VOLUME/CAPACITY (V/C) RATIO:				0.238			0.410			0.540			0.640			0.640			0.640
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.138			0.310			0.440			0.540			0.540			0.540
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.172**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.100** Δv/c after mitigation: **0.100**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:		Ambient Growth: (%)		Conducted by:		Date:												
	17	East-West Street:	Terminal Way	0	0	0	0	0	10/1/2015												
		Projection Year:		Peak Hour:		Reviewed by:		Project:													
		0		PM		0		Everport Draft EIR/EIS													
No. of Phases			3	3			3			3											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2	2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?			0	0			0			0											
ATSAC-1 or ATSAC+ATCS-2?			0	0			0			0											
Override Capacity			2	2			2			2											
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	←	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Through 3	4	0	4	165	169	169	189	193	0	193	165	358	0	358	358	0	358	0	358
		Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		Right 5	179	0	130	135	314	264	106	285	0	222	135	420	0	355	420	0	355		
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left 8	4	0	4	29	33	33	-1	3	0	3	29	32	0	32	32	0	32		
		Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
		Through 10	3	0	7	48	51	59	122	125	0	128	48	173	0	259	173	0	259		
		Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
		Right 12	8	0	6	0	8	0	209	217	0	103	0	217	0	259	217	0	259		
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	←	Left 15	4	1	4	-160	-156	###	225	229	1	229	-160	69	1	69	69	1	69		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 17	280	1	140	-72	208	104	306	586	1	293	-72	514	1	257	514	1	257		
		Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WESTBOUND	→	Left 22	98	1	98	3	101	101	29	127	1	127	3	130	1	130	130	1	130		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Through 24	190	2	95	9	199	100	43	233	2	117	9	242	2	121	242	2	121		
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Right 26	7	1	7	0	7	0	0	7	1	7	0	7	1	7	7	1	7		
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
CRITICAL VOLUMES			North-South: 134	East-West: 238	SUM: 372	North-South: 297	East-West: 205	SUM: 502	North-South: 225	East-West: 420	SUM: 645	North-South: 390	East-West: 387	SUM: 777	North-South: 390	East-West: 387	SUM: 777				
VOLUME/CAPACITY (V/C) RATIO:			0.261	0.352	0.453	0.545															
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.161	0.252	0.353	0.445															
LEVEL OF SERVICE (LOS):			A	A	A	A															

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.091**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.092** Δv/c after mitigation: **0.092**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street			Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Cannery Street			Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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																				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	4	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	42	1	23	0	42	29	158	200	1	103	0	200	1	106	0	200	1	106	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		
	Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	272	1	148	0	272	272	75	347	1	186	0	347	1	347	0	347	1	347	
	Through-Right 11		1							1				1				1		
	Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 152			North-South: 277			North-South: 189				North-South: 350				North-South: 350				
		East-West: 15			East-West: 234			East-West: 15				East-West: 234				East-West: 234				
		SUM: 167			SUM: 511			SUM: 204				SUM: 584				SUM: 584				
VOLUME/CAPACITY (V/C) RATIO:		0.111			0.341			0.136				0.389				0.389				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111			0.341			0.136				0.389				0.389				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.253** Δv/c after mitigation: **0.253**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0							
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	6
	Left-Through 2		1							1							1	
	Through 3	61	1	34	0	61	37	164	225	1	116	0	225	1	119	225	1	119
	Through-Right 4		0							0				0			0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0			0	
	Left-Right 7		0							0				0			0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0			0	
	Through 10	123	1	84	0	123	123	128	251	1	148	0	251	1	251	251	1	251
	Through-Right 11		1							1				1			1	
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	257	0	107
	Left-Through-R 13		0							0				0			0	
	Left-Right 14		0							0				0			0	
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	301	1	301
	Left-Through 16		0							0				0			0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0			0	
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	9	1	9
	Left-Through-R 20		0							0				0			0	
	Left-Right 21		0							0				0			0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0			0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0			0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0			0	
	Left-Right 28		0							0				0			0	
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 154 East-West: 102 SUM: 256				North-South: 257 East-West: 301 SUM: 558						
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.171				0.372						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.171				0.372						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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			2	2	2	2	2	2	2	2								
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								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	3	0	3
	Left-Through 2		1						1				1				1	
	Through 3	143	1	73	0	143	73	236	379	1	191	0	379	1	191	379	1	191
	Through-Right 4		0						0				0		0		0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0		0		0	
	Left-Right 7		0						0				0		0		0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0		0		0	
	Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114	166	1	114
	Through-Right 11		1						1				1		1		1	
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	61	0	61
	Left-Through-R 13		0						0				0		0		0	
	Left-Right 14		0						0				0		0		0	
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	331	1	331
	Left-Through 16		0						0				0		0		0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0		0		0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	4	1	4
	Left-Through-R 20		0						0				0		0		0	
	Left-Right 21		0						0				0		0		0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0		0		0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0		0		0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0		0		0	
	Left-Right 28		0						0				0		0		0	
CRITICAL VOLUMES			North-South: 73 East-West: 30 SUM: 103	North-South: 76 East-West: 331 SUM: 407	North-South: 191 East-West: 30 SUM: 221	North-South: 191 East-West: 331 SUM: 522	North-South: 191 East-West: 331 SUM: 522	North-South: 191 East-West: 331 SUM: 522	North-South: 191 East-West: 331 SUM: 522									
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.069 0.069 A	0.271 0.271 A	0.147 0.147 A	0.348 0.348 A	0.348 0.348 A	0.348 0.348 A	0.348 0.348 A									

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.202**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201**
 Significant impacted? **NO**
 Δv/c after mitigation: **0.201**
 Fully mitigated? **N/A**

2038 - Alternative 3

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.014	N-S(1): 0.094 * N-S(2): 0.000 E-W(1): 0.247 E-W(2): 0.733 *	
	TH	0.27	32	425	0.075		
	LT	1.73	209	2,498	0.084 *		
Westbound	RT	1.00	852	1,600	0.457	V/C: 0.827 Lost Time: 0.180	
	TH	1.00	976	1,600	0.610 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.007	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	778	3,200	0.244		
	LT	1.00	197	1,600	0.123 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	198	1,600	0.019	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.570 *	
	TH	0.21	18	333	0.054		
	LT	1.79	155	2,580	0.060 *		
Westbound	RT	1.00	377	1,600	0.182	V/C: 0.636 Lost Time: 0.180	
	TH	1.00	744	1,600	0.465 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.816	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	664	3,200	0.208		
	LT	1.00	168	1,600	0.105 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	297	1,600	0.056	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.264 E-W(2): 0.670 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	399	1,600	0.186	V/C: 0.756 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.936	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	840	3,200	0.263		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.566 * N-S(2): 0.426 E-W(1): 0.099 E-W(2): 0.129 *	
	TH	3.00	2,043	4,800	0.426		
	LT	1.00	299	1,600	0.187 *		
Westbound	RT	2.00	712	3,200	0.129 *	V/C: 0.695 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	285	2,880	0.099		
Northbound	RT	0.00	133	0	0.000	ICU: 0.815	
	TH	3.00	1,686	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.272 E-W(1): 0.071 * E-W(2): 0.052	
	TH	3.00	1,306	4,800	0.272		
	LT	1.00	174	1,600	0.109 *		
Westbound	RT	2.00	339	3,200	0.052 *	V/C: 0.498 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	205	2,880	0.071		
Northbound	RT	0.00	121	0	0.000	ICU: 0.618	
	TH	3.00	1,404	4,800	0.318 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,212	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.304 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.229
	TH	2.00	674	3,200	0.216	V/C: 0.673 Lost Time: 0.180
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	2.00	210	3,200	0.013	ICU: 0.853
	TH	0.03	12	46	0.261	
	LT	1.97	824	2,839	0.290 *	
Eastbound	RT	1.00	819	1,600	0.251 *	LOS: D
	TH	2.00	471	3,200	0.147	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.311 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	465	3,200	0.145	V/C: 0.697 Lost Time: 0.180
	LT	2.00	218	2,880	0.076 *	
Northbound	RT	2.00	273	3,200	0.051	ICU: 0.877
	TH	0.01	5	19	0.262	
	LT	1.99	833	2,863	0.291 *	
Eastbound	RT	1.00	915	1,600	0.310 *	LOS: D
	TH	2.00	516	3,200	0.161	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.309 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.358 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.132
	TH	2.00	396	3,200	0.124	V/C: 0.667 Lost Time: 0.180
	LT	2.00	301	2,880	0.105 *	
Northbound	RT	2.00	578	3,200	0.134	ICU: 0.847
	TH	0.00	0	0	0.000	
	LT	2.00	834	2,880	0.290 *	
Eastbound	RT	1.00	681	1,600	0.165	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,580	3,200	0.494 *	N-S(1): 0.624 N-S(2): 0.662 * E-W(1): 0.313 * E-W(2): 0.114
	TH	2.00	710	3,200	0.222	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	197	1,600	0.000	V/C: 0.975 Lost Time: 0.120
	TH	2.00	364	3,200	0.114	
	LT	1.00	501	1,600	0.313 *	
Northbound	RT	0.00	3	0	0.000	ICU: 1.095
	TH	2.00	1,993	3,200	0.624	
	LT	1.00	268	1,600	0.168 *	
Eastbound	RT	0.00	0	0	0.000	LOS: F
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,440	3,200	0.450 *	N-S(1): 0.625 * N-S(2): 0.561 E-W(1): 0.198 * E-W(2): 0.039
	TH	2.00	450	3,200	0.141	
	LT	0.00	0	0	0.000	
Westbound	RT	1.00	115	1,600	0.000	V/C: 0.823 Lost Time: 0.120
	TH	2.00	124	3,200	0.039	
	LT	1.00	317	1,600	0.198 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.943
	TH	2.00	1,999	3,200	0.625	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,330	3,200	0.416	N-S(1): 0.693 * N-S(2): 0.490 E-W(1): 0.109 * E-W(2): 0.025
	TH	2.00	293	3,200	0.092	
	LT	0.00	0	0	0.000 *	
Westbound	RT	1.00	231	1,600	0.000	V/C: 0.802 Lost Time: 0.120
	TH	2.00	80	3,200	0.025	
	LT	1.00	175	1,600	0.109 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.922
	TH	2.00	2,219	3,200	0.693 *	
	LT	1.00	119	1,600	0.074	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.815 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.555 * V/C: 1.370 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	254	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	401	1,600	0.251 *	
	TH	2.00	664	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.490 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,599	2,880	0.555 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.594 * N-S(2): 0.000 E-W(1): 0.132 E-W(2): 0.654 * V/C: 1.248 Lost Time: 0.120
	TH	1.00	663	1,600	0.414 *	
	LT	1.00	102	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	248	1,600	0.155 *	
	TH	2.00	576	3,200	0.180	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	171	0	0.000	ICU: 1.368 LOS: F
	TH	2.00	252	3,200	0.132	
	LT	2.00	1,883	2,880	0.654 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 * N-S(2): 0.000 E-W(1): 0.094 E-W(2): 0.700 * V/C: 1.017 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	178	1,600	0.111 *	
	TH	2.00	310	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.137 LOS: F
	TH	2.00	194	3,200	0.094	
	LT	2.00	2,016	2,880	0.700 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.099
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	377	3,200	0.118	E-W(2): 0.554 *
	TH	2.00	1,773	3,200	0.554 *	V/C: 0.744
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	314	3,200	0.099	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.844
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	280	3,200	0.088	E-W(2): 0.465 *
	TH	2.00	1,486	3,200	0.464 *	V/C: 0.624
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	183	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000	
	LT	0.00	2	1,600	0.001 *	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	197	3,200	0.062	E-W(2): 0.425 *
	TH	2.00	1,361	3,200	0.425 *	V/C: 0.559
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	153	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.659
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.194
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.730
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	2.00	1,681	3,200	0.525 *	
	LT	1.00	311	1,600	0.194	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.647
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.767
	TH	2.00	1,533	3,200	0.479 *	
	LT	1.00	197	1,600	0.123	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.580 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.725
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.845
	TH	2.00	1,856	3,200	0.580 *	
	LT	1.00	165	1,600	0.103	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	222	1,600	0.014	N-S(1): 0.093 * N-S(2): 0.000 E-W(1): 0.248 E-W(2): 0.735 *	
	TH	0.27	32	427	0.075		
	LT	1.73	208	2,496	0.083 *		
Westbound	RT	1.00	855	1,600	0.459	V/C: 0.828 Lost Time: 0.180	
	TH	1.00	978	1,600	0.611 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.008	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	782	3,200	0.245		
	LT	1.00	199	1,600	0.124 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.018	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.568 *	
	TH	0.21	18	335	0.054		
	LT	1.79	154	2,579	0.060 *		
Westbound	RT	1.00	372	1,600	0.179	V/C: 0.634 Lost Time: 0.180	
	TH	1.00	742	1,600	0.464 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.814	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	663	3,200	0.208		
	LT	1.00	167	1,600	0.104 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	296	1,600	0.054	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.262 E-W(2): 0.671 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	398	1,600	0.185	V/C: 0.757 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.937	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	833	3,200	0.261		
	LT	1.00	209	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.568 * N-S(2): 0.425 E-W(1): 0.098 E-W(2): 0.131 *	
	TH	3.00	2,041	4,800	0.425		
	LT	1.00	302	1,600	0.189 *		
Westbound	RT	2.00	722	3,200	0.131 *	V/C: 0.699 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	281	2,880	0.098		
Northbound	RT	0.00	133	0	0.000	ICU: 0.819	
	TH	3.00	1,685	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.273 E-W(1): 0.070 * E-W(2): 0.052	
	TH	3.00	1,312	4,800	0.273		
	LT	1.00	172	1,600	0.108 *		
Westbound	RT	2.00	337	3,200	0.052 *	V/C: 0.497 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	202	2,880	0.070		
Northbound	RT	0.00	121	0	0.000	ICU: 0.617	
	TH	3.00	1,410	4,800	0.319 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,215	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.307 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228
	TH	2.00	672	3,200	0.215	V/C: 0.676
	LT	2.00	340	2,880	0.118 *	Lost Time: 0.180
Northbound	RT	2.00	212	3,200	0.013	
	TH	0.03	12	45	0.264	
	LT	1.97	833	2,839	0.293 *	
Eastbound	RT	1.00	824	1,600	0.251 *	ICU: 0.856
	TH	2.00	473	3,200	0.148	
	LT	1.00	20	1,600	0.013	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.310 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.390 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	463	3,200	0.145	V/C: 0.700
	LT	2.00	220	2,880	0.076 *	Lost Time: 0.180
Northbound	RT	2.00	277	3,200	0.052	
	TH	0.01	5	19	0.261	
	LT	1.99	831	2,863	0.290 *	
Eastbound	RT	1.00	921	1,600	0.314 *	ICU: 0.880
	TH	2.00	513	3,200	0.160	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.307 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.356 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.134
	TH	2.00	401	3,200	0.126	V/C: 0.663
	LT	2.00	301	2,880	0.105 *	Lost Time: 0.180
Northbound	RT	2.00	590	3,200	0.137	
	TH	0.00	0	0	0.000	
	LT	2.00	828	2,880	0.288 *	
Eastbound	RT	1.00	682	1,600	0.168	ICU: 0.843
	TH	2.00	803	3,200	0.251 *	
	LT	1.00	12	1,600	0.008	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,608	3,200	0.503 *	N-S(1): 0.632
	TH	2.00	712	3,200	0.223	N-S(2): 0.669 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	198	1,600	0.000	E-W(2): 0.111
	TH	2.00	356	3,200	0.111	
	LT	1.00	500	1,600	0.313 *	V/C: 0.982
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	2,018	3,200	0.632	
	LT	1.00	266	1,600	0.166 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.102
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,443	3,200	0.451 *	N-S(1): 0.634 *
	TH	2.00	454	3,200	0.142	N-S(2): 0.562
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2): 0.038
	TH	2.00	123	3,200	0.038	
	LT	1.00	316	1,600	0.198 *	V/C: 0.832
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,028	3,200	0.634	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.952
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,340	3,200	0.419	N-S(1): 0.702 *
	TH	2.00	294	3,200	0.092	N-S(2): 0.492
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.022
	TH	2.00	71	3,200	0.022	
	LT	1.00	175	1,600	0.109 *	V/C: 0.811
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,246	3,200	0.702 *	
	LT	1.00	117	1,600	0.073	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.931
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.814 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.560 * V/C: 1.374 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	255	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	400	1,600	0.250 *	
	TH	2.00	665	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.494 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,614	2,880	0.560 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.598 * N-S(2): 0.000 E-W(1): 0.130 E-W(2): 0.662 * V/C: 1.260 Lost Time: 0.120
	TH	1.00	665	1,600	0.416 *	
	LT	1.00	103	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	243	1,600	0.152 *	
	TH	2.00	581	3,200	0.182	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	168	0	0.000	ICU: 1.380 LOS: F
	TH	2.00	249	3,200	0.130	
	LT	2.00	1,906	2,880	0.662 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.000 E-W(1): 0.093 E-W(2): 0.709 * V/C: 1.027 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	141	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	179	1,600	0.112 *	
	TH	2.00	309	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.147 LOS: F
	TH	2.00	193	3,200	0.093	
	LT	2.00	2,043	2,880	0.709 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.100
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	370	3,200	0.116	E-W(2): 0.563 *
	TH	2.00	1,801	3,200	0.563 *	
	LT	0.00	0	0	0.000	V/C: 0.753
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	315	3,200	0.100	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.853
	TH	0.00	0	0	0.000	LOS: D
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	279	3,200	0.087	E-W(2): 0.467 *
	TH	2.00	1,490	3,200	0.466 *	
	LT	0.00	0	0	0.000	V/C: 0.626
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	181	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.726
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	2	1,600	0.001 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	188	3,200	0.059	E-W(2): 0.428 *
	TH	2.00	1,369	3,200	0.428 *	
	LT	0.00	0	0	0.000	V/C: 0.562
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	151	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.662
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.532 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.195
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.737
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.857
	TH	2.00	1,703	3,200	0.532 *	
	LT	1.00	312	1,600	0.195	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.485 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.122
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.653
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.773
	TH	2.00	1,551	3,200	0.485 *	
	LT	1.00	195	1,600	0.122	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.588 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.733
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.853
	TH	2.00	1,882	3,200	0.588 *	
	LT	1.00	163	1,600	0.102	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2038 - Alternative 4

Intersection Analysis

City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%)			Conducted by:			Date:	10/1/2015							
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	AM		Reviewed by:			Project:	Everport Draft EIR/EIS							
No. of Phases																					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																					
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				
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3				
Override Capacity				1500								1500				1500					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Right	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left	8		214	1	214	1	215	215	6	220	1	220	1	221	1	221	1	221		
	Left-Through	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	12		220	1	0	1	221	0	2	222	1	0	1	223	1	0	1	0		
	Left-Through-R	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15		231	1	231	0	231	231	65	296	1	296	0	296	1	296	0	296		
	Left-Through	16		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	17		931	2	466	0	931	466	435	1366	2	683	0	1366	2	683	0	1366		
	Through-Right	18		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-R	20		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	21		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through	23		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	24		1033	2	402	-2	1031	401	249	1282	2	519	-2	1280	2	518	0	1280		
	Through-Right	25		0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0		
	Right	26		172	0	172	-1	171	171	102	274	0	274	-1	273	0	273	0	273		
	Left-Through-R	27		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Right	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South:		214	North-South:		215	North-South:		220	North-South:		221	North-South:		221	North-South:		221		
		East-West:		868	East-West:		867	East-West:		1202	East-West:		1201	East-West:		973	East-West:		973		
		SUM:		1082	SUM:		1082	SUM:		1422	SUM:		1422	SUM:		1194	SUM:		1194		
VOLUME/CAPACITY (V/C) RATIO:				0.721				0.721				0.948				0.948				0.796	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.621				0.621				0.848				0.848				0.696	
LEVEL OF SERVICE (LOS):				B				B				D				D				B	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.152**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
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		
ATSAC-1 or ATSAC+ATCS-2?																			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	233	1	233	0	233	233	24	257	1	257	0	257	1	257		257	1	257
	Left-Through 9																		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11																		
	Right 12	245	1	14	0	245	9	3	248	1	0	0	248	1	0		248	1	0
	Left-Through-Ri 13																		
EASTBOUND	Left 15	231	1	231	5	236	236	32	263	1	263	5	268	1	268		268	1	268
	Left-Through 16																		
	Through 17	886	2	443	-3	883	442	145	1031	2	516	-3	1028	2	514		1028	3	343
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20																		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23																		
	Through 24	813	2	357	0	813	357	143	956	2	430	0	956	2	430		956	2	430
	Through-Right 25																		
	Right 26	257	0	257	0	257	257	78	335	0	335	0	335	0	335		335	0	335
	Left-Through-Ri 27																		
CRITICAL VOLUMES	North-South:	233		North-South:		233		North-South:		257		North-South:		257		North-South:		257	
	East-West:	800		East-West:		799		East-West:		946		East-West:		944		East-West:		773	
	SUM:	1033		SUM:		1032		SUM:		1203		SUM:		1201		SUM:		1030	
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATSAC/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.001**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001** Δv/c after mitigation: **-0.115**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
3	East-West Street:	Pacific Coast Highway	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases				0		0				0								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2				2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	3								
ATSAC-1 or ATSAC+ATCS-2?				2		2				2								
Override Capacity				1500		1500				1500								
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0						0				0				0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0						0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	192	1	192	0	192	#	6	198	1	198	0	198	1	198	198	1	198
	Left-Through 9		0						0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0						0				0				0	
	Right 12	301	1	56	-1	300	#	10	311	1	44	-1	310	1	43	310	1	43
	Left-Through-Ri 13		0						0				0				0	
EASTBOUND	Left 15	245	1	245	0	245	#	22	267	1	267	0	267	1	267	267	1	267
	Left-Through 16		0						0				0				0	
	Through 17	1191	2	596	-1	1190	#	117	1308	2	654	-1	1307	2	654	1307	3	436
	Through-Right 18		0						0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0						0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0	
	Through 24	997	2	407	4	1001	#	341	1338	2	532	4	1342	2	534	1342	2	534
	Through-Right 25		1						1				1				1	
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259	259	0	259
	Left-Through-Ri 27		0						0				0				0	
Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 192 East-West: 1003 SUM: 1195	North-South: 192 East-West: 1004 SUM: 1196	North-South: 198 East-West: 1186 SUM: 1384	North-South: 198 East-West: 1188 SUM: 1386	North-South: 198 East-West: 970 SUM: 1168												
VOLUME/CAPACITY (V/C) RATIO:			0.797	0.797	0.923	0.924	0.779											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.697	0.697	0.823	0.824	0.679											
LEVEL OF SERVICE (LOS):			B	B	D	D	B											

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

in v/c due to project: **0.000**
t impacted? **NO**

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **-0.144**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATCS-1 or ATCS+ATCS-2? Override Capacity			NB-- 0 SB-- 3 EB-- 0 WB-- 3 2 0			NB-- 0 SB-- 3 EB-- 0 WB-- 3 2 0			NB-- 0 SB-- 3 EB-- 0 WB-- 3 2 0			NB-- 0 SB-- 3 EB-- 0 WB-- 3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	315	2	141	2	317	142	1133	1448	2	526	2	1450	2	526	0	1450	2	526
	Through-Right 4		1							1				1			1		
	Right 5	108	0	108	0	108	108	21	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	314	1	314	1	315	315	-16	298	1	298	1	299	1	299	0	299	1	299
	Left-Through 9		0							0			0				0		
	Through 10	699	3	233	-2	697	232	1431	2130	3	710	-2	2128	3	709	0	2128	3	709
	Through-Right 11		0							0			0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0		
Left-Right 14		0							0				0			0			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	102	1	102	0	102	102	31	133	1	133	0	133	1	133	0	133	1	133
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0			0				0		
	Right 26	299	1	0	-1	298	0	152	451	1	153	-1	450	1	151	0	450	1	151
	Left-Through-R 27		0							0				0			0		
Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 455 East-West: 102 SUM: 557	North-South: 457 East-West: 102 SUM: 559	North-South: 1236 East-West: 153 SUM: 1389	North-South: 1235 East-West: 151 SUM: 1386	North-South: 1235 East-West: 151 SUM: 1386	North-South: 1235 East-West: 151 SUM: 1386	North-South: 1235 East-West: 151 SUM: 1386											
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATCS/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.391 0.291 A	0.392 0.292 A	0.975 0.875 D	0.973 0.873 D	0.973 0.873 D	0.973 0.873 D												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.001
Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: -0.002
Significant impacted? NO

Δv/c after mitigation: -0.002
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
4	No. of Phases	3		3		3		3		3		3		3					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1		1		1					
	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				
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	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				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	441	2	193	0	441	193	765	1206	2	449	0	1206	2	449	1206	2	449	
	Through-Right 4																		
	Right 5	139	0	139	0	139	139	1	140	0	140	0	140	0	140	140	0	140	
	Left-Through-R 6																		
	Left-Right 7																		
SOUTHBOUND	Left 8	199	1	199	0	199	199	16	215	1	215	0	215	1	215	215	1	215	
	Left-Through 9																		
	Through 10	476	3	159	2	478	159	803	1279	3	426	2	1281	3	427	1281	3	427	
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13																		
	Left-Right 14																		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	105	1	105	0	105	105	10	115	1	115	0	115	1	115	115	1	115	
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25																		
	Right 26	256	1	57	5	261	62	94	350	1	135	5	355	1	140	355	1	140	
	Left-Through-R 27																		
	Left-Right 28																		
CRITICAL VOLUMES	North-South: 392		North-South: 392		North-South: 392		North-South: 875		North-South: 875		North-South: 876		North-South: 876		North-South: 876		North-South: 876		
	East-West: 105		East-West: 105		East-West: 105		East-West: 135		East-West: 135		East-West: 140		East-West: 140		East-West: 140		East-West: 140		
	SUM: 497		SUM: 497		SUM: 497		SUM: 1010		SUM: 1010		SUM: 1016		SUM: 1016		SUM: 1016		SUM: 1016		
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.349		0.709		0.709		0.713		0.713		0.713		0.713		
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.249		0.609		0.609		0.613		0.613		0.613		0.613		
LEVEL OF SERVICE (LOS):	A		A		A		B		B		B		B		B		B		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	No. of Phases		3	No. of Phases		3	No. of Phases		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3	ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 3								
Override Capacity		2	Override Capacity		2	Override Capacity		2	Override Capacity		2								
		0	<td>0</td> <td colspan="2"> <td>0</td> <td colspan="2"> <td>0</td> </td></td>		0	<td>0</td> <td colspan="2"> <td>0</td> </td>		0	<td>0</td>		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	704	2	285	0	704	#	365	1069	2	406	0	1069	2	406	1069	2	406	
	Through-Right 4		1							1				1			1		
	Right 5	150	0	150	0	150	#	-2	148	0	148	0	148	0	148	148	0	148	
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	279	1	279	0	279	#	13	292	1	292	0	292	1	292	292	1	292	
	Left-Through 9		0							0			0				0		
	Through 10	967	3	322	4	971	#	142	1109	3	370	4	1113	3	371	1113	3	371	
	Through-Right 11		0							0			0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0			0				0		
	Left-Right 21		0							0			0				0		
WESTBOUND	Left 22	99	1	99	0	99	#	-2	97	1	97	0	97	1	97	97	1	97	
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0			0				0		
	Right 26	359	1	80	0	359	#	57	416	1	124	0	416	1	124	416	1	124	
	Left-Through-R 27		0							0			0				0		
	Left-Right 28		0							0			0				0		
CRITICAL VOLUMES		North-South: 607 East-West: 99 SUM: 706	North-South: 609 East-West: 99 SUM: 708			North-South: 776 East-West: 124 SUM: 900				North-South: 777 East-West: 124 SUM: 901				North-South: 777 East-West: 124 SUM: 901					
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.497			0.632				0.632				0.632			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.397			0.532				0.532				0.532			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:											
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS										
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3											
	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		EB-- 0 WB-- 0		NB-- 0 SB-- 0		EB-- 0 WB-- 0		NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																	
	Through 3	280	2	140	1	281	141	536	816	2	408	1	817	2	409	0	817	2	409	
	Through-Right 4		0																	
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19	
	Left-Through-F 6		0																	
	Left-Right 7		0																	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12	
	Left-Through 9		1							1				1				1		
	Through 10	304	0	158	-6	298	161	690	994	0	521	-6	988	0	518	0	988	0	518	
	Through-Right 11		1							1				1				1		
	Right 12	0	0	158	0	0	161	0	0	0	521	0	0	0	518	0	0	0	518	
	Left-Through-F 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	32	1	32	1	33	33	757	789	1	789	1	790	1	790	0	790	1	790	
	Left-Through 16		0							0				0				0		
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3	
	Through-Right 18		1							1				1				1		
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	
	Left-Through-F 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	
	Through-Right 25		0							0				0				0		
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	
	Left-Through-F 27		1							1				1				1		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 158		North-South: 161		North-South: 521		North-South: 518		North-South: 518		North-South: 518		North-South: 518		North-South: 518		North-South: 518		
		East-West: 38		East-West: 39		East-West: 795		East-West: 796		East-West: 796		East-West: 796		East-West: 796		East-West: 796		East-West: 796		
		SUM: 196		SUM: 200		SUM: 1316		SUM: 1314		SUM: 1314		SUM: 1314		SUM: 1314		SUM: 1314		SUM: 1314		
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.924		0.922		0.922		0.922		0.922		0.922		0.922		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.824		0.822		0.822		0.822		0.822		0.822		0.822		
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D		D		D		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	
		Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Through 3	593	2	297	4	597	299	356	949	2	475	4	953	2	477	953	2	477	
		Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	→	Left 8	7	0	0	7	7	0	7	0	7	0	7	0	7	7	0	7		
		Left-Through 9	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
		Through 10	317	0	173	-1	316	172	418	735	0	382	-1	734	0	381	734	0	381	
		Through-Right 11	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
		Right 12	0	0	173	0	0	172	0	0	0	382	0	0	0	381	0	0	381	
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	→	Left 15	92	1	-3	89	89	312	404	1	404	-3	401	1	401	401	1	401		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 17	5	0	8	0	5	8	0	5	0	23	0	5	0	23	5	0	23	
		Through-Right 18	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
		Right 19	3	0	0	0	3	0	15	18	0	0	0	18	0	0	18	0	0	
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	←	Left 22	8	0	0	8	8	0	8	0	8	0	8	0	8	8	0	8		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29	
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	
		Left-Through-R 27	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	304	North-South:	306	North-South:	482	North-South:	484	North-South:	484	North-South:	484	North-South:	484	North-South:	484	North-South:	484	
		East-West:	121	East-West:	118	East-West:	433	East-West:	430	East-West:	430	East-West:	430	East-West:	430	East-West:	430	East-West:	430	
		SUM:	425	SUM:	424	SUM:	915	SUM:	914	SUM:	914	SUM:	914	SUM:	914	SUM:	914	SUM:	914	
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.298		0.642		0.641		0.641		0.641		0.641		0.641		0.641		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.198		0.542		0.541		0.541		0.541		0.541		0.541		0.541		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.000**
ant impacted? **NO**

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:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	NB--		0	SB--		0	NB--		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	EB--		0	WB--		0	EB--		0								
ATSAC-1 or ATSAC+ATCS-2?		2	EB--		2	WB--		2	EB--		2								
Override Capacity		0	EB--		0	WB--		0	EB--		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	2	575	288	270	843	2	422	2	845	2	423	845	2	423	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	1	1	0	1	1	0	1	1	1	0	
	Through 10	347	0	185	2	349	196	140	487	0	268	2	489	0	269	489	0	269	
	Through-Right 11	0	1	0	0	0	0	1	1	1	0	1	1	0	1	1	1	0	
	Right 12	3	0	185	0	3	196	1	4	0	268	0	4	0	269	4	0	269	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-2	81	81	382	465	1	465	-2	463	1	463	463	1	463	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	5	0	16	
	Through-Right 18	0	1	0	0	0	0	0	1	1	0	1	1	0	1	1	1	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	1	0	1	1	0	1	1	1	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297	East-West: 150	SUM: 447	North-South: 298	East-West: 148	SUM: 446	North-South: 433	East-West: 533	SUM: 966	North-South: 434	East-West: 531	SUM: 965	North-South: 434	East-West: 531	SUM: 965	North-South: 434	East-West: 531	SUM: 965
VOLUME/CAPACITY (V/C) RATIO:		0.314		0.313		0.678		0.677		0.677		0.677		0.677		0.677		0.677	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214		0.213		0.578		0.577		0.577		0.577		0.577		0.577		0.577	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	34	507	562	1	470	0	562	1	468	0	562	1	468	
	Left-Through	2	1						1				1				1		
	Through	3	36	2	56	34	794	848	1	470	2	850	1	468	0	850	1	468	
	Through-Right	4	0						0				0				0		
	Right	5	35	-2	64	27	17	83	1	0	-2	81	1	0	0	81	1	0	
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	109	-2	107	110	105	214	1	214	-2	212	1	215	0	212	1	215	
	Left-Through	9	0						0				0				0		
	Through	10	74	-2	186	75	875	1063	2	366	-2	1061	2	367	0	1061	2	367	
	Through-Right	11	1						1				1				1		
	Right	12	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through-R	13	0						0				0				0		
Left-Right	14	0						0				0				0			
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16	0						0				0				0		
	Through	17	354	0	707	347	261	968	2	484	0	968	2	478	0	968	2	478	
	Through-Right	18	0						0				0				0		
	Right	19	0						1	0	3	889	1	0	0	889	1	0	
	Left-Through-R	20	0						0				0				0		
Left-Right	21	0						0				0				0			
WESTBOUND	Left	22	63	-1	62	64	194	257	1	257	-1	256	1	258	0	256	1	258	
	Left-Through	23	0						0				0				0		
	Through	24	409	3	821	409	281	1099	2	550	3	1102	2	549	0	1102	2	549	
	Through-Right	25	0						0				0				0		
	Right	26	42	2	98	50	110	206	1	99	2	208	1	108	0	208	1	108	
	Left-Through-R	27	0						0				0				0		
Left-Right	28	0						0				0				0			
CRITICAL VOLUMES		North-South: 145	144	North-South: 144	144	144	North-South: 836	836	836	835	North-South: 835	835	835	835	North-South: 835	835	835	835	
		East-West: 470	470	East-West: 470	470	470	East-West: 741	741	741	736	East-West: 736	736	736	736	East-West: 736	736	736	736	
		SUM: 615	614	SUM: 614	614	614	SUM: 1577	1577	1577	1571	SUM: 1571	1571	1571	1571	SUM: 1571	1571	1571	1571	
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.447		1.147		1.143		1.143		1.143		1.143		1.143		1.143	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.347		1.047		1.043		1.043		1.043		1.043		1.043		1.043	
LEVEL OF SERVICE (LOS):		A		A		F		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	141	1	84	0	141	82	238	379	1	379	0	379	1	388	379	1	388	
	Left-Through 2		1							1				1			1		
	Through 3	112	1	84	5	117	82	705	817	1	409	5	822	1	401	822	1	401	
	Through-Right 4		0							0				0			0		
	Right 5	71	1	53	0	71	56	35	106	1	23	0	106	1	26	106	1	26	
	Left-Through-R 6		0							0				0			0		
	Left-Right 7		0							0				0			0		
SOUTHBOUND	Left 8	163	1	163	0	163	158	50	213	1	213	0	213	1	208	213	1	208	
	Left-Through 9		0							0				0			0		
	Through 10	234	2	97	0	234	96	488	722	2	260	0	722	2	259	722	2	259	
	Through-Right 11		1							1				1			1		
	Right 12	56	0	56	0	56	56	2	58	0	58	0	58	0	58	58	0	58	
	Left-Through-R 13		0							0				0			0		
Left-Right 14		0							0				0			0			
EASTBOUND	Left 15	126	1	126	0	126	126	21	147	1	147	0	147	1	147	147	1	147	
	Left-Through 16		0							0				0			0		
	Through 17	750	2	375	2	752	374	286	1036	2	518	2	1038	2	517	1038	2	517	
	Through-Right 18		0							0				0			0		
	Right 19	172	1	0	3	175	0	288	460	1	0	3	463	1	0	463	1	0	
	Left-Through-R 20		0							0				0			0		
Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	36	1	36	0	36	23	130	166	1	166	0	166	1	153	166	1	153	
	Left-Through 23		0							0				0			0		
	Through 24	634	2	317	-1	633	327	160	794	2	397	-1	793	2	407	793	2	407	
	Through-Right 25		0							0				0			0		
	Right 26	204	1	123	0	204	116	31	235	1	129	0	235	1	122	235	1	122	
	Left-Through-R 27		0							0				0			0		
Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 247 East-West: 443 SUM: 690	North-South: 240 East-West: 453 SUM: 693	North-South: 240 East-West: 453 SUM: 693	North-South: 669 East-West: 684 SUM: 1353	North-South: 660 East-West: 670 SUM: 1330	North-South: 660 East-West: 670 SUM: 1330	North-South: 660 East-West: 670 SUM: 1330	North-South: 660 East-West: 670 SUM: 1330	North-South: 660 East-West: 670 SUM: 1330									
VOLUME/CAPACITY (V/C) RATIO:		0.502		0.504		0.984		0.967		0.967		0.967		0.967		0.967		0.967	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402		0.404		0.884		0.867		0.867		0.867		0.867		0.867		0.867	
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	184	1	111	2	186	113	631	815	1	495	2	817	1	497		817	1	497
	Left-Through 2		1							1				1				1	
	Through 3	149	1	111	3	152	113	520	669	1	495	3	672	1	497		672	1	497
	Through-Right 4		0							0				0				0	
	Right 5	54	1	32	1	55	32	71	125	1	111	1	126	1	111		126	1	111
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	134	1	134	0	134	137	55	189	1	189	0	189	1	192		189	1	192
	Left-Through 9		0							0				0				0	
	Through 10	288	2	111	3	291	112	228	516	2	189	3	519	2	189		519	2	189
	Through-Right 11		1							1				1				1	
	Right 12	46	0	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	134	1	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through 16		0							0				0				0	
	Through 17	952	2	476	2	954	476	172	1124	2	562	2	1126	2	562		1126	2	562
	Through-Right 18		0							0				0				0	
	Right 19	249	1	0	4	253	0	383	632	1	0	4	636	1	0		636	1	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	44	1	44	0	44	45	-16	28	1	28	0	28	1	29		28	1	29
	Left-Through 23		0							0				0				0	
	Through 24	854	2	427	-1	853	419	424	1278	2	639	-1	1277	2	631		1277	2	631
	Through-Right 25		0							0				0				0	
	Right 26	243	1	176	0	243	175	86	329	1	235	0	329	1	233		329	1	233
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 250 East-West: 553 SUM: 803		North-South: 684 East-West: 795 SUM: 1479				North-South: 689 East-West: 787 SUM: 1476				North-South: 689 East-West: 787 SUM: 1476						
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.584		1.076		1.073		1.073		1.073							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.484		0.976		0.973		0.973		0.973							
LEVEL OF SERVICE (LOS):		A		A		E		E		E		E							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Change in v/c due to project: **-0.003**
Significant impacted? **NO**

Δv/c after mitigation: **-0.003**
Fully mitigated? **N/A**

PROJECT IMPACT

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:													
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	Peak Hour:	Reviewed by:	Project:													
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1													
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	46	23	1	47	24	837	883	2	1	884	2	442	0	884	2	442	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	30	62	1	0	62	1	0	0	62	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	2	38	38	488	557	2	306	0	557	2	306	0	557	2	306	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	1	650	336	1527	2176	1	1132	1	2177	1	1133	0	2177	1	1133
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	22	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	35	1	35	35	40	75	1	75	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	20	0	0	20	0	0	20	0	0	20	0	0	0	20	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	19	0	19	19	74	93	0	93	0	93	0	93	0	93	0	93	
	Left-Through	23	1	1	0	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	110	0	17	0	110	0	17	0	110
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-1	12	0	466	479	1	0	-1	478	1	0	0	478	1	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1132 East-West: 185 SUM: 1317	North-South: 1133 East-West: 185 SUM: 1318	North-South: 1133 East-West: 185 SUM: 1318													
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.958	0.959	0.959													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.858	0.859	0.859													
LEVEL OF SERVICE (LOS):		A	A	D	D	D													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2		NB-- 1 SB-- 2						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1		EB-- 0 WB-- 1						
Override Capacity		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19	0	19	19	-1	18	1	18	0	18	1	18	0	18	1	18	
	Left-Through	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2	
	Through	221	2	111	5	226	113	549	770	2	385	5	775	2	388	5	775	2	388	
	Through-Right	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4	
	Right	20	1	0	0	20	0	20	40	1	0	0	40	1	0	0	40	1	0	
	Left-Through-R	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	0
	Left-Right	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7	0
SOUTHBOUND	Left	27	2	15	0	27	15	337	364	2	200	0	364	2	200	0	364	2	200	
	Left-Through	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9	
	Through	362	1	197	3	365	199	809	1171	1	624	3	1174	1	625	3	1174	1	625	
	Through-Right	11	1	11	1	12	11	1	12	1	11	1	12	1	11	1	12	1	11	
	Right	32	0	32	0	32	32	44	76	0	76	0	76	0	76	0	76	0	76	
	Left-Through-R	13	0	13	0	13	13	0	13	0	13	0	13	0	13	0	13	0	13	0
	Left-Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14	0
EASTBOUND	Left	51	1	51	0	51	51	44	95	1	95	0	95	1	95	0	95	1	95	
	Left-Through	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16	
	Through	5	0	20	0	5	20	0	5	0	21	0	5	0	21	0	5	0	21	
	Through-Right	18	1	18	1	19	18	1	19	1	18	1	19	1	18	1	19	1	18	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	20	0	20	20	0	20	0	20	0	20	0	20	0	20	0	20	0
	Left-Right	21	0	21	0	21	21	0	21	0	21	0	21	0	21	0	21	0	21	0
WESTBOUND	Left	7	0	7	0	7	7	55	62	0	62	0	62	0	62	0	62	0	62	
	Left-Through	23	1	23	1	24	23	1	24	1	23	1	24	1	23	1	24	1	23	
	Through	4	0	11	0	4	11	-1	3	0	65	0	3	0	65	0	3	0	65	
	Through-Right	25	0	25	0	25	25	0	25	0	25	0	25	0	25	0	25	0	25	
	Right	33	1	0	0	33	0	314	347	1	0	0	347	1	0	0	347	1	0	
	Left-Through-R	27	0	27	0	27	27	0	27	0	27	0	27	0	27	0	27	0	27	0
	Left-Right	28	0	28	0	28	28	0	28	0	28	0	28	0	28	0	28	0	28	0
CRITICAL VOLUMES		North-South: 216	East-West: 62	SUM: 278	North-South: 218	East-West: 62	SUM: 280	North-South: 642	East-West: 160	SUM: 802	North-South: 643	East-West: 160	SUM: 803	North-South: 643	East-West: 160	SUM: 803				
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.583		0.584		0.584		0.584		0.584						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.483		0.484		0.484		0.484		0.484						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases		4		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		Right Turns: FREE-1, NRTOR-2 or OLA-3?		4		ATSAC-1 or ATSAC+ATCS-2?		4		Override Capacity		2		
NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		NB-- 1 SB-- 2		EB-- 0 WB-- 1		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	17	1	17	0	17	17	-2	15	1	15	0	15	1	15		15	1	15	
	Left-Through 2		0							0				0				0		
	Through 3	303	2	152	5	308	154	766	1069	2	535	5	1074	2	537		1074	2	537	
	Through-Right 4		0							0				0				0		
	Right 5	50	1	0	-1	49	0	8	58	1	0	-1	57	1	0		57	1	0	
	Left-Through-R 6		0							0				0				0		
	Left-Right 7		0							0				0				0		
SOUTHBOUND	Left 8	137	2	75	1	138	76	37	174	2	96	1	175	2	96		175	2	96	
	Left-Through 9		0							0				0				0		
	Through 10	439	1	237	6	445	240	841	1280	1	691	6	1286	1	694		1286	1	694	
	Through-Right 11		1							1				1				1		
	Right 12	34	0	34	0	34	34	68	102	0	102	0	102	0	102		102	0	102	
	Left-Through-R 13		0							0				0				0		
Left-Right 14		0							0				0				0			
EASTBOUND	Left 15	41	1	41	0	41	41	64	105	1	105	0	105	1	105		105	1	105	
	Left-Through 16		0							0				0				0		
	Through 17	4	0	19	0	4	19	0	4	0	20	0	4	0	20		4	0	20	
	Through-Right 18		1							1				1				1		
	Right 19	15	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0	
	Left-Through-R 20		0							0				0				0		
Left-Right 21		0							0				0				0			
WESTBOUND	Left 22	17	0	17	0	17	17	83	100	0	100	0	100	0	100		100	0	100	
	Left-Through 23		1							1				1				1		
	Through 24	4	0	21	0	4	21	-1	3	0	103	0	3	0	103		3	0	103	
	Through-Right 25		0							0				0				0		
	Right 26	51	1	0	0	51	0	337	388	1	0	0	388	1	0		388	1	0	
	Left-Through-R 27		0							0				0				0		
Left-Right 28		0							0				0				0			
CRITICAL VOLUMES		North-South: 254	East-West: 62	SUM: 316	North-South: 257	East-West: 62	SUM: 319	North-South: 706	East-West: 208	SUM: 914	North-South: 709	East-West: 208	SUM: 917	North-South: 709	East-West: 208	SUM: 917				
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.232		0.665		0.667		0.667		0.667		0.667						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.132		0.565		0.567		0.567		0.567		0.567						
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 13	North-South Street: Navy Way	Year of Count: 2013		Ambient Growth: (%):		Conducted by:		Date: 10/1/2015												
	East-West Street: Seaside Avenue	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS												
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? 1 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through 2		0							0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0								0			0				0		
	Right 5	88	1	0	40	128	0	2218	2306	1	0	40	2346	1	0	0	2346	1	0	
	Left-Through-F 6		0								0				0				0	
	Left-Right 7		0								0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0							0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 13		0								0				0				0	
Left-Right 14		0								0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0				0		
	Through 17	1972	3	657	-21	1951	650	665	2637	3	879	-21	2616	3	872	0	2616	3	872	
	Through-Right 18		0							0				0				0		
	Right 19	274	1	257	36	310	293	1663	1937	1	1937	36	1973	1	1973	0	1973	1	1973	
	Left-Through-F 20		0								0				0				0	
Left-Right 21		0								0				0				0		
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through 23		0							0				0				0		
	Through 24	2176	3	725	12	2188	729	2472	4648	3	1549	12	4660	3	1553	0	4660	3	1553	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Through-F 27		0								0				0				0		
Left-Right 28		0								0				0				0		
CRITICAL VOLUMES		North-South: 17 East-West: 725 SUM: 742		North-South: 17 East-West: 729 SUM: 746		North-South: 0 East-West: 1937 SUM: 1937		North-South: 0 East-West: 1973 SUM: 1973		North-South: 0 East-West: 1973 SUM: 1973										
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		1.291		1.315		1.315										
V/C LESS ATCS/ATCS ADJUSTMENT:		0.395		0.397		1.191		1.215		1.215										
LEVEL OF SERVICE (LOS):		A		A		F		F		F										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.024**
Significant impacted? **YES**

Δv/c after mitigation: **0.024**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	23	903	0	1014	1894	1	0	23	1917	1	0	1917	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-15	1488	496	215	1718	3	573	-15	1703	3	568	1703	3	568	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	38	151	10	1046	1159	1	1159	38	1197	1	1197	1197	1	1197	
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	16	1463	488	1519	2966	3	989	16	2982	3	994	2982	3	994	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 141		North-South: 141		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0			
		East-West: 520		East-West: 515		East-West: 1159		East-West: 1159		East-West: 1197		East-West: 1197		East-West: 1197		East-West: 1197			
		SUM: 661		SUM: 656		SUM: 1159		SUM: 1159		SUM: 1197		SUM: 1197		SUM: 1197		SUM: 1197			
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.437		0.773		0.798		0.798		0.798		0.798		0.798			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.337		0.673		0.698		0.698		0.698		0.698		0.698			
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.004**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	1	0	16	957	0	1243	2184	1	0	16	2200	1	0	2200	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	2141	3	-6	2135	712	560	2701	3	900	-6	2695	3	898	2695	3	898
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	209	1	0	209	19	185	394	1	394	0	394	1	394	394	1	394
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1965	3	9	1974	658	1930	3895	3	1298	9	3904	3	1301	3904	3	1301
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 735 SUM: 925	North-South: 0 East-West: 1298 SUM: 1298	North-South: 0 East-West: 1301 SUM: 1301	North-South: 0 East-West: 1301 SUM: 1301	North-South: 0 East-West: 1301 SUM: 1301	North-South: 0 East-West: 1301 SUM: 1301	North-South: 0 East-West: 1301 SUM: 1301	North-South: 0 East-West: 1301 SUM: 1301								
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.617	0.865	0.867	0.867	0.867	0.867	0.867	0.867								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.517	0.765	0.767	0.767	0.767	0.767	0.767	0.767								
LEVEL OF SERVICE (LOS):		A	A	C	C	C	C	C	C	C								

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.001**
:ant impacted? **NO**

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 #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3		3		3		3		3		3						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0						
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0						
Override Capacity			2		2		2		2		2		2						
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	23	67	67	851	895	1	895	23	918	1	918	0	918	1	918
	Through-Right 4																		
	Right 5	32	1	0	-7	25	0	495	527	1	236	-7	520	1	236	0	520	1	376
	Left-Through-R 6																		
Left-Right 7																			
SOUTHBOUND	Left 8	5	1	5	3	8	8	302	307	1	307	3	310	1	310	0	310	1	310
	Left-Through 9																		
	Through 10	280	2	140	17	297	149	1103	1383	2	692	17	1400	2	700	0	1400	2	700
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	-7	321	321	-37	291	1	291	-7	284	1	284	0	284	1	144
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27																		
Left-Right 28																			0
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512			North-South: 216 East-West: 321 SUM: 537			North-South: 1587 East-West: 291 SUM: 1878				North-South: 1618 East-West: 284 SUM: 1902				North-South: 1618 East-West: 144 SUM: 1762			
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.377			1.318				1.335				1.236			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.277			1.218				1.235				1.136			
LEVEL OF SERVICE (LOS):		A			A			F				F				F			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.018**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.082**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	16	253	253	467	704	1	704	16	720	1	720	16	720	720	
	Through-Right 4		0						0				0				0		
	Right 5	354	1	214	2	356	232	24	378	1	187	2	380	1	205	2	380	286	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	3	1	3	-9	-6	-6	169	172	1	172	-9	163	1	163	163	1	163	
	Left-Through 9		0							0				0			0		
	Through 10	223	2	112	28	251	126	599	822	2	411	28	850	2	425	28	850	425	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0			0		
	Left-Right 21		0							0				0			0		
WESTBOUND	Left 22	140	1	140	-16	124	124	51	191	1	191	-16	175	1	175	175	1	94	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	
	Through-Right 25		0							0				0			0		
	Right 26	10	1	9	0	10	13	2	12	1	0	0	12	1	0	12	0	0	
	Left-Through-R 27		0							0				0			1		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 379 East-West: 124 SUM: 503			North-South: 1115 East-West: 191 SUM: 1306				North-South: 1145 East-West: 175 SUM: 1320				North-South: 1145 East-West: 94 SUM: 1239			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.353			0.916				0.926				0.869			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.253			0.816				0.826				0.769			
LEVEL OF SERVICE (LOS):		A			A			D				D				C			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.010**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.010** Δv/c after mitigation: **-0.047**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
	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	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 0	3 1 0 0 2 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													
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0				0				0	
	Through 3	376	1	376	12	388	#	523	899	1	899	12	911	1	911		911	1	911
	Through-Right 4		0							0				0				0	
	Right 5	289	1	146	11	300	#	168	457	1	142	11	468	1	146		468	1	307
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7		7	1	7
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	18	168	#	435	585	2	293	18	603	2	302		603	2	302
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	7	150	#	172	315	1	315	7	322	1	322		322	1	161
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	161
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 451 <i>East-West:</i> 143 <i>SUM:</i> 594	<i>North-South:</i> 472 <i>East-West:</i> 150 <i>SUM:</i> 622	<i>North-South:</i> 1192 <i>East-West:</i> 315 <i>SUM:</i> 1507	<i>North-South:</i> 1213 <i>East-West:</i> 322 <i>SUM:</i> 1535	<i>North-South:</i> 1213 <i>East-West:</i> 161 <i>SUM:</i> 1374													
VOLUME/CAPACITY (V/C) RATIO:		0.417	0.436	1.058	1.077	0.964													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317	0.336	0.958	0.977	0.864													
LEVEL OF SERVICE (LOS):		A	A	E	E	D													

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.019**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.019** Δv/c after mitigation: **-0.094**
Significant impacted? **YES** Fully mitigated? **YES**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:												
15	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	Reviewed by:	Project:												
	No. of Phases	2	0	AM		10/1/2015												
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3												
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	110	31	141	141	508	618	1	618	31	649	1	649	0	649	1	649
	Left-Through 2	0							0				0				0	
	Through 3	2	2	3	6	3	125	128	2	64	3	131	2	66	0	131	2	66
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R 6	0							0				0				0	
Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	12	-14	-2	-2	142	154	1	154	-14	140	1	140	0	140	1	140
	Through-Right 11	0							0				0				0	
	Right 12	1	491	6	540	497	-185	349	1	306	6	355	1	312	0	355	1	312
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43
	Left-Through 16	1							1				1				1	
	Through 17	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	Through-Right 18	0							0				0				0	
	Right 19	1	0	33	44	0	401	412	1	0	33	445	1	0	0	445	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 601	North-South: 638	North-South: 924	North-South: 961	North-South: 961	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43	East-West: 43
		SUM: 644	SUM: 681	SUM: 967	SUM: 1004	SUM: 1004												
VOLUME/CAPACITY (V/C) RATIO:			0.429		0.669				0.645		0.669			0.669				0.669
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329		0.569				0.545		0.569			0.569				0.569
LEVEL OF SERVICE (LOS):			A		A				A		A			A				A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.025**
 Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)

I/S #: 15	North-South Street: Ferry Street		Year of Count: 0		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015										
	East-West Street: Terminal Way		Projection Year: 0		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS										
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-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0		NB-- 1 SB-- 3 EB-- 1 WB-- 0										
			2		2		2		2										
			0		0		0		0										
			0		0		0		0										
			2		2		2		2										
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	112	19	131	131	303	415	1	415	19	434	1	434		434	1	434
	Left-Through	2	0							0				0				0	
	Through	3	2	6	3	15	8	129	141	2	71	3	144	2	72		144	2	72
	Through-Right	4	0							0				0				0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through	9	0							0				0				0	
	Through	10	1	6	-6	0	0	109	115	1	115	-13	102	1	102		102	1	102
	Through-Right	11	0							0				0				0	
	Right	12	1	45	16	275	55	-122	137	1	0	16	153	1	7		153	1	7
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	214	12	439	220	-148	279	1	140	12	291	1	146		291	1	146
	Left-Through	16	1							1				1				1	
	Through	17	0	214	0	0	220	0	0	0	140	0	0	0	146		0	0	146
	Through-Right	18	0							0				0				0	
	Right	19	1	0	24	104	0	237	317	1	0	24	341	1	0		341	1	0
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through	23	0							0				0				0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right	25	0							0				0				0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South:		157	North-South:		186	North-South:		530	North-South:		536	North-South:		536	North-South:		536
		East-West:		214	East-West:		220	East-West:		140	East-West:		146	East-West:		146	East-West:		146
		SUM:		371	SUM:		406	SUM:		670	SUM:		682	SUM:		682	SUM:		682
VOLUME/CAPACITY (V/C) RATIO:				0.247			0.271			0.447			0.455			0.455			0.455
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.147			0.171			0.347			0.355			0.355			0.355
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.024**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.008**
 Significant impacted? **NO**

Δv/c after mitigation: **0.008**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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?		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3		NB-- 1 SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0		EB-- 1 WB-- 0			
Override Capacity				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	85	1	85	6	91	91	29	114	1	114	6	120	1	120		120	1	120
	Left-Through 2		0							0				0				0	
	Through 3	55	2	28	-5	50	25	134	189	2	95	-5	184	2	92		184	2	92
	Through-Right 4		0							0				0				0	
	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9		0							0				0				0	
	Through 10	37	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41
	Through-Right 11		0							0				0				0	
	Right 12	217	1	27	3	220	21	31	248	1	163	3	251	1	157		251	1	157
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	380	1	190	17	397	199	-210	170	1	85	17	187	1	94		187	1	94
	Left-Through 16		1							1				1				1	
	Through 17	0	0	190	0	0	199	0	0	0	85	0	0	0	94		0	0	94
	Through-Right 18		0							0				0				0	
	Right 19	92	1	0	23	115	0	409	501	1	0	23	524	1	0		524	1	0
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i>		122	<i>North-South:</i>		128	<i>North-South:</i>		277	<i>North-South:</i>		277	<i>North-South:</i>		277	<i>North-South:</i>		277
		<i>East-West:</i>		190	<i>East-West:</i>		199	<i>East-West:</i>		85	<i>East-West:</i>		94	<i>East-West:</i>		94	<i>East-West:</i>		94
		SUM:		312	SUM:		327	SUM:		362	SUM:		371	SUM:		371	SUM:		371
VOLUME/CAPACITY (V/C) RATIO:				0.208			0.218			0.241			0.247			0.247			0.247
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.108			0.118			0.141			0.147			0.147			0.147
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.010**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.006**
Significant impacted? **NO**

Δv/c after mitigation: **0.006**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	16	East-West Street:		Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS								
No. of Phases 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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right	6	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	1	0	103	103	103	454	454	1	454	103	557	1	557	0	557	1	557
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	0	10	10	2	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	1	0	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0
	Through-Right	18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	0	1	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	4	0	111	111	0	504	504	4	0	111	615	4	0	0	615	4	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES			North-South: 0 East-West: 77 SUM: 77			North-South: 103 East-West: 10 SUM: 113			North-South: 454 East-West: 234 SUM: 688				North-South: 557 East-West: 12 SUM: 569				North-South: 557 East-West: 12 SUM: 569			
VOLUME/CAPACITY (V/C) RATIO:			0.051			0.075			0.459				0.379				0.379			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.051			0.075			0.459				0.379				0.379			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.024**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.080**
Significant impacted? **NO**
Δv/c after mitigation: **-0.080**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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-- 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-- 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									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	76	76	366	366	1	366	76	442	1	442	442	442	1	442	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	79	79	0	387	387	4	0	79	466	4	0	466	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0	East-West: 140	SUM: 140	North-South: 76	East-West: 0	SUM: 76	North-South: 366	East-West: 264	SUM: 630	North-South: 442	East-West: 0	SUM: 442	North-South: 442	East-West: 0	SUM: 442			
VOLUME/CAPACITY (V/C) RATIO:			0.093		0.051		0.420		0.295		0.295		0.295		0.295		0.295		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.093		0.051		0.420		0.295		0.295		0.295		0.295		0.295		
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.042**
:ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.125** Δv/c after mitigation: **-0.125**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	0	47	47	47	228	228	1	228	47	275	1	275	275	1	275	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	220	1	110	-548	-328	###	328	548	1	274	-548	0	1	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	105	1	53	-178	-73	-73	73	178	1	89	-178	0	1	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	41	41	0	205	205	4	0	41	246	4	0	246	4	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i>			<i>North-South:</i>			<i>North-South:</i>				<i>North-South:</i>				<i>North-South:</i>				
		<i>East-West:</i>			<i>East-West:</i>			<i>East-West:</i>				<i>East-West:</i>				<i>East-West:</i>				
		SUM:			SUM:			SUM:				SUM:				SUM:				
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.031			0.335				0.183				0.183				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.031			0.335				0.183				0.183				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.042**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.152** Δv/c after mitigation: **-0.152**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	138	139	140	123	124	0	125	138	262	0	234	0	262	0	234
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	81	133	140	59	111	0	125	81	192	0	234	0	192	0	234
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	-2	-2	-2	2	2	0	2	-2	0	0	0	0	0	0	0
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	133	134	28	92	93	0	95	133	226	0	226	0	226	0	226
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-81	-76	28	343	348	0	202	-81	267	0	182	0	267	0	182
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-121	-114	###	285	292	1	292	-121	171	1	171	0	171	1	171
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	4	50	27	369	415	1	209	4	419	1	211	0	419	1	211
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	233	478	478	109	354	1	354	233	587	1	587	0	587	1	587
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-175	209	105	512	896	2	448	-175	721	2	361	0	721	2	361
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	19	23	23	16	20	1	20	19	39	1	39	0	39	1	39
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 138 East-West: 505 SUM: 643	North-South: 209 East-West: 740 SUM: 949	North-South: 234 East-West: 798 SUM: 1032	North-South: 234 East-West: 798 SUM: 1032													
VOLUME/CAPACITY (V/C) RATIO:		0.196	0.451	0.666	0.724	0.724													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098	0.351	0.566	0.624	0.624													
LEVEL OF SERVICE (LOS):		A	A	A	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.253**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.058** Δv/c after mitigation: **0.058**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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?		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-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	5	0	5	0	5	4	9	0	9	0	9	0	9	0	9	0	9
	Left-Through 2		1					1				1				1		
	Through 3	31	0	36	112	143	148	107	138	0	135	112	250	0	235	250	0	235
	Through-Right 4		1						1			1				1		
	Right 5	96	0	42	88	184	58	17	113	0	135	88	201	0	235	201	0	235
	Left-Through-R 6		0						0			0				0		
Left-Right 7		0						0			0				0			
SOUTHBOUND	Left 8	2	0	2	-7	-5	-5	21	23	0	23	-7	16	0	16	16	0	16
	Left-Through 9		1						1			1				1		
	Through 10	25	0	27	68	93	37	55	80	0	103	68	148	0	164	148	0	164
	Through-Right 11		1						1			1				1		
	Right 12	43	0	17	-53	-10	37	299	342	0	177	-53	289	0	192	289	0	192
	Left-Through-R 13		0						0			0				0		
Left-Right 14		0						0			0				0			
EASTBOUND	Left 15	52	1	52	-136	-84	-84	279	331	1	331	-136	195	1	195	195	1	195
	Left-Through 16		0						0			0				0		
	Through 17	368	1	186	12	380	192	295	663	1	335	12	675	1	341	675	1	341
	Through-Right 18		1						1			1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6
	Left-Through-R 20		0						0			0				0		
Left-Right 21		0						0			0				0			
WESTBOUND	Left 22	109	1	109	143	252	252	72	181	1	181	143	324	1	324	324	1	324
	Left-Through 23		0						0			0				0		
	Through 24	226	2	113	-80	146	73	277	503	2	252	-80	423	2	212	423	2	212
	Through-Right 25		0						0			0				0		
	Right 26	0	1	0	3	3	3	10	10	1	10	3	13	1	13	13	1	13
	Left-Through-R 27		0						0			0				0		
Left-Right 28		0						0			0				0			
CRITICAL VOLUMES		North-South: 44	East-West: 295	SUM: 339	North-South: 143	East-West: 444	SUM: 587	North-South: 186	East-West: 583	SUM: 769	North-South: 251	East-West: 665	SUM: 916	North-South: 251	East-West: 665	SUM: 916		
VOLUME/CAPACITY (V/C) RATIO:		0.238			0.412			0.540				0.643						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.138			0.312			0.440				0.543						
LEVEL OF SERVICE (LOS):		A			A			A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.174**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.103** Δv/c after mitigation: **0.103**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases				3		3		3		3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2		2		2		2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0	NB-- 0 SB-- 0	0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0	EB-- 0 WB-- 0	0									
Override Capacity				2		2		2		2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 3	4	0	4	164	168	168	189	193	0	193	164	357	0	357	357	0	357	
	Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 5	179	0	130	137	316	267	106	285	0	222	137	422	0	358	422	0	358	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	17	21	21	-1	3	0	3	17	20	0	20	20	0	20	
	Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 10	3	0	7	50	53	45	122	125	0	128	50	175	0	229	175	0	229	
	Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	8	0	6	-14	-6	45	209	217	0	103	-14	203	0	229	203	0	229	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	-155	-151	###	225	229	1	229	-155	74	1	74	74	1	74	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	-99	181	91	306	586	1	293	-99	487	1	244	487	1	244	
	Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	1	99	99	29	127	1	127	1	128	1	128	128	1	128	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	5	195	98	43	233	2	117	5	238	2	119	238	2	119	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 134 East-West: 238 SUM: 372	North-South: 288 East-West: 190 SUM: 478	North-South: 225 East-West: 420 SUM: 645	North-South: 378 East-West: 372 SUM: 750	North-South: 378 East-West: 372 SUM: 750													
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.261 0.161 A	0.335 0.235 A	0.453 0.353 A	0.526 0.426 A	0.526 0.426 A													

REMARKS:

Version: 1i Beta; 8/4/2011

Δv/c due to project: **0.074**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street			Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Cannery Street			Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases				2														2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	0		
ATSAC-1 or ATSAC+ATCS-2?				0														0		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through	2	1						1				1				1			
	Through	3	1	23	0	42	29	158	200	1	103	0	200	1	106	0	200	1	106	
	Through-Right	4	0						0				0				0			
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	6	0						0				0				0			
	Left-Right	7	0						0				0				0			
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0						0				0				0			
	Through	10	272	1	148	0	272	272	75	347	1	186	0	347	1	347	0	347	1	347
	Through-Right	11		1					1				1				1			
	Right	12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273
	Left-Through-R	13		0					0				0				0			
	Left-Right	14		0					0				0				0			
EASTBOUND	Left	15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234
	Left-Through	16		0					0				0				0			
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18		0					0				0				0			
	Right	19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R	20		0					0				0				0			
	Left-Right	21		0					0				0				0			
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23		0					0				0				0			
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	25		0					0				0				0			
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27		0					0				0				0			
	Left-Right	28		0					0				0				0			
CRITICAL VOLUMES		North-South: 152			North-South: 277			North-South: 189				North-South: 350				North-South: 350				
		East-West: 15			East-West: 234			East-West: 15				East-West: 234				East-West: 234				
		SUM: 167			SUM: 511			SUM: 204				SUM: 584				SUM: 584				
VOLUME/CAPACITY (V/C) RATIO:		0.111			0.341			0.136				0.389				0.389				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111			0.341			0.136				0.389				0.389				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.253** Δv/c after mitigation: **0.253**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	164	225	1	116	0	225	1	119	0	225	1	119
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	128	251	1	148	0	251	1	251	0	251	1	251
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	212	257	0	107
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	1	301
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 154 East-West: 102 SUM: 256				North-South: 257 East-West: 301 SUM: 558				North-South: 257 East-West: 301 SUM: 558			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.171				0.372				0.372			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.171				0.372				0.372			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through 2		1							1				1				1	
	Through 3	143	1	73	0	143	73	236	379	1	191	0	379	1	191	0	379	1	191
	Through-Right 4		0							0				0				0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9		0							0				0				0	
	Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114	0	166	1	114
	Through-Right 11		1							1				1				1	
	Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	0	61	0	61
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	0	331	1	331
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0				0	
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0				0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 73			<i>North-South:</i> 76			<i>North-South:</i> 191				<i>North-South:</i> 191				<i>North-South:</i> 191			
		<i>East-West:</i> 30			<i>East-West:</i> 331			<i>East-West:</i> 30				<i>East-West:</i> 331				<i>East-West:</i> 331			
		SUM: 103			SUM: 407			SUM: 221				SUM: 522				SUM: 522			
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.147				0.348				0.348			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.147				0.348				0.348			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

2038 - Alternative 4

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.014	N-S(1): 0.094 * N-S(2): 0.000 E-W(1): 0.247 E-W(2): 0.733 *	
	TH	0.27	32	425	0.075		
	LT	1.73	209	2,498	0.084 *		
Westbound	RT	1.00	852	1,600	0.457	V/C: 0.827 Lost Time: 0.180	
	TH	1.00	976	1,600	0.610 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.007	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	778	3,200	0.244		
	LT	1.00	197	1,600	0.123 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	198	1,600	0.019	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.570 *	
	TH	0.21	18	333	0.054		
	LT	1.79	155	2,580	0.060 *		
Westbound	RT	1.00	377	1,600	0.182	V/C: 0.636 Lost Time: 0.180	
	TH	1.00	744	1,600	0.465 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.816	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	664	3,200	0.208		
	LT	1.00	168	1,600	0.105 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	297	1,600	0.056	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.264 E-W(2): 0.670 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	399	1,600	0.186	V/C: 0.756 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.936	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	840	3,200	0.263		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.566 * N-S(2): 0.426 E-W(1): 0.099 E-W(2): 0.129 *	
	TH	3.00	2,043	4,800	0.426		
	LT	1.00	299	1,600	0.187 *		
Westbound	RT	2.00	712	3,200	0.129 *	V/C: 0.695 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	285	2,880	0.099		
Northbound	RT	0.00	133	0	0.000	ICU: 0.815	
	TH	3.00	1,686	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.272 E-W(1): 0.071 * E-W(2): 0.052	
	TH	3.00	1,306	4,800	0.272		
	LT	1.00	174	1,600	0.109 *		
Westbound	RT	2.00	339	3,200	0.052 *	V/C: 0.498 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	205	2,880	0.071		
Northbound	RT	0.00	121	0	0.000	ICU: 0.618	
	TH	3.00	1,404	4,800	0.318 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,212	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	6		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-103)		
East/West Street:	WILLOW STREET/SEPULVEDA BLVD		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.304 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.229
	TH	2.00	674	3,200	0.216	V/C: 0.673 Lost Time: 0.180
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	2.00	210	3,200	0.013	ICU: 0.853
	TH	0.03	12	46	0.261	
	LT	1.97	824	2,839	0.290 *	
Eastbound	RT	1.00	819	1,600	0.251 *	LOS: D
	TH	2.00	471	3,200	0.147	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.311 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	465	3,200	0.145	V/C: 0.697 Lost Time: 0.180
	LT	2.00	218	2,880	0.076 *	
Northbound	RT	2.00	273	3,200	0.051	ICU: 0.877
	TH	0.01	5	19	0.262	
	LT	1.99	833	2,863	0.291 *	
Eastbound	RT	1.00	915	1,600	0.310 *	LOS: D
	TH	2.00	516	3,200	0.161	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.309 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.358 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.132
	TH	2.00	396	3,200	0.124	V/C: 0.667 Lost Time: 0.180
	LT	2.00	301	2,880	0.105 *	
Northbound	RT	2.00	578	3,200	0.134	ICU: 0.847
	TH	0.00	0	0	0.000	
	LT	2.00	834	2,880	0.290 *	
Eastbound	RT	1.00	681	1,600	0.165	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,580	3,200	0.494 *	N-S(1): 0.624
	TH	2.00	710	3,200	0.222	N-S(2): 0.662 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	197	1,600	0.000	E-W(2): 0.114
	TH	2.00	364	3,200	0.114	V/C: 0.975
	LT	1.00	501	1,600	0.313 *	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	1,993	3,200	0.624	
	LT	1.00	268	1,600	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.095
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,440	3,200	0.450 *	N-S(1): 0.625 *
	TH	2.00	450	3,200	0.141	N-S(2): 0.561
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2): 0.039
	TH	2.00	124	3,200	0.039	V/C: 0.823
	LT	1.00	317	1,600	0.198 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,999	3,200	0.625	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.943
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,330	3,200	0.416	N-S(1): 0.693 *
	TH	2.00	293	3,200	0.092	N-S(2): 0.490
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.025
	TH	2.00	80	3,200	0.025	V/C: 0.802
	LT	1.00	175	1,600	0.109 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	2,219	3,200	0.693 *	
	LT	1.00	119	1,600	0.074	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.922
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.815 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.555 * V/C: 1.370 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	254	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	401	1,600	0.251 *	
	TH	2.00	664	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.490 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,599	2,880	0.555 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.594 * N-S(2): 0.000 E-W(1): 0.132 E-W(2): 0.654 * V/C: 1.248 Lost Time: 0.120
	TH	1.00	663	1,600	0.414 *	
	LT	1.00	102	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	248	1,600	0.155 *	
	TH	2.00	576	3,200	0.180	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	171	0	0.000	ICU: 1.368 LOS: F
	TH	2.00	252	3,200	0.132	
	LT	2.00	1,883	2,880	0.654 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 * N-S(2): 0.000 E-W(1): 0.094 E-W(2): 0.700 * V/C: 1.017 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	178	1,600	0.111 *	
	TH	2.00	310	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.137 LOS: F
	TH	2.00	194	3,200	0.094	
	LT	2.00	2,016	2,880	0.700 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.099
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	377	3,200	0.118	E-W(2): 0.554 *
	TH	2.00	1,773	3,200	0.554 *	V/C: 0.744
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	314	3,200	0.099	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.844
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	280	3,200	0.088	E-W(2): 0.465 *
	TH	2.00	1,486	3,200	0.464 *	V/C: 0.624
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	183	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000	
	LT	0.00	2	1,600	0.001 *	LOS: C

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	197	3,200	0.062	E-W(2): 0.425 *
	TH	2.00	1,361	3,200	0.425 *	V/C: 0.559
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	153	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.659
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.194
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.730
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	2.00	1,681	3,200	0.525 *	
	LT	1.00	311	1,600	0.194	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.647
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.767
	TH	2.00	1,533	3,200	0.479 *	
	LT	1.00	197	1,600	0.123	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.580 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.725
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.845
	TH	2.00	1,856	3,200	0.580 *	
	LT	1.00	165	1,600	0.103	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	221	1,600	0.014	N-S(1): 0.093 * N-S(2): 0.000 E-W(1): 0.248 E-W(2): 0.735 *	
	TH	0.27	32	427	0.075		
	LT	1.73	208	2,496	0.083 *		
Westbound	RT	1.00	854	1,600	0.459	V/C: 0.828 Lost Time: 0.180	
	TH	1.00	977	1,600	0.611 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.008	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	781	3,200	0.245		
	LT	1.00	199	1,600	0.124 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	196	1,600	0.018	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.569 *	
	TH	0.21	18	333	0.054		
	LT	1.79	155	2,580	0.060 *		
Westbound	RT	1.00	374	1,600	0.180	V/C: 0.635 Lost Time: 0.180	
	TH	1.00	743	1,600	0.464 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.815	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	664	3,200	0.208		
	LT	1.00	168	1,600	0.105 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	296	1,600	0.054	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.263 E-W(2): 0.671 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	398	1,600	0.185	V/C: 0.757 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.937	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	835	3,200	0.262		
	LT	1.00	209	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.567 * N-S(2): 0.425 E-W(1): 0.098 E-W(2): 0.131 *	
	TH	3.00	2,042	4,800	0.425		
	LT	1.00	301	1,600	0.188 *		
Westbound	RT	2.00	719	3,200	0.131 *	V/C: 0.698 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	282	2,880	0.098		
Northbound	RT	0.00	133	0	0.000	ICU: 0.818	
	TH	3.00	1,685	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.273 E-W(1): 0.070 * E-W(2): 0.052	
	TH	3.00	1,310	4,800	0.273		
	LT	1.00	173	1,600	0.108 *		
Westbound	RT	2.00	338	3,200	0.052 *	V/C: 0.497 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	203	2,880	0.070		
Northbound	RT	0.00	121	0	0.000	ICU: 0.617	
	TH	3.00	1,408	4,800	0.319 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,214	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.306 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228
	TH	2.00	672	3,200	0.215	V/C: 0.675
	LT	2.00	340	2,880	0.118 *	Lost Time: 0.180
Northbound	RT	2.00	211	3,200	0.013	
	TH	0.03	12	46	0.263	
	LT	1.97	830	2,839	0.292 *	
Eastbound	RT	1.00	822	1,600	0.251 *	ICU: 0.855
	TH	2.00	473	3,200	0.148	
	LT	1.00	20	1,600	0.013	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.311 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.389 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	464	3,200	0.145	V/C: 0.700
	LT	2.00	219	2,880	0.076 *	Lost Time: 0.180
Northbound	RT	2.00	275	3,200	0.052	
	TH	0.01	5	19	0.262	
	LT	1.99	832	2,863	0.291 *	
Eastbound	RT	1.00	919	1,600	0.313 *	ICU: 0.880
	TH	2.00	514	3,200	0.161	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.307 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.357 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.133
	TH	2.00	399	3,200	0.125	V/C: 0.664
	LT	2.00	301	2,880	0.105 *	Lost Time: 0.180
Northbound	RT	2.00	586	3,200	0.136	
	TH	0.00	0	0	0.000	
	LT	2.00	830	2,880	0.288 *	
Eastbound	RT	1.00	682	1,600	0.167	ICU: 0.844
	TH	2.00	806	3,200	0.252 *	
	LT	1.00	12	1,600	0.008	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,600	3,200	0.500 *	N-S(1): 0.629
	TH	2.00	711	3,200	0.222	N-S(2): 0.667 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	198	1,600	0.000	E-W(2): 0.112
	TH	2.00	359	3,200	0.112	
	LT	1.00	500	1,600	0.313 *	V/C: 0.980
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	2,010	3,200	0.629	
	LT	1.00	267	1,600	0.167 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,442	3,200	0.451 *	N-S(1): 0.631 *
	TH	2.00	453	3,200	0.142	N-S(2): 0.562
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2): 0.039
	TH	2.00	124	3,200	0.039	
	LT	1.00	316	1,600	0.198 *	V/C: 0.829
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,019	3,200	0.631	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.949
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,337	3,200	0.418	N-S(1): 0.699 *
	TH	2.00	294	3,200	0.092	N-S(2): 0.492
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.023
	TH	2.00	74	3,200	0.023	
	LT	1.00	175	1,600	0.109 *	V/C: 0.808
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,238	3,200	0.699 *	
	LT	1.00	118	1,600	0.074	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.928
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.814 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.559 * V/C: 1.373 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	255	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	400	1,600	0.250 *	
	TH	2.00	665	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.493 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,610	2,880	0.559 *	

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.596 * N-S(2): 0.000 E-W(1): 0.131 E-W(2): 0.659 * V/C: 1.255 Lost Time: 0.120
	TH	1.00	664	1,600	0.415 *	
	LT	1.00	103	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	244	1,600	0.153 *	
	TH	2.00	580	3,200	0.181	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	169	0	0.000	ICU: 1.375 LOS: F
	TH	2.00	250	3,200	0.131	
	LT	2.00	1,899	2,880	0.659 *	

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.318 * N-S(2): 0.000 E-W(1): 0.093 E-W(2): 0.707 * V/C: 1.025 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	141	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	179	1,600	0.112 *	
	TH	2.00	309	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.145 LOS: F
	TH	2.00	193	3,200	0.093	
	LT	2.00	2,035	2,880	0.707 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.100
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	372	3,200	0.116	E-W(2): 0.560 *
	TH	2.00	1,792	3,200	0.560 *	
	LT	0.00	0	0	0.000	V/C: 0.750
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	315	3,200	0.100	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	0.00	0	0	0.000	LOS: D
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	280	3,200	0.088	E-W(2): 0.466 *
	TH	2.00	1,488	3,200	0.465 *	
	LT	0.00	0	0	0.000	V/C: 0.625
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	182	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.725
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	2	1,600	0.001 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	191	3,200	0.060	E-W(2): 0.427 *
	TH	2.00	1,367	3,200	0.427 *	
	LT	0.00	0	0	0.000	V/C: 0.561
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	152	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.661
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.530 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.195
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.735
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.855
	TH	2.00	1,696	3,200	0.530 *	
	LT	1.00	312	1,600	0.195	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.483 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.651
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.771
	TH	2.00	1,546	3,200	0.483 *	
	LT	1.00	196	1,600	0.123	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.586 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.731
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.851
	TH	2.00	1,874	3,200	0.586 *	
	LT	1.00	164	1,600	0.103	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2038 - Alternative 5

Intersection Analysis

City of Los Angeles Locations



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St	Year of Count:		Ambient Growth: (%)		Conducted by:		Date:									
	East-West Street:	Pacific Coast Highway	2013	2038	Projection Year:	2038	Peak Hour:	AM	Reviewed by:	10/1/2015								
3										Everport Draft EIR/EIS								
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			0 2 3 3 2 1500	0 2 3 3 2 #####	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500	0 2 3 3 2 1500									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	214	1	214	215	6	220	1	220	1	221	1	221	0	221	1	221
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	12	220	1	0	0	2	222	1	0	1	223	1	0	0	223	1	0
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	231	1	231	231	65	296	1	296	0	296	1	296	0	296	1	296
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	931	2	466	466	435	1366	2	683	0	1366	2	683	0	1366	3	455
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	1033	2	402	400	249	1282	2	519	-4	1278	2	517	0	1278	2	517
	Through-Right	25	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	26	172	0	172	170	102	274	0	274	-2	272	0	272	0	272	0	272
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 866 SUM: 1081	North-South: 220 East-West: 1202 SUM: 1422	North-South: 221 East-West: 1200 SUM: 1421	North-South: 221 East-West: 972 SUM: 1193											
VOLUME/CAPACITY (V/C) RATIO:			0.721	0.721	0.948	0.947	0.795											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.621	0.621	0.848	0.847	0.695											
LEVEL OF SERVICE (LOS):			B	B	D	D	B											

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: 0.000
t impacted? NO

PROJECT IMPACT

Change in v/c due to project: -0.001
Significant impacted? NO
Δv/c after mitigation: -0.153
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
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-- 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		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2		0							0								0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4		0							0								0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 6		0							0								0	
	Left-Right 7		0							0								0	
SOUTHBOUND	Left 8	233	1	233	0	233	233	24	257	1	257	0	257	1	257		257	1	257
	Left-Through 9		0							0				0				0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0				0	
	Right 12	245	1	14	-1	244	5	3	248	1	0	-1	247	1	0		247	1	0
	Left-Through-Ri 13		0							0				0				0	
EASTBOUND	Left 15	231	1	231	8	239	239	32	263	1	263	8	271	1	271		271	1	271
	Left-Through 16		0							0				0				0	
	Through 17	886	2	443	-6	880	440	145	1031	2	516	-6	1025	2	513		1025	3	342
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0							0				0				0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0				0	
	Through 24	813	2	357	-1	812	357	143	956	2	430	-1	955	2	430		955	2	430
	Through-Right 25		1							1				1				1	
	Right 26	257	0	257	1	258	258	78	335	0	335	1	336	0	336		336	0	336
	Left-Through-Ri 27		0							0				0				0	
CRITICAL VOLUMES	North-South:	233		233		233		257		257		257		257		257		257	
	East-West:	800		797		797		946		943		943		943		772		772	
	SUM:	1033		1030		1030		1203		1200		1200		1029		1029		1029	
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.687		0.687		0.802		0.800		0.800		0.686		0.686		0.686	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.587		0.587		0.702		0.700		0.700		0.586		0.586		0.586	
LEVEL OF SERVICE (LOS):		A		A		A		C		C		C		A		A		A	

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.002** Δv/c after mitigation: **-0.116**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		0			0		0		0		0		0		0		0		
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-- 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-- 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		1500			#####		1500		1500		1500		1500		1500		1500		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	192	1	192	0	192	#	6	198	1	198	0	198	1	198		198	1	198
	Left-Through 9		0						0				0				0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0						0				0				0		
	Right 12	301	1	56	-1	300	#	10	311	1	44	-1	310	1	44		310	1	44
	Left-Through-Ri 13		0						0				0				0		
EASTBOUND	Left 15	245	1	245	-1	244	#	22	267	1	267	-1	266	1	266		266	1	266
	Left-Through 16		0						0				0				0		
	Through 17	1191	2	596	-1	1190	#	117	1308	2	654	-1	1307	2	654		1307	3	436
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 20		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	997	2	407	8	1005	#	341	1338	2	532	8	1346	2	535		1346	2	535
	Through-Right 25		1						1				1				1		
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259		259	0	259
	Left-Through-Ri 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES		North-South: 192			North-South: 192			North-South: 198				North-South: 198				North-South: 198			
		East-West: 1003			East-West: 1005			East-West: 1186				East-West: 1189				East-West: 971			
		SUM: 1195			SUM: 1197			SUM: 1384				SUM: 1387				SUM: 1169			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.798			0.923				0.925				0.779			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.698			0.823				0.825				0.679			
LEVEL OF SERVICE (LOS):		B			B			D				D				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.001**
t impacted? **NO**

Change in v/c due to project: **0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.144**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
4	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	1							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	0							
Override Capacity		3		3		3		3		3		3							
		1		1		1		1		1		1							
		0		0		0		0		0		0							
		3		3		3		3		3		3							
		2		2		2		2		2		2							
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																		
	Through 3	315	2	141	4	319	142	1133	1448	2	526	4	1452	2	527	0	1452	2	527
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	21	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	-16	298	1	298	1	299	1	299	0	299	1	299
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-4	695	232	1431	2130	3	710	-4	2126	3	709	0	2126	3	709
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	102	1	102	0	102	102	31	133	1	133	0	133	1	133	0	133	1	133
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	299	1	0	-1	298	0	152	451	1	153	-1	450	1	151	0	450	1	151
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 455		North-South: 457		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236							
		East-West: 102		East-West: 102		East-West: 153		East-West: 151		East-West: 151		East-West: 151							
		SUM: 557		SUM: 559		SUM: 1389		SUM: 1387		SUM: 1387		SUM: 1387							
VOLUME/CAPACITY (V/C) RATIO:		0.391		0.392		0.975		0.973		0.973		0.973							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.291		0.292		0.875		0.873		0.873		0.873							
LEVEL OF SERVICE (LOS):		A		A		D		D		D		D							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Alameda St	Year of Count: 0	Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015												
	East-West Street: O St	Projection Year: 0	Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS												
	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	3 1 0 3 2 0	3 1 0 3 2 0	3 1 0 3 2 0	3 1 0 3 2 0	3 1 0 3 2 0	3 1 0 3 2 0	3 1 0 3 2 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											
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↔	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Through 2	441	0	193	1	442	194	765	1206	2	449	1	1207	2	449	1207	2	449
	↔	Through 3	139	1	139	0	139	139	1	140	1	140	0	140	0	140	140	0	140
	↔	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left 8	199	1	199	-1	198	198	16	215	1	215	-1	214	1	214	214	1	214
	↔	Left-Through 9	476	3	159	4	480	160	803	1279	3	426	4	1283	3	428	1283	3	428
	↔	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	↔	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	↔	Left 22	105	1	105	0	105	105	10	115	1	115	0	115	1	115	115	1	115
	↔	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	↔	Through-Right 25	256	1	57	8	264	66	94	350	1	135	8	358	1	144	358	1	144
	↔	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			North-South: 392 East-West: 105 SUM: 497	North-South: 392 East-West: 105 SUM: 497	North-South: 875 East-West: 135 SUM: 1010	North-South: 877 East-West: 144 SUM: 1021	North-South: 877 East-West: 144 SUM: 1021												
	VOLUME/CAPACITY (V/C) RATIO:		0.349	0.349	0.709	0.716	0.716												
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.249	0.249	0.609	0.616	0.616												
	LEVEL OF SERVICE (LOS):		A	A	B	B	B												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0														0		
	Through 3	704	2	285	-1	703	#	365	1069	2	406	-1	1068	2	405	1068	2	405	
	Through-Right 4		1							1				1			1		
	Right 5	150	0	150	0	150	#	-2	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-R 6		0							0				0			0		0
	Left-Right 7		0							0				0			0		0
SOUTHBOUND	Left 8	279	1	279	-1	278	#	13	292	1	292	-1	291	1	291	291	1	291	
	Left-Through 9		0							0				0			0		
	Through 10	967	3	322	7	974	#	142	1109	3	370	7	1116	3	372	1116	3	372	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0		0
	Left-Right 14		0							0				0			0		0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16		0							0				0			0		0
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18		0							0				0			0		0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0		0
	Left-Right 21		0							0				0			0		0
WESTBOUND	Left 22	99	1	99	0	99	#	-2	97	1	97	0	97	1	97	97	1	97	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25		0							0				0			0		0
	Right 26	359	1	80	-1	358	#	57	416	1	124	-1	415	1	124	415	1	124	
	Left-Through-R 27		0							0				0			0		0
	Left-Right 28		0							0				0			0		0
CRITICAL VOLUMES	North-South:	607		609		609		776		776		777		777		777		777	
	East-West:	99		99		99		124		124		124		124		124		124	
	SUM:	706		708		708		900		900		901		901		901		901	
VOLUME/CAPACITY (V/C) RATIO:		0.495		0.497		0.632		0.632		0.632		0.632		0.632		0.632		0.632	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395		0.397		0.532		0.532		0.532		0.532		0.532		0.532		0.532	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

Δv/c after mitigation: **0.000**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
5	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3										
	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										
		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	280	2	140	1	281	141	536	816	2	408	1	817	2	409	0	817	2	409
	Through-Right 4		0							0			0				0		
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0			0				0		
	Left-Right 7		0							0			0				0		
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1							1			1				1		
	Through 10	304	0	158	-10	294	159	690	994	0	521	-10	984	0	516	0	984	0	516
	Through-Right 11		1							1			1				1		
	Right 12	0	0	158	0	0	159	0	0	0	521	0	0	0	516	0	0	0	516
	Left-Through-F 13		0							0			0				0		
	Left-Right 14		0							0			0				0		
EASTBOUND	Left 15	32	1	32	2	34	34	757	789	1	789	2	791	1	791	0	791	1	791
	Left-Through 16		0							0			0				0		
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1			1				1		
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0			0				0		
	Left-Right 21		0							0			0				0		
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0			0				0		
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0			0				0		
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1			1				1		
	Left-Right 28		0							0			0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 38 SUM: 196		North-South: 159 East-West: 40 SUM: 199		North-South: 521 East-West: 795 SUM: 1316		North-South: 516 East-West: 797 SUM: 1313		North-South: 516 East-West: 797 SUM: 1313									
VOLUME/CAPACITY (V/C) RATIO:		0.138		0.140		0.924		0.921		0.921									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069		0.070		0.824		0.821		0.821									
LEVEL OF SERVICE (LOS):		A		A		D		D		D									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases																			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3		3		3		3		3		3		3		3			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	2	0	0	0	2	0	2	0	0	0	2	0	0	0	2	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	593	2	297	7	600	300	356	949	2	475	7	956	2	478	956	2	478	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	35	1	35	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	7	0	7	
	Left-Through 9	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 10	317	0	173	-1	316	172	418	735	0	382	-1	734	0	381	734	0	381	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 12	0	0	173	0	0	172	0	0	0	382	0	0	0	381	0	0	381	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	92	1	92	-5	87	87	312	404	1	404	-5	399	1	399	399	1	399	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	8	0	5	8	0	5	0	23	0	5	0	23	5	0	23	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	3	0	0	0	3	0	15	18	0	0	0	18	0	0	18	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	8	0	8	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	3	0	29	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	18	0	0	
	Left-Through-R 27	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 304		North-South: 307		North-South: 482		North-South: 485		North-South: 485		North-South: 485		North-South: 485		North-South: 485			
		East-West: 121		East-West: 116		East-West: 433		East-West: 428		East-West: 428		East-West: 428		East-West: 428		East-West: 428			
		SUM: 425		SUM: 423		SUM: 915		SUM: 913		SUM: 913		SUM: 913		SUM: 913		SUM: 913			
VOLUME/CAPACITY (V/C) RATIO:		0.298		0.297		0.642		0.641		0.641		0.641		0.641		0.641			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198		0.197		0.542		0.541		0.541		0.541		0.541		0.541			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

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:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
5	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases		3		3		3		3		3		3		3					
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	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		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	4	577	289	270	843	2	422	4	847	2	424	847	2	424	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	1	1	0	1	1	0	1	1	1	0	
	Through 10	347	0	185	4	351	197	140	487	0	268	4	491	0	270	491	0	270	
	Through-Right 11	0	1	0	0	0	0	1	1	1	0	1	1	0	1	1	1	0	
	Right 12	3	0	185	0	3	197	1	4	0	268	0	4	0	270	4	0	270	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	83	1	83	-3	80	80	382	465	1	465	-3	462	1	462	462	1	462	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	5	0	16	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	1	1	1	0	0	1	1	0	0	1	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South:	297	North-South:	299	North-South:	433	North-South:	435	North-South:	435	North-South:	435	North-South:	435	North-South:	435	North-South:	435
		East-West:	150	East-West:	147	East-West:	533	East-West:	530	East-West:	530	East-West:	530	East-West:	530	East-West:	530	East-West:	530
		SUM:	447	SUM:	446	SUM:	966	SUM:	965	SUM:	965	SUM:	965	SUM:	965	SUM:	965	SUM:	965
VOLUME/CAPACITY (V/C) RATIO:		0.314		0.313		0.678		0.677		0.677		0.677		0.677					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214		0.213		0.578		0.577		0.577		0.577		0.577					
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.001**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS									
7	No. of Phases		4		4		4		4										
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	36	0	55	37	507	562	1	470	0	562	1	471	0	562	2	309	
	Left-Through	2	1	-3	106	106	105	214	1	214	-3	211	1	211	0	211	1	211	
	Through	3	36	-3	185	73	875	1063	2	366	-3	1060	2	365	0	1060	2	365	
	Through-Right	4	0	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Right	5	35	-3	63	32	17	83	1	0	-3	80	1	0	0	80	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	109	-3	106	106	105	214	1	214	-3	211	1	211	0	211	1	211	
	Left-Through	9	0	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Through	10	74	-3	185	73	875	1063	2	366	-3	1060	2	365	0	1060	2	365	
	Through-Right	11	1	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Right	12	34	0	34	34	1	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70	
	Left-Through	16	0	0	354	354	261	968	2	484	0	968	2	484	0	968	2	484	
	Through	17	707	0	707	354	261	968	2	484	0	968	2	484	0	968	2	484	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	545	5	550	0	341	886	1	0	5	891	1	0	0	891	1	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	63	-1	62	62	194	257	1	257	-1	256	1	256	0	256	1	256	
	Left-Through	23	0	0	412	412	281	1099	2	550	5	1104	2	552	0	1104	2	552	
	Through	24	818	5	823	412	281	1099	2	550	5	1104	2	552	0	1104	2	552	
	Through-Right	25	0	0	46	46	110	206	1	99	3	209	1	104	0	209	1	104	
	Right	26	96	3	99	46	110	206	1	99	3	209	1	104	0	209	1	104	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	North-South:	145	North-South:	143	North-South:	836	North-South:	836	North-South:	791									
	East-West:	470	East-West:	473	East-West:	741	East-West:	740	East-West:	740									
	SUM:	615	SUM:	616	SUM:	1577	SUM:	1576	SUM:	1531									
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		1.147		1.146		1.113									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.348		1.047		1.046		1.013									
LEVEL OF SERVICE (LOS):		A		A		F		F		F									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001**
Significant impacted? **NO**
Δv/c after mitigation: **-0.034**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street: Henry Ford Avenue	Year of Count: 2013		Ambient Growth: (%): 0		Conducted by: 0		Date: 10/1/2015											
	East-West Street: Anaheim Street	Projection Year: 2038		Peak Hour: MD		Reviewed by: 0		Project: Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1											
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	1	84	1	142	88	238	379	1	379	1	380	1	380		380	2	209	
	Left-Through 2	1							1				1				0		
	Through 3	1	84	9	121	88	705	817	1	409	9	826	1	413		826	2	413	
	Through-Right 4	0							0				0				0		
	Right 5	1	53	-1	70	52	35	106	1	23	-1	105	1	22		105	1	22	
	Left-Through-R 6	0							0				0				0		
	Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	1	163	0	163	163	50	213	1	213	0	213	1	213		213	1	213	
	Left-Through 9	0							0				0				0		
	Through 10	2	97	0	234	97	488	722	2	260	0	722	2	260		722	2	260	
	Through-Right 11	1							1				1				1		
	Right 12	0	56	0	56	56	2	58	0	58	0	58	0	58		58	0	58	
	Left-Through-R 13	0							0				0				0		
Left-Right 14	0							0				0				0			
EASTBOUND	Left 15	1	126	0	126	126	21	147	1	147	0	147	1	147		147	1	147	
	Left-Through 16	0							0				0				0		
	Through 17	2	375	4	754	377	286	1036	2	518	4	1040	2	520		1040	2	520	
	Through-Right 18	0							0				0				0		
	Right 19	1	0	5	177	0	288	460	1	0	5	465	1	0		465	1	0	
	Left-Through-R 20	0							0				0				0		
Left-Right 21	0							0				0				0			
WESTBOUND	Left 22	1	36	1	37	37	130	166	1	166	1	167	1	167		167	1	167	
	Left-Through 23	0							0				0				0		
	Through 24	2	317	-2	632	316	160	794	2	397	-2	792	2	396		792	2	396	
	Through-Right 25	0							0				0				0		
	Right 26	1	123	0	204	123	31	235	1	129	0	235	1	129		235	1	129	
	Left-Through-R 27	0							0				0				0		
Left-Right 28	0							0				0				0			
CRITICAL VOLUMES		North-South: 247	East-West: 443	SUM: 690	North-South: 251	East-West: 442	SUM: 693	North-South: 669	East-West: 684	SUM: 1353	North-South: 673	East-West: 687	SUM: 1360	North-South: 673	East-West: 687	SUM: 1360			
VOLUME/CAPACITY (V/C) RATIO:		0.502			0.504			0.984				0.989				0.989			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.402			0.404			0.884				0.889				0.889			
LEVEL OF SERVICE (LOS):		A			A			D				D				D			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases		4	4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	111	3	187	114	631	815	1	495	3	818	1	498		818	2	450
	Left-Through	2	1						1				1				0	
	Through	3	111	6	155	114	520	669	1	495	6	675	1	498		675	2	338
	Through-Right	4	0						0				0				0	
	Right	5	32	1	55	33	71	125	1	111	1	126	1	112		126	1	112
	Left-Through-R	6	0						0				0				0	
	Left-Right	7	0						0				0				0	
SOUTHBOUND	Left	8	134	0	134	134	55	189	1	189	0	189	1	189		189	1	189
	Left-Through	9	0						0				0				0	
	Through	10	111	6	294	113	228	516	2	189	6	522	2	191		522	2	191
	Through-Right	11	1						1				1				1	
	Right	12	46	0	46	46	4	50	0	50	0	50	0	50		50	0	50
	Left-Through-R	13	0						0				0				0	
EASTBOUND	Left	15	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156
	Left-Through	16	0						0				0				0	
	Through	17	476	4	956	478	172	1124	2	562	4	1128	2	564		1128	2	564
	Through-Right	18	0						0				0				0	
	Right	19	0						1	0	7	639	1	0		639	1	0
	Left-Through-R	20	0						0				0				0	
WESTBOUND	Left	22	44	0	44	44	-16	28	1	28	0	28	1	28		28	1	28
	Left-Through	23	0						0				0				0	
	Through	24	427	-2	852	426	424	1278	2	639	-2	1276	2	638		1276	2	638
	Through-Right	25	0						0				0				0	
	Right	26	176	0	243	176	86	329	1	235	0	329	1	235		329	1	235
	Left-Through-R	27	0						0				0				0	
Left-Right	28	0						0				0				0		
CRITICAL VOLUMES		North-South: 245 East-West: 561 SUM: 806	North-South: 248 East-West: 560 SUM: 808	North-South: 684 East-West: 795 SUM: 1479	North-South: 689 East-West: 794 SUM: 1483	North-South: 641 East-West: 794 SUM: 1435												
VOLUME/CAPACITY (V/C) RATIO:		0.586	0.588	1.076	1.079	1.044												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486	0.488	0.976	0.979	0.944												
LEVEL OF SERVICE (LOS):		A	A	E	E	E												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.003**
Significant impacted? **NO**

Δv/c after mitigation: **-0.032**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1									
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	6	0	6	6	-6	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	46	23	2	48	24	837	883	2	2	885	2	443	0	885	2	443	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	32	0	0	32	0	30	62	1	0	62	1	0	0	62	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	69	38	0	69	38	488	557	2	0	557	2	306	0	557	2	306	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	649	336	1	650	336	1527	2176	1	1	2177	1	1133	0	2177	1	1133	
	Through-Right	11	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Right	12	22	22	0	22	22	66	88	0	0	88	0	88	0	88	0	88	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	35	35	0	35	35	40	75	1	0	75	1	75	0	75	1	75	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	8	28	0	8	28	0	8	0	0	8	0	28	0	8	0	28	
	Through-Right	18	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Right	19	20	0	0	20	0	0	20	0	0	20	0	0	0	20	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	19	19	0	19	19	74	93	0	0	93	0	93	0	93	0	93	
	Left-Through	23	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	
	Through	24	17	36	0	17	36	0	17	0	0	17	0	110	0	17	0	110	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	13	0	-2	11	0	466	479	1	-2	477	1	0	0	477	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1132 East-West: 185 SUM: 1317	North-South: 1133 East-West: 185 SUM: 1318	North-South: 1133 East-West: 185 SUM: 1318													
VOLUME/CAPACITY (V/C) RATIO:		0.300	0.300	0.958	0.959	0.959													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.200	0.200	0.858	0.859	0.859													
LEVEL OF SERVICE (LOS):		A	A	D	D	D													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.000**
:ant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	19	1	19	0	19	19	-1	18	1	18	0	18	1	18		18	1	18
	Left-Through 2		0							0				0				0	
	Through 3	221	2	111	9	230	115	549	770	2	385	9	779	2	390		779	2	390
	Through-Right 4		0							0				0				0	
	Right 5	20	1	0	0	20	0	20	40	1	0	0	40	1	0		40	1	0
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	27	2	15	0	27	15	337	364	2	200	0	364	2	200		364	2	200
	Left-Through 9		0							0				0				0	
	Through 10	362	1	197	5	367	200	809	1171	1	624	5	1176	1	626		1176	1	626
	Through-Right 11		1							1				1				1	
	Right 12	32	0	32	0	32	32	44	76	0	76	0	76	0	76		76	0	76
	Left-Through-R 13		0							0				0				0	
Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	51	1	51	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through 16		0							0				0				0	
	Through 17	5	0	20	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right 18		1							1				1				1	
	Right 19	15	0	0	0	15	0	1	16	0	0	0	16	0	0		16	0	0
	Left-Through-R 20		0							0				0				0	
Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	7	0	7	0	7	7	55	62	0	62	0	62	0	62		62	0	62
	Left-Through 23		1							1				1				1	
	Through 24	4	0	11	0	4	11	-1	3	0	65	0	3	0	65		3	0	65
	Through-Right 25		0							0				0				0	
	Right 26	33	1	0	1	34	0	314	347	1	0	1	348	1	0		348	1	0
	Left-Through-R 27		0							0				0				0	
Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 216 East-West: 62 SUM: 278		North-South: 219 East-West: 62 SUM: 281		North-South: 642 East-West: 160 SUM: 802		North-South: 644 East-West: 160 SUM: 804		North-South: 644 East-West: 160 SUM: 804		North-South: 644 East-West: 160 SUM: 804							
VOLUME/CAPACITY (V/C) RATIO:		0.202		0.204		0.583		0.585		0.585		0.585							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.102		0.104		0.483		0.485		0.485		0.485							
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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 #: 8	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2		2		2						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	0	15	1	15	
	Left-Through	2	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	2	152	9	312	156	766	1069	2	535	9	1078	2	539	9	1078	2	539	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	-1	49	0	8	58	1	0	-1	57	1	0	0	57	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	2	75	1	138	76	37	174	2	96	1	175	2	96	1	175	2	96	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	1	237	12	451	243	841	1280	1	691	12	1292	1	697	12	1292	1	697	
	Through-Right	11	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	34	0	34	34	68	102	0	102	0	102	0	102	0	102	0	102	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	0	105	1	105	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	0	4	0	20	
	Through-Right	18	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	17	-1	16	16	83	100	0	100	-1	99	0	99	0	99	0	99	
	Left-Through	23	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	0	21	0	4	20	-1	3	0	103	0	3	0	102	0	3	0	102	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	1	0	1	52	0	337	388	1	0	1	389	1	0	1	389	1	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 254 East-West: 62 SUM: 316		North-South: 260 East-West: 61 SUM: 321		North-South: 706 East-West: 208 SUM: 914		North-South: 712 East-West: 207 SUM: 919		North-South: 712 East-West: 207 SUM: 919		North-South: 712 East-West: 207 SUM: 919								
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.233		0.665		0.668		0.668		0.668								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.133		0.565		0.568		0.568		0.568								
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:		2013	Ambient Growth: (%)				Conducted by:				Date:	10/1/2015						
	East-West Street:	Seaside Avenue	Projection Year:		2038	Peak Hour:		AM		Reviewed by:				Project:	Everport Draft EIR/EIS						
13	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?		1		1		1		1		1		1		1						
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	88	1	0	71	159	0	2218	2306	1	0	71	2377	1	0	0	2377	1	0	
	Left-Through-F	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-F	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	1972	3	657	-37	1935	645	665	2637	3	879	-37	2600	3	867	0	2600	3	867	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	274	1	257	65	339	322	1663	1937	1	1937	65	2002	1	2002	0	2002	1	2002	
	Left-Through-F	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	2176	3	725	22	2198	733	2472	4648	3	1549	22	4670	3	1557	0	4670	3	1557	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 17 East-West: 725 SUM: 742			North-South: 17 East-West: 733 SUM: 750			North-South: 0 East-West: 1937 SUM: 1937				North-South: 0 East-West: 2002 SUM: 2002				North-South: 0 East-West: 2002 SUM: 2002				
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.500			1.291				1.335				1.335				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.400			1.191				1.235				1.235				
LEVEL OF SERVICE (LOS):			A			A			F				F				F				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.044**
Significant impacted? **YES**

Δv/c after mitigation: **0.044**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity				2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	41	921	0	1014	1894	1	0	41	1935	1	0	1935	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-26	1477	492	215	1718	3	573	-26	1692	3	564	1692	3	564	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	67	180	39	1046	1159	1	1159	67	1226	1	1226	1226	1	1226	
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	28	1475	492	1519	2966	3	989	28	2994	3	998	2994	3	998	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 141		North-South: 141		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0		North-South: 0			
		East-West: 520		East-West: 511		East-West: 1159		East-West: 1159		East-West: 1226		East-West: 1226		East-West: 1226		East-West: 1226			
		SUM: 661		SUM: 652		SUM: 1159		SUM: 1159		SUM: 1226		SUM: 1226		SUM: 1226		SUM: 1226			
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.435		0.773		0.817		0.817		0.817		0.817		0.817			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.335		0.673		0.717		0.717		0.717		0.717		0.717			
LEVEL OF SERVICE (LOS):		A		A		B		C		C		C		C		C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.006**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.044**
Significant impacted? **YES**

Δv/c after mitigation: **0.044**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	29	970	0	1243	2184	1	0	29	2213	1	0	2213	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	-11	2130	710	560	2701	3	900	-11	2690	3	897	2690	3	897	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	1	210	20	185	394	1	394	1	395	1	395	395	1	395	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	16	1981	660	1930	3895	3	1298	16	3911	3	1304	3911	3	1304	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 733 SUM: 923	North-South: 0 East-West: 1298 SUM: 1298	North-South: 0 East-West: 1304 SUM: 1304	North-South: 0 East-West: 1304 SUM: 1304	North-South: 0 East-West: 1304 SUM: 1304												
VOLUME/CAPACITY (V/C) RATIO:		0.618	0.615	0.865	0.869	0.869													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.518	0.515	0.765	0.769	0.769													
LEVEL OF SERVICE (LOS):		A	A	C	C	C													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.003**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	Ambient Growth (%):	Conducted by:	Date:													
14	East-West Street:	Ferry Street	Projection Year: 0	Peak Hour: AM	Reviewed by:	10/1/2015													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? 3 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 0 2 0	3 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	44	1	44	40	84	84	851	895	1	895	40	935	1	935	0	935	1	935
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	32	1	0	-13	19	0	495	527	1	236	-13	514	1	235	0	514	1	373
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	5	1	5	5	10	10	302	307	1	307	5	312	1	312	0	312	1	312
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	280	2	140	31	311	156	1103	1383	2	692	31	1414	2	707	0	1414	2	707
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	328	1	328	-12	316	316	-37	291	1	291	-12	279	1	279	0	279	1	141
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512	North-South: 240 East-West: 316 SUM: 556	North-South: 1587 East-West: 291 SUM: 1878	North-South: 1642 East-West: 279 SUM: 1921	North-South: 1642 East-West: 141 SUM: 1783													
VOLUME/CAPACITY (V/C) RATIO:		0.359	0.390	1.318	1.348	1.251													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259	0.290	1.218	1.248	1.151													
LEVEL OF SERVICE (LOS):		A	A	F	F	F													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.031**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.030** Δv/c after mitigation: **-0.067**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3		3		3		3										
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		1 1 0 2 0	1 1 0 2 0		1 1 0 2 0		1 1 0 2 0		1 1 0 2 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										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	29	266	266	467	704	1	704	29	733	1	733	733	1	733	
	Through-Right 4		0							0			0				0		
	Right 5	354	1	214	3	357	246	24	378	1	187	3	381	1	219	381	1	294	
	Left-Through-R 6		0							0			0				0		
	Left-Right 7		0							0			0				0		
SOUTHBOUND	Left 8	3	1	3	-16	-13	-13	169	172	1	172	-16	156	1	156	156	1	156	
	Left-Through 9		0							0			0				0		
	Through 10	223	2	112	49	272	136	599	822	2	411	49	871	2	436	871	2	436	
	Through-Right 11		0							0			0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0			0				0		
Left-Right 14		0							0			0				0			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0			0				0		
Left-Right 21		0							0			0				0			
WESTBOUND	Left 22	140	1	140	-29	111	111	51	191	1	191	-29	162	1	162	162	1	87	
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	
	Through-Right 25		0							0			0				0		
	Right 26	10	1	9	0	10	17	2	12	1	0	0	12	1	0	12	0	0	
	Left-Through-R 27		0							0			0				1		
Left-Right 28		0							0			0				0			
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 402 East-West: 111 SUM: 513			North-South: 1115 East-West: 191 SUM: 1306				North-South: 1169 East-West: 162 SUM: 1331				North-South: 1169 East-West: 87 SUM: 1256			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.360			0.916				0.934				0.881			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.260			0.816				0.834				0.781			
LEVEL OF SERVICE (LOS):		A			A			D				D				C			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.017**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.035**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: SR-47 Ramps	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
14	East-West Street: Ferry Street	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 1 Right Turns: FREE-1, NRTOR-2 or OLA-3? NB-- 3 SB-- 0 EB-- 0 WB-- 0 ATSAC-1 or ATSAC+ATCS-2? 2 Override Capacity 0		3 1 3 0 0 2 0	3 1 3 0 0 2 0	3 1 3 0 0 2 0	3 1 3 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	376	1	376	23	399	#	523	899	1	899	23	922	1	922	23	922	1	
	Through-Right 4		0							0				0				0	
	Right 5	289	1	146	21	310	#	168	457	1	142	21	478	1	149	21	478	1	
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7	0	7	1	
	Left-Through 9		0							0				0				0	
	Through 10	150	2	75	32	182	#	435	585	2	293	32	617	2	309	32	617	2	
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0				0	
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	143	1	143	14	157	#	172	315	1	315	14	329	1	329	14	329	1	
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0	
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	Left-Through-R 27		0							0				0				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 451 East-West: 143 SUM: 594			North-South: 490 East-West: 157 SUM: 647			North-South: 1192 East-West: 315 SUM: 1507				North-South: 1231 East-West: 329 SUM: 1560				North-South: 1231 East-West: 165 SUM: 1396			
VOLUME/CAPACITY (V/C) RATIO:		0.417			0.454			1.058				1.095				0.980			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.317			0.354			0.958				0.995				0.880			
LEVEL OF SERVICE (LOS):		A			A			E				E				D			

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.037**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.037** Δv/c after mitigation: **-0.078**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
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		2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 0 2 0	2 0 3 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	110	55	165	165	508	618	1	618	55	673	1	673	0	673	1	673	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	2	2	5	8	4	125	128	2	64	5	133	2	67	0	133	2	67
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	12	12	-25	-13	-13	142	154	1	154	-25	129	1	129	0	129	1	129
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	534	491	10	544	501	-185	349	1	306	10	359	1	316	0	359	1	316
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	85	1	43	43	0	85	1	43	0	85	1	43	0	85	1	43	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	0	43	43	43	0	0	0	43	0	0	0	43	0	0	0	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	11	0	58	69	0	401	412	1	0	58	470	1	0	0	470	1	0
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES			North-South: 601 East-West: 43 SUM: 644	North-South: 666 East-West: 43 SUM: 709	North-South: 924 East-West: 43 SUM: 967	North-South: 989 East-West: 43 SUM: 1032	North-South: 989 East-West: 43 SUM: 1032												
VOLUME/CAPACITY (V/C) RATIO:			0.429	0.473	0.645	0.688	0.688												
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.329	0.373	0.545	0.588	0.588												
LEVEL OF SERVICE (LOS):			A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.044**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.043** Δv/c after mitigation: **0.043**
 Significant impacted? **NO** Fully mitigated? **N/A**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
15	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
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-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 WB-- 0			NB-- 1 SB-- 3 EB-- 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←←←	Left 1	1	112	33	145	145	303	415	1	415	33	448	1	448		448	1	448	
		Left-Through 2	0								0				0				0	
		Through 3	2	6	5	17	9	129	141	2	71	5	146	2	73		146	2	73	
		Through-Right 4	0								0				0				0	
		Right 5	1	0	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
		Left-Through-R 6	0								0				0				0	
		Left-Right 7	0								0				0				0	
SOUTHBOUND	→→→	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
		Left-Through 9	0								0				0				0	
		Through 10	1	6	-6	0	0	109	115	1	115	-22	93	1	93		93	1	93	
		Through-Right 11	0							0				0				0		
		Right 12	1	45	29	288	64	-122	137	1	0	29	166	1	16		166	1	16	
		Left-Through-R 13	0								0				0				0	
		Left-Right 14	0								0				0				0	
EASTBOUND	→→→	Left 15	1	214	21	448	224	-148	279	1	140	21	300	1	150		300	1	150	
		Left-Through 16	1								1				1				1	
		Through 17	0	214	0	0	224	0	0	0	140	0	0	0	150		0	0	150	
		Through-Right 18	0								0				0				0	
		Right 19	1	0	43	123	0	237	317	1	0	43	360	1	0		360	1	0	
		Left-Through-R 20	0								0				0				0	
		Left-Right 21	0								0				0				0	
WESTBOUND	←←←	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through 23	0								0				0				0	
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Through-Right 25	0								0				0				0	
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
		Left-Through-R 27	0								0				0				0	
		Left-Right 28	0								0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 157 <i>East-West:</i> 214 <i>SUM:</i> 371	<i>North-South:</i> 209 <i>East-West:</i> 224 <i>SUM:</i> 433	<i>North-South:</i> 530 <i>East-West:</i> 140 <i>SUM:</i> 670	<i>North-South:</i> 541 <i>East-West:</i> 150 <i>SUM:</i> 691	<i>North-South:</i> 541 <i>East-West:</i> 150 <i>SUM:</i> 691														
VOLUME/CAPACITY (V/C) RATIO:			0.247		0.289		0.447		0.461		0.461									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.147		0.189		0.347		0.361		0.361									
LEVEL OF SERVICE (LOS):			A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: **0.042**
 Significant impacted? **NO**

Change in v/c due to project: **0.014**
 Significant impacted? **NO**

Δv/c after mitigation: **0.014**
 Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:		0	Ambient Growth: (%)		0	Conducted by:		0	Date:		10/1/2015								
	15	East-West Street:	Terminal Way	Projection Year:		0	Peak Hour:		PM	Reviewed by:		0	Project:		Everport Draft EIR/EIS							
No. of Phases				2		2		2		2		2		2								
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-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3	NB-- 1	SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?			EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0								
Override Capacity				2		2		2		2		2		2								
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	←	Left 1	85	1	85	12	97	97	29	114	1	114	12	126	1	126		126	1	126		
		Left-Through 2		0							0				0				0			
		Through 3	55	2	28	-9	46	23	134	189	2	95	-9	180	2	90		180	2	90		
		Through-Right 4		0							0				0				0			
		Right 5	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0	
		Left-Through-R 6		0								0				0				0		
		Left-Right 7		0								0				0				0		
SOUTHBOUND	→	Left 8	0	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		
		Left-Through 9		0							0				0				0			
		Through 10	37	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41		
		Through-Right 11		0							0				0				0			
		Right 12	217	1	27	5	222	17	31	248	1	163	5	253	1	153		253	1	153		
		Left-Through-R 13		0							0				0				0			
Left-Right 14		0							0				0				0					
EASTBOUND	←	Left 15	380	1	190	30	410	205	-210	170	1	85	30	200	1	100		200	1	100		
		Left-Through 16		1							1				1				1			
		Through 17	0	0	190	0	0	205	0	0	0	85	0	0	0	100		0	0	100		
		Through-Right 18		0							0				0				0			
		Right 19	92	1	0	42	134	0	409	501	1	0	42	543	1	0		543	1	0		
		Left-Through-R 20		0							0				0				0			
		Left-Right 21		0							0				0				0			
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
		Left-Through 23		0							0				0				0			
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
		Through-Right 25		0							0				0				0			
		Right 26	2	0	0	0	2	0	0	2	0	0	0	2	0	0		2	0	0		
		Left-Through-R 27		0							0				0				0			
Left-Right 28		0							0				0				0					
CRITICAL VOLUMES			North-South: 122	East-West: 190	SUM: 312	North-South: 134	East-West: 205	SUM: 339	North-South: 277	East-West: 85	SUM: 362	North-South: 279	East-West: 100	SUM: 379	North-South: 279	East-West: 100	SUM: 379					
VOLUME/CAPACITY (V/C) RATIO:				0.208		0.226		0.241		0.253		0.253		0.253								
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.108		0.126		0.141		0.153		0.153										
LEVEL OF SERVICE (LOS):				A		A		A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.018**
 Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:									
	16	East-West Street:		Terminal Way		Projection Year: 0		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS								
		No. of Phases 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? 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	178	178	178	454	454	1	454	178	632	1	632	0	632	1	632	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	10	1	10	0	10	10	2	12	1	12	0	12	1	12	0	12	1	12
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	1	0	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0
	Through-Right	18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	0	1	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	4	0	190	190	0	504	504	4	0	190	694	4	0	0	694	4	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 0 East-West: 77 SUM: 77			North-South: 178 East-West: 10 SUM: 188			North-South: 454 East-West: 234 SUM: 688				North-South: 632 East-West: 12 SUM: 644				North-South: 632 East-West: 12 SUM: 644				
VOLUME/CAPACITY (V/C) RATIO:		0.051			0.125			0.459				0.429				0.429				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.051			0.125			0.459				0.429				0.429				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.074**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		0	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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	0	1	0	131	131	366	366	1	366	131	497	1	497	497	497	1	497	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	136	136	0	387	387	4	0	136	523	4	0	523	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 0 East-West: 140 SUM: 140	North-South: 131 East-West: 0 SUM: 131	North-South: 366 East-West: 264 SUM: 630	North-South: 497 East-West: 0 SUM: 497	North-South: 497 East-West: 0 SUM: 497													
VOLUME/CAPACITY (V/C) RATIO:		0.093	0.087	0.420	0.331	0.331													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093	0.087	0.420	0.331	0.331													
LEVEL OF SERVICE (LOS):		A	A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.006**
:ant impacted? **NO**

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 #:	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
16	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left 8	0	1	0	81	81	81	228	228	1	228	81	309	1	309	309	1	309	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	###	328	548	1	274	-548	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	
	Through 24	105	1	53	-178	-73	-73	73	178	1	89	-178	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	70	70	0	205	205	4	0	70	275	4	0	275	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 81			<i>North-South:</i> 228				<i>North-South:</i> 309				<i>North-South:</i> 309			
		<i>East-West:</i> 110			<i>East-West:</i> 0			<i>East-West:</i> 274				<i>East-West:</i> 0				<i>East-West:</i> 0			
		SUM: 110			SUM: 81			SUM: 502				SUM: 309				SUM: 309			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.054			0.335				0.206				0.206			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.073			0.054			0.335				0.206				0.206			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.019**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.129** Δv/c after mitigation: **-0.129**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:												
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3												
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? Override Capacity		2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	144	145	140	123	124	0	125	144	268	0	234	0	268	0	234
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	75	127	140	59	111	0	125	75	186	0	234	0	186	0	234
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	16	16	16	2	2	0	2	16	18	0	18	0	18	0	18
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	117	118	66	92	93	0	95	117	210	0	228	0	210	0	228
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	-7	-2	66	343	348	0	202	-7	341	0	231	0	341	0	231
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-71	-64	-64	285	292	1	292	-71	221	1	221	0	221	1	221
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	28	74	39	369	415	1	209	28	443	1	223	0	443	1	223
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	249	494	494	109	354	1	354	249	603	1	603	0	603	1	603
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-169	215	108	512	896	2	448	-169	727	2	364	0	727	2	364
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	32	36	36	16	20	1	20	32	52	1	52	0	52	1	52
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279			North-South: 156 East-West: 533 SUM: 689			North-South: 209 East-West: 740 SUM: 949				North-South: 252 East-West: 826 SUM: 1078				North-South: 252 East-West: 826 SUM: 1078			
VOLUME/CAPACITY (V/C) RATIO:		0.196			0.484			0.666				0.756				0.756			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.098			0.384			0.566				0.656				0.656			
LEVEL OF SERVICE (LOS):		A			A			A				B				B			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.286**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.090** Δv/c after mitigation: **0.090**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Workheet (Circular 212 Method)

I/S #:		North-South Street:	Earle Street			Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015			
17		East-West Street:	Terminal Way			Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
		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		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	2			2		2		2		2		2					
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	5	0	5	0	5	5	4	9	0	9	0	9	0	9	9	0	9	
	Left-Through 2		1						1				1				1		
	Through 3	31	0	36	90	121	126	107	138	0	135	90	228	0	235	228	0	235	
	Through-Right 4		1						1				1				1		
	Right 5	96	0	42	110	206	75	17	113	0	135	110	223	0	235	223	0	235	
	Left-Through-R 6		0						0				0				0		
Left-Right 7		0						0				0				0			
SOUTHBOUND	Left 8	2	0	2	6	8	8	21	23	0	23	6	29	0	29	29	0	29	
	Left-Through 9		1						1				1				1		
	Through 10	25	0	27	57	82	61	55	80	0	103	57	137	0	166	137	0	166	
	Through-Right 11		1						1				1				1		
	Right 12	43	0	17	-20	23	61	299	342	0	177	-20	322	0	204	322	0	204	
	Left-Through-R 13		0						0				0				0		
Left-Right 14		0						0				0				0			
EASTBOUND	Left 15	52	1	52	-95	-43	-43	279	331	1	331	-95	236	1	236	236	1	236	
	Left-Through 16		0						0				0				0		
	Through 17	368	1	186	26	394	199	295	663	1	335	26	689	1	348	689	1	348	
	Through-Right 18		1						1				1				1		
	Right 19	4	0	4	0	4	4	2	6	0	6	0	6	0	6	6	0	6	
	Left-Through-R 20		0						0				0				0		
Left-Right 21		0						0				0				0			
WESTBOUND	Left 22	109	1	109	154	263	263	72	181	1	181	154	335	1	335	335	1	335	
	Left-Through 23		0						0				0				0		
	Through 24	226	2	113	-55	171	86	277	503	2	252	-55	448	2	224	448	2	224	
	Through-Right 25		0						0				0				0		
	Right 26	0	1	0	1	1	1	10	10	1	10	1	11	1	11	11	1	11	
	Left-Through-R 27		0						0				0				0		
Left-Right 28		0						0				0				0			
CRITICAL VOLUMES			North-South: 44	East-West: 295	SUM: 339	North-South: 134	East-West: 462	SUM: 596	North-South: 186	East-West: 583	SUM: 769	North-South: 264	East-West: 683	SUM: 947	North-South: 264	East-West: 683	SUM: 947		
VOLUME/CAPACITY (V/C) RATIO:			0.238			0.418			0.540			0.665			0.665				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.138			0.318			0.440			0.565			0.565				
LEVEL OF SERVICE (LOS):			A			A			A			A			A				

REMARKS:

Version: 1i Beta; 8/4/2011

In v/c due to project: 0.180
 Impact impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.125 Δv/c after mitigation: 0.125
 Significant impacted? NO Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Earle Street		Year of Count:		0		Ambient Growth: (%):		0		Conducted by:		0		Date:		10/1/2015			
17	East-West Street:		Terminal Way		Projection Year:		0		Peak Hour:		PM		Reviewed by:		0		Project:		Everport Draft EIR/EIS			
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			3	2	3	2	2	3	2	2	3	2	3	2	2	3	2	3	2	2		
			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	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
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↙ ↘	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Through 2	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1		
		Through 3	4	0	4	158	162	162	189	193	0	193	158	351	0	351	0	351	0	351		
		Through-Right 4	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0		
		Right 5	179	0	130	143	322	270	106	285	0	222	143	428	0	361	0	428	0	361		
		Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	↘ ↙	Left 8	4	0	4	23	27	27	-1	3	0	3	23	26	0	26	0	26	0	26		
		Left-Through 9	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1		
		Through 10	3	0	7	44	47	57	122	125	0	128	44	169	0	247	0	169	0	247		
		Through-Right 11	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1		
		Right 12	8	0	6	4	12	57	209	217	0	103	4	221	0	247	0	221	0	247		
		Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EASTBOUND	↙ ↘	Left 15	4	1	4	-158	-154	###	225	229	1	229	-158	71	1	71	0	71	1	71		
		Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 17	280	1	140	-62	218	109	306	586	1	293	-62	524	1	262	0	524	1	262		
		Through-Right 18	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1		
		Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WESTBOUND	↘ ↙	Left 22	98	1	98	7	105	105	29	127	1	127	7	134	1	134	0	134	1	134		
		Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Through 24	190	2	95	16	206	103	43	233	2	117	16	249	2	125	0	249	2	125		
		Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7		
		Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES			North-South: 134	East-West: 238	SUM: 372	North-South: 297	East-West: 214	SUM: 511	North-South: 225	East-West: 420	SUM: 645	North-South: 387	East-West: 396	SUM: 783	North-South: 387	East-West: 396	SUM: 783					
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.261	0.161	A	0.359	0.259	A	0.453	0.353	A	0.549	0.449	A	0.549	0.449	A					

REMARKS:

Version: 1i Beta; 8/4/2011

 Change in v/c due to project: **0.098**
 ant impacted? **NO**
PROJECT IMPACT
 Change in v/c due to project: **0.096** Δv/c after mitigation: **0.096**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	18	East-West Street:	Cannery Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	4	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2		1							1				1				1		
	Through 3	42	1	23	0	42	29	158	200	1	103	0	200	1	106	0	200	1	106	
	Through-Right 4		0							0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 6		0							0				0				0		0
	Left-Right 7		0							0				0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0				0		
	Through 10	272	1	148	0	272	272	75	347	1	186	0	347	1	347	0	347	1	347	
	Through-Right 11		1							1				1				1		
	Right 12	24	0	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13		0							0				0				0		
	Left-Right 14		0							0				0				0		
EASTBOUND	Left 15	15	1	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16		0							0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0				0		
	Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20		0							0				0				0		
	Left-Right 21		0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0				0		
	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 152		North-South: 277		North-South: 189		North-South: 350		North-South: 350		North-South: 350								
		East-West: 15		East-West: 234		East-West: 15		East-West: 234		East-West: 234		East-West: 234								
		SUM: 167		SUM: 511		SUM: 204		SUM: 584		SUM: 584		SUM: 584								
VOLUME/CAPACITY (V/C) RATIO:		0.111		0.341		0.136		0.389		0.389		0.389								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.111		0.341		0.136		0.389		0.389		0.389								
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.253** Δv/c after mitigation: **0.253**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015										
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSC-1 or ATSC+ATCS-2? 0 Override Capacity 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	NB-- 0 SB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6	
	Left-Through 2		1							1				1			1			
	Through 3	61	1	34	0	61	37	164	225	1	116	0	225	1	119	0	225	1	119	
	Through-Right 4		0							0				0			0			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0							0				0			0			0
	Left-Right 7		0							0				0			0			0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0							0				0			0			
	Through 10	123	1	84	0	123	123	128	251	1	148	0	251	1	251	0	251	1	251	
	Through-Right 11		1							1				1			1			
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	212	257	0	107	
	Left-Through-R 13		0							0				0			0			
	Left-Right 14		0							0				0			0			
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	0	301	1	301	
	Left-Through 16		0							0				0			0			
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0			
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9	
	Left-Through-R 20		0							0				0			0			
	Left-Right 21		0							0				0			0			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0							0				0			0			
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0			
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0							0				0			0			
	Left-Right 28		0							0				0			0			
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 154 East-West: 102 SUM: 256				North-South: 257 East-West: 301 SUM: 558				North-South: 257 East-West: 301 SUM: 558				
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.171				0.372				0.372				
V/C LESS ATSC/ATCS ADJUSTMENT:		0.115			0.274			0.171				0.372				0.372				
LEVEL OF SERVICE (LOS):		A			A			A				A				A				

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015											
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS											
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		2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	2 0 0 0 0 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↕	Left 1	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3	
		Left-Through 2		1						1				1				1			1
		Through 3	143	1	73	0	143	73	236	379	1	191	0	379	1	191	0	379	1	191	
		Through-Right 4		0						0				0		0		0			0
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6		0						0				0		0		0			0
Left-Right 7		0						0				0		0		0			0		
SOUTHBOUND	↕	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 9		0						0				0		0		0			0
		Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114	0	166	1	114	
		Through-Right 11		1						1				1		1		1			1
		Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	0	61	0	61	0
		Left-Through-R 13		0						0				0		0		0			0
Left-Right 14		0						0				0		0		0			0		
EASTBOUND	↕	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	0	331	1	331	
		Left-Through 16		0						0				0		0		0			0
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right 18		0						0				0		0		0			0
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	0
		Left-Through-R 20		0						0				0		0		0			0
Left-Right 21		0						0				0		0		0			0		
WESTBOUND	↕	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0						0				0		0		0			0
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right 25		0						0				0		0		0			0
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 27		0						0				0		0		0			0
Left-Right 28		0						0				0		0		0			0		
CRITICAL VOLUMES		North-South: 73 East-West: 30 SUM: 103	North-South: 76 East-West: 331 SUM: 407	North-South: 191 East-West: 30 SUM: 221	North-South: 191 East-West: 331 SUM: 522	North-South: 191 East-West: 331 SUM: 522					North-South: 191 East-West: 331 SUM: 522										
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.147				0.348									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.147				0.348									
LEVEL OF SERVICE (LOS):		A			A			A				A									

REMARKS:

Version: 1i Beta; 8/4/2011

µe in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

2038 - Alternative 5

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.014	N-S(1): 0.094 * N-S(2): 0.000 E-W(1): 0.247 E-W(2): 0.733 *	
	TH	0.27	32	425	0.075		
	LT	1.73	209	2,498	0.084 *		
Westbound	RT	1.00	852	1,600	0.457	V/C: 0.827 Lost Time: 0.180	
	TH	1.00	976	1,600	0.610 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.007	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	778	3,200	0.244		
	LT	1.00	197	1,600	0.123 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	198	1,600	0.019	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.570 *	
	TH	0.21	18	333	0.054		
	LT	1.79	155	2,580	0.060 *		
Westbound	RT	1.00	377	1,600	0.182	V/C: 0.636 Lost Time: 0.180	
	TH	1.00	744	1,600	0.465 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.816	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	664	3,200	0.208		
	LT	1.00	168	1,600	0.105 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	297	1,600	0.056	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.264 E-W(2): 0.670 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	399	1,600	0.186	V/C: 0.756 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.936	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	840	3,200	0.263		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.566 * N-S(2): 0.426 E-W(1): 0.099 E-W(2): 0.129 *	
	TH	3.00	2,043	4,800	0.426		
	LT	1.00	299	1,600	0.187 *		
Westbound	RT	2.00	712	3,200	0.129 *	V/C: 0.695 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	285	2,880	0.099		
Northbound	RT	0.00	133	0	0.000	ICU: 0.815	
	TH	3.00	1,686	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.272 E-W(1): 0.071 * E-W(2): 0.052	
	TH	3.00	1,306	4,800	0.272		
	LT	1.00	174	1,600	0.109 *		
Westbound	RT	2.00	339	3,200	0.052 *	V/C: 0.498 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	205	2,880	0.071		
Northbound	RT	0.00	121	0	0.000	ICU: 0.618	
	TH	3.00	1,404	4,800	0.318 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,212	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.304 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.229
	TH	2.00	674	3,200	0.216	V/C: 0.673 Lost Time: 0.180
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	2.00	210	3,200	0.013	ICU: 0.853
	TH	0.03	12	46	0.261	
	LT	1.97	824	2,839	0.290 *	
Eastbound	RT	1.00	819	1,600	0.251 *	LOS: D
	TH	2.00	471	3,200	0.147	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.311 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	465	3,200	0.145	V/C: 0.697 Lost Time: 0.180
	LT	2.00	218	2,880	0.076 *	
Northbound	RT	2.00	273	3,200	0.051	ICU: 0.877
	TH	0.01	5	19	0.262	
	LT	1.99	833	2,863	0.291 *	
Eastbound	RT	1.00	915	1,600	0.310 *	LOS: D
	TH	2.00	516	3,200	0.161	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.309 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.358 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.132
	TH	2.00	396	3,200	0.124	V/C: 0.667 Lost Time: 0.180
	LT	2.00	301	2,880	0.105 *	
Northbound	RT	2.00	578	3,200	0.134	ICU: 0.847
	TH	0.00	0	0	0.000	
	LT	2.00	834	2,880	0.290 *	
Eastbound	RT	1.00	681	1,600	0.165	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,580	3,200	0.494 *	N-S(1): 0.624
	TH	2.00	710	3,200	0.222	N-S(2): 0.662 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	197	1,600	0.000	E-W(2): 0.114
	TH	2.00	364	3,200	0.114	V/C: 0.975
	LT	1.00	501	1,600	0.313 *	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	1,993	3,200	0.624	
	LT	1.00	268	1,600	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.095
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,440	3,200	0.450 *	N-S(1): 0.625 *
	TH	2.00	450	3,200	0.141	N-S(2): 0.561
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2): 0.039
	TH	2.00	124	3,200	0.039	V/C: 0.823
	LT	1.00	317	1,600	0.198 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,999	3,200	0.625	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.943
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,330	3,200	0.416	N-S(1): 0.693 *
	TH	2.00	293	3,200	0.092	N-S(2): 0.490
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.025
	TH	2.00	80	3,200	0.025	V/C: 0.802
	LT	1.00	175	1,600	0.109 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	2,219	3,200	0.693 *	
	LT	1.00	119	1,600	0.074	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.922
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.815 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.555 * V/C: 1.370 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	254	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	401	1,600	0.251 *	
	TH	2.00	664	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.490 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,599	2,880	0.555 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.594 * N-S(2): 0.000 E-W(1): 0.132 E-W(2): 0.654 * V/C: 1.248 Lost Time: 0.120
	TH	1.00	663	1,600	0.414 *	
	LT	1.00	102	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	248	1,600	0.155 *	
	TH	2.00	576	3,200	0.180	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	171	0	0.000	ICU: 1.368 LOS: F
	TH	2.00	252	3,200	0.132	
	LT	2.00	1,883	2,880	0.654 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 * N-S(2): 0.000 E-W(1): 0.094 E-W(2): 0.700 * V/C: 1.017 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	178	1,600	0.111 *	
	TH	2.00	310	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.137 LOS: F
	TH	2.00	194	3,200	0.094	
	LT	2.00	2,016	2,880	0.700 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.099
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	377	3,200	0.118	E-W(2): 0.554 *
	TH	2.00	1,773	3,200	0.554 *	V/C: 0.744
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	314	3,200	0.099	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.844
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	280	3,200	0.088	E-W(2): 0.465 *
	TH	2.00	1,486	3,200	0.464 *	V/C: 0.624
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	183	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000	
	LT	0.00	2	1,600	0.001 *	LOS: C

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	197	3,200	0.062	E-W(2): 0.425 *
	TH	2.00	1,361	3,200	0.425 *	V/C: 0.559
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	153	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.659
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.194
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.730
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	2.00	1,681	3,200	0.525 *	
	LT	1.00	311	1,600	0.194	LOS: D

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.647
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.767
	TH	2.00	1,533	3,200	0.479 *	
	LT	1.00	197	1,600	0.123	LOS: C

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.580 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.725
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.845
	TH	2.00	1,856	3,200	0.580 *	
	LT	1.00	165	1,600	0.103	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	223	1,600	0.014	N-S(1): 0.093 * N-S(2): 0.000 E-W(1): 0.249 E-W(2): 0.736 *	
	TH	0.27	32	427	0.075		
	LT	1.73	208	2,496	0.083 *		
Westbound	RT	1.00	856	1,600	0.460	V/C: 0.829 Lost Time: 0.180	
	TH	1.00	978	1,600	0.611 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.009	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	783	3,200	0.246		
	LT	1.00	200	1,600	0.125 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	195	1,600	0.018	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.568 *	
	TH	0.21	18	335	0.054		
	LT	1.79	154	2,579	0.060 *		
Westbound	RT	1.00	371	1,600	0.178	V/C: 0.634 Lost Time: 0.180	
	TH	1.00	742	1,600	0.464 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.814	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	663	3,200	0.208		
	LT	1.00	167	1,600	0.104 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	296	1,600	0.054	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.262 E-W(2): 0.671 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	398	1,600	0.185	V/C: 0.757 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.937	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	831	3,200	0.261		
	LT	1.00	210	1,600	0.131 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.568 * N-S(2): 0.425 E-W(1): 0.097 E-W(2): 0.132 *	
	TH	3.00	2,041	4,800	0.425		
	LT	1.00	303	1,600	0.189 *		
Westbound	RT	2.00	724	3,200	0.132 *	V/C: 0.700 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	280	2,880	0.097		
Northbound	RT	0.00	133	0	0.000	ICU: 0.820	
	TH	3.00	1,685	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.274 E-W(1): 0.070 * E-W(2): 0.052	
	TH	3.00	1,313	4,800	0.274		
	LT	1.00	172	1,600	0.108 *		
Westbound	RT	2.00	337	3,200	0.052 *	V/C: 0.497 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	201	2,880	0.070		
Northbound	RT	0.00	121	0	0.000	ICU: 0.617	
	TH	3.00	1,411	4,800	0.319 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,216	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	173	0	0.000	ICU: 0.670	
	TH	3.00	1,229	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.308 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228
	TH	2.00	671	3,200	0.215	V/C: 0.677 Lost Time: 0.180
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	2.00	212	3,200	0.013	ICU: 0.857
	TH	0.03	12	45	0.265	
	LT	1.97	835	2,839	0.294 *	
Eastbound	RT	1.00	825	1,600	0.251 *	LOS: D
	TH	2.00	474	3,200	0.148	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.310 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.391 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	463	3,200	0.145	V/C: 0.701 Lost Time: 0.180
	LT	2.00	220	2,880	0.076 *	
Northbound	RT	2.00	277	3,200	0.052	ICU: 0.881
	TH	0.01	5	19	0.261	
	LT	1.99	831	2,863	0.290 *	
Eastbound	RT	1.00	922	1,600	0.315 *	LOS: D
	TH	2.00	513	3,200	0.160	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.306 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.355 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.134
	TH	2.00	402	3,200	0.126	V/C: 0.661 Lost Time: 0.180
	LT	2.00	302	2,880	0.105 *	
Northbound	RT	2.00	593	3,200	0.138	ICU: 0.841
	TH	0.00	0	0	0.000	
	LT	2.00	826	2,880	0.287 *	
Eastbound	RT	1.00	682	1,600	0.168	LOS: D
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,615	3,200	0.505 *	N-S(1): 0.633
	TH	2.00	712	3,200	0.223	N-S(2): 0.671 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	198	1,600	0.000	E-W(2): 0.111
	TH	2.00	355	3,200	0.111	
	LT	1.00	500	1,600	0.313 *	V/C: 0.984
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	2,024	3,200	0.633	
	LT	1.00	266	1,600	0.166 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.104
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,444	3,200	0.451 *	N-S(1): 0.636 *
	TH	2.00	455	3,200	0.142	N-S(2): 0.562
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2): 0.038
	TH	2.00	123	3,200	0.038	
	LT	1.00	316	1,600	0.198 *	V/C: 0.834
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,034	3,200	0.636	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.954
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,343	3,200	0.420	N-S(1): 0.704 *
	TH	2.00	294	3,200	0.092	N-S(2): 0.493
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.022
	TH	2.00	69	3,200	0.022	
	LT	1.00	175	1,600	0.109 *	V/C: 0.813
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,253	3,200	0.704 *	
	LT	1.00	117	1,600	0.073	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.933
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.814 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.562 * V/C: 1.376 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	255	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	400	1,600	0.250 *	
	TH	2.00	665	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.496 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,618	2,880	0.562 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.598 * N-S(2): 0.000 E-W(1): 0.130 E-W(2): 0.664 * V/C: 1.262 Lost Time: 0.120
	TH	1.00	665	1,600	0.416 *	
	LT	1.00	103	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	242	1,600	0.151 *	
	TH	2.00	582	3,200	0.182	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	168	0	0.000	ICU: 1.382 LOS: F
	TH	2.00	248	3,200	0.130	
	LT	2.00	1,911	2,880	0.664 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.319 * N-S(2): 0.000 E-W(1): 0.093 E-W(2): 0.712 * V/C: 1.031 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	141	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	180	1,600	0.113 *	
	TH	2.00	308	3,200	0.096	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.151 LOS: F
	TH	2.00	193	3,200	0.093	
	LT	2.00	2,050	2,880	0.712 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 11
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.100
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	369	3,200	0.115	E-W(2): 0.565 *
	TH	2.00	1,807	3,200	0.565 *	
	LT	0.00	0	0	0.000	V/C: 0.755
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	315	3,200	0.100	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.855
	TH	0.00	0	0	0.000	LOS: D
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	279	3,200	0.087	E-W(2): 0.467 *
	TH	2.00	1,490	3,200	0.466 *	
	LT	0.00	0	0	0.000	V/C: 0.626
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	181	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.726
	TH	0.00	0	0	0.000	LOS: C
	LT	0.00	2	1,600	0.001 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	423	3,200	0.132 *	N-S(2): 0.133 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	186	3,200	0.058	E-W(2): 0.428 *
	TH	2.00	1,371	3,200	0.428 *	
	LT	0.00	0	0	0.000	V/C: 0.561
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	151	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.661
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.534 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.195
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.739
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.859
	TH	2.00	1,708	3,200	0.534 *	
	LT	1.00	312	1,600	0.195	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.486 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.122
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.654
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.774
	TH	2.00	1,555	3,200	0.486 *	
	LT	1.00	195	1,600	0.122	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.590 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.102
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.735
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.855
	TH	2.00	1,889	3,200	0.590 *	
	LT	1.00	163	1,600	0.102	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

2038 - Project Alternative
Intersection Analysis
City of Los Angeles Locations

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: O St			Year of Count:	2013 <th colspan="3">Ambient Growth: (%)</th> <td></td> <th>Conducted by:</th> <td></td> <th>Date:</th> <td>10/1/2015</td>	Ambient Growth: (%)				Conducted by:		Date:	10/1/2015						
	3	East-West Street: Pacific Coast Highway			Projection Year:	2038 <th colspan="3">Peak Hour:</th> <td>AM</td> <th>Reviewed by:</th> <td></td> <th>Project:</th> <td>Everport Draft EIR/EIS</td>	Peak Hour:			AM	Reviewed by:		Project:	Everport Draft EIR/EIS					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0	0	0	0	0	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					
ATSAC-1 or ATSAC+ATCS-2?			EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3					
Override Capacity				2		2		2		2		2		2					
				1500		####		1500		1500		1500		1500					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	214	1	214	1	215	215	6	220	1	220	1	221	1	221	0	221	1	221
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	220	1	0	1	221	0	2	222	1	0	1	223	1	0	0	223	1	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	231	1	231	0	231	231	65	296	1	296	0	296	1	296	0	296	1	296
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	931	2	466	0	931	466	435	1366	2	683	0	1366	2	683	0	1366	3	455
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 24	1033	2	402	-4	1029	400	249	1282	2	519	-4	1278	2	517	0	1278	2	517
	Through-Right 25	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right 26	172	0	172	-2	170	170	102	274	0	274	-2	272	0	272	0	272	0	272
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 214 East-West: 868 SUM: 1082	North-South: 215 East-West: 866 SUM: 1081	North-South: 220 East-West: 1202 SUM: 1422	North-South: 221 East-West: 1200 SUM: 1421	North-South: 221 East-West: 972 SUM: 1193												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.721 0.621 B	0.721 0.621 B	0.948 0.848 D	0.947 0.847 D	0.795 0.695 B												

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

Δ in v/c due to project: **0.000**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.001** Δv/c after mitigation: **-0.153**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street:	O St		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Pacific Coast Highway		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
No. of Phases																				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																				
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			
ATSAC-1 or ATSAC+ATCS-2?																				
Override Capacity		1500		#####		1500		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2																			
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4																			
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6																			
	Left-Right 7																			
SOUTHBOUND	Left 8	233	1	233	0	233	233	24	257	1	257	0	257	1	257		257	1	257	
	Left-Through 9																			
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11																			
	Right 12	245	1	14	-1	244	0	3	248	1	0	-1	247	1	0		247	1	0	
	Left-Through-Ri 13																			
EASTBOUND	Left 15	231	1	231	13	244	244	32	263	1	263	13	276	1	276		276	1	276	
	Left-Through 16																			
	Through 17	886	2	443	-9	877	439	145	1031	2	516	-9	1022	2	511		1022	3	341	
	Through-Right 18																			
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through-Ri 20																			
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23																			
	Through 24	813	2	357	-1	812	357	143	956	2	430	-1	955	2	430		955	2	430	
	Through-Right 25																			
	Right 26	257	0	257	1	258	258	78	335	0	335	1	336	0	336		336	0	336	
	Left-Through-Ri 27																			
CRITICAL VOLUMES	North-South:	233		233		233		257		257		257		257		257		257		
	East-West:	800		796		796		946		941		941		941		771		771		
	SUM:	1033		1029		1029		1203		1198		1198		1028		1028		1028		
VOLUME/CAPACITY (V/C) RATIO:		0.689		0.686		0.686		0.802		0.799		0.799		0.685		0.685		0.685		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.589		0.586		0.586		0.702		0.699		0.699		0.585		0.585		0.585		
LEVEL OF SERVICE (LOS):		A		A		A		C		B		B		A		A		A		

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **-0.003**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.003** Δv/c after mitigation: **-0.117**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	O St			Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015				
	3	East-West Street:	Pacific Coast Highway			Projection Year:	2038		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS			
No. of Phases		0			0		0		0		0		0		0				
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?		3			3		3		3		3		3		3				
ATSAC-1 or ATSAC+ATCS-2?		3			3		3		3		3		3		3				
Override Capacity		2			2		2		2		2		2		2				
		1500			#####		1500		1500		1500		1500		1500				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0																
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Ri 6		0																
	Left-Right 7		0																
SOUTHBOUND	Left 8	192	1	192	0	192	#	6	198	1	198	0	198	1	198		198	1	198
	Left-Through 9		0							0				0			0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11		0							0				0			0	0	0
	Right 12	301	1	56	-2	299	#	10	311	1	44	-2	309	1	43		309	1	43
	Left-Through-Ri 13		0							0				0			0	0	0
Left-Right 14		0							0				0			0	0	0	
EASTBOUND	Left 15	245	1	245	-1	244	#	22	267	1	267	-1	266	1	266		266	1	266
	Left-Through 16		0							0				0			0	0	0
	Through 17	1191	2	596	-2	1189	#	117	1308	2	654	-2	1306	2	653		1306	3	435
	Through-Right 18		0							0				0			0	0	0
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Ri 20		0							0				0			0	0	0
Left-Right 21		0							0				0			0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 23		0							0				0			0	0	0
	Through 24	997	2	407	13	1010	#	341	1338	2	532	13	1351	2	537		1351	2	537
	Through-Right 25		1							1				1			1	1	1
	Right 26	225	0	225	0	225	#	34	259	0	259	0	259	0	259		259	0	259
	Left-Through-Ri 27		0							0				0			0	0	0
Left-Right 28		0							0				0			0	0	0	
CRITICAL VOLUMES		North-South: 192			North-South: 192			North-South: 198				North-South: 198				North-South: 198			
		East-West: 1003			East-West: 1007			East-West: 1186				East-West: 1190				East-West: 972			
		SUM: 1195			SUM: 1199			SUM: 1384				SUM: 1388				SUM: 1170			
VOLUME/CAPACITY (V/C) RATIO:		0.797			0.799			0.923				0.925				0.780			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.697			0.699			0.823				0.825				0.680			
LEVEL OF SERVICE (LOS):		B			B			D				D				B			

REMARKS: T Intersection, used override capacity of 1,500 (two-phase intersection) as opposed to the three phases due to reduced vehicle conflicts

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.002**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.002** Δv/c after mitigation: **-0.143**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015								
4	East-West Street:	O St		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
	No. of Phases	3			3		3		3		3	3							
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1			1		1		1		1	1							
	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	0							
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	3							
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	315	2	141	4	319	142	1133	1448	2	526	4	1452	2	527	0	1452	2	527
	Through-Right 4		1							1				1				1	
	Right 5	108	0	108	0	108	108	21	129	0	129	0	129	0	129	0	129	0	129
	Left-Through-R 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	314	1	314	1	315	315	-16	298	1	298	1	299	1	299	0	299	1	299
	Left-Through 9		0							0				0				0	
	Through 10	699	3	233	-4	695	232	1431	2130	3	710	-4	2126	3	709	0	2126	3	709
	Through-Right 11		0							0				0				0	
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0				0	
	Left-Right 14		0							0				0				0	
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
	Left-Right 21																		
WESTBOUND	Left 22	102	1	102	0	102	102	31	133	1	133	0	133	1	133	0	133	1	133
	Left-Through 23		0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 25																		
	Right 26	299	1	0	-1	298	0	152	451	1	153	-1	450	1	151	0	450	1	151
	Left-Through-R 27		0							0				0				0	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South: 455		North-South: 457		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236		North-South: 1236	
		East-West: 102		East-West: 102		East-West: 153		East-West: 151		East-West: 151		East-West: 151		East-West: 151		East-West: 151		East-West: 151	
		SUM: 557		SUM: 559		SUM: 1389		SUM: 1387		SUM: 1387		SUM: 1387		SUM: 1387		SUM: 1387		SUM: 1387	
VOLUME/CAPACITY (V/C) RATIO:			0.391			0.392		0.975		0.973		0.973		0.973		0.973		0.973	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.291			0.292		0.875		0.873		0.873		0.873		0.873		0.873	
LEVEL OF SERVICE (LOS):			A			A		D		D		D		D		D		D	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

Δv/c after mitigation: **-0.002**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	0		Ambient Growth: (%)	0		Conducted by:	0		Date:	10/1/2015					
	4	East-West Street:	O St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS				
No. of Phases		3		3		3		3		3		3		3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1		1		1					
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				
ATSAC-1 or ATSAC+ATCS-2?		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				
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	441	2	193	1	442	194	765	1206	2	449	1	1207	2	449	1207	2	449	
	Through-Right 4		1							1			1				1		
	Right 5	139	0	139	0	139	139	1	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-R 6		0							0			0				0		
	Left-Right 7		0							0			0				0		
SOUTHBOUND	Left 8	199	1	199	-1	198	198	16	215	1	215	-1	214	1	214	214	1	214	
	Left-Through 9		0							0			0				0		
	Through 10	476	3	159	7	483	161	803	1279	3	426	7	1286	3	429	1286	3	429	
	Through-Right 11		0							0			0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0							0			0				0		
	Left-Right 14		0							0			0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0			0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0			0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0							0			0				0		
	Left-Right 21		0							0			0				0		
WESTBOUND	Left 22	105	1	105	0	105	105	10	115	1	115	0	115	1	115	115	1	115	
	Left-Through 23		0							0			0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0			0				0		
	Right 26	256	1	57	13	269	71	94	350	1	135	13	363	1	149	363	1	149	
	Left-Through-R 27		0							0			0				0		
	Left-Right 28		0							0			0				0		
CRITICAL VOLUMES	North-South:	392		392		875				878				878					
	East-West:	105		105		135				149				149					
	SUM:	497		497		1010				1027				1027					
VOLUME/CAPACITY (V/C) RATIO:	0.349		0.349		0.709				0.721				0.721						
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.249		0.249		0.609				0.621				0.621						
LEVEL OF SERVICE (LOS):	A		A		B				B				B						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
4	East-West Street:	O St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
	No. of Phases	3		3		3		3		3									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	1		1		1		1		1									
	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									
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3		EB-- 0 WB-- 3									
	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0																
	Through 3	704	2	285	-1	703	#	365	1069	2	406	-1	1068	2	405	1068	2	405	
	Through-Right 4		1							1				1			1		
	Right 5	150	0	150	0	150	#	-2	148	0	148	0	148	0	148	0	148	0	148
	Left-Through-R 6		0							0				0			0		0
	Left-Right 7		0							0				0			0		0
SOUTHBOUND	Left 8	279	1	279	-1	278	#	13	292	1	292	-1	291	1	291	291	1	291	
	Left-Through 9		0							0				0			0		
	Through 10	967	3	322	11	978	#	142	1109	3	370	11	1120	3	373	1120	3	373	
	Through-Right 11		0							0				0			0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13		0							0				0			0		0
	Left-Right 14		0							0				0			0		0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0							0				0			0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0							0				0			0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20		0							0				0			0		0
	Left-Right 21		0							0				0			0		0
WESTBOUND	Left 22	99	1	99	0	99	#	-2	97	1	97	0	97	1	97	97	1	97	
	Left-Through 23		0							0				0			0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0							0				0			0		
	Right 26	359	1	80	-1	358	#	57	416	1	124	-1	415	1	124	415	1	124	
	Left-Through-R 27		0							0				0			0		
	Left-Right 28		0							0				0			0		
CRITICAL VOLUMES		North-South: 607		607	North-South: 610		610	North-South: 776		776	North-South: 778		778	North-South: 778		778	North-South: 778		778
		East-West: 99		99	East-West: 99		99	East-West: 124		124	East-West: 124		124	East-West: 124		124	East-West: 124		124
		SUM: 706		706	SUM: 709		709	SUM: 900		900	SUM: 902		902	SUM: 902		902	SUM: 902		902
VOLUME/CAPACITY (V/C) RATIO:			0.495			0.498			0.632			0.633			0.633			0.633	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.395			0.398			0.532			0.533			0.533			0.533	
LEVEL OF SERVICE (LOS):			A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.003**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.001**
Significant impacted? **NO**

Δv/c after mitigation: **0.001**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:		Ambient Growth: (%)		Conducted by:		Date:										
	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	AM	Reviewed by:	Project:	10/1/2015										
5	No. of Phases		3		3		3		3										
	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? Override Capacity		2		2		2		2										
		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	280	2	140	1	281	141	536	816	2	408	1	817	2	409	817	2	409	
	Through-Right 4		0							0			0				0		
	Right 5	19	1	19	0	19	19	0	19	1	19	0	19	1	19	0	19	1	19
	Left-Through-F 6		0							0				0				0	
	Left-Right 7		0							0				0				0	
SOUTHBOUND	Left 8	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through 9		1						1				1				1		
	Through 10	304	0	158	-11	293	159	690	994	0	521	-11	983	0	516	0	983	0	516
	Through-Right 11		1						1				1				1		
	Right 12	0	0	158	0	0	159	0	0	0	521	0	0	0	516	0	0	0	516
	Left-Through-F 13		0							0				0			0		
	Left-Right 14		0							0				0			0		
EASTBOUND	Left 15	32	1	32	2	34	34	757	789	1	789	2	791	1	791	0	791	1	791
	Left-Through 16		0							0				0				0	
	Through 17	2	0	3	0	2	3	0	2	0	3	0	2	0	3	0	2	0	3
	Through-Right 18		1							1				1				1	
	Right 19	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-F 20		0							0				0				0	
	Left-Right 21		0							0				0				0	
WESTBOUND	Left 22	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through 23		0							0				0				0	
	Through 24	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6
	Through-Right 25		0							0				0				0	
	Right 26	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-F 27		1							1				1				1	
	Left-Right 28		0							0				0				0	
CRITICAL VOLUMES		North-South:	158	North-South:	159	North-South:	521	North-South:	516	North-South:	516	North-South:	516	North-South:	516	North-South:	516	North-South:	516
		East-West:	38	East-West:	40	East-West:	795	East-West:	797	East-West:	797	East-West:	797	East-West:	797	East-West:	797	East-West:	797
		SUM:	196	SUM:	199	SUM:	1316	SUM:	1313	SUM:	1313	SUM:	1313	SUM:	1313	SUM:	1313	SUM:	1313
VOLUME/CAPACITY (V/C) RATIO:			0.138		0.140		0.924		0.921		0.921		0.921		0.921		0.921		0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.069		0.070		0.824		0.821		0.821		0.821		0.821		0.821		0.821
LEVEL OF SERVICE (LOS):			A		A		D		D		D		D		D		D		D

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.003**
Significant impacted? **NO**

Δv/c after mitigation: **-0.003**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 5	North-South Street:	Henry Ford Ave		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015											
	East-West Street:	Denni St		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS											
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--	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								
			2		2		2		2		2		2		2		2								
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume						
NORTHBOUND	Left 1	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0						
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through 3	593	2	297	12	605	303	356	949	2	475	12	961	2	481	0	961	2	481						
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right 5	35	1	35	0	35	35	0	35	1	35	0	35	1	35	0	35	1	35						
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SOUTHBOUND	Left 8	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7						
	Left-Through 9	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Through 10	317	0	173	-2	315	172	418	735	0	382	-2	733	0	381	0	733	0	381						
	Through-Right 11	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right 12	0	0	173	0	0	172	0	0	0	382	0	0	0	381	0	0	0	381						
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EASTBOUND	Left 15	92	1	92	-8	84	84	312	404	1	404	-8	396	1	396	0	396	1	396						
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through 17	5	0	8	0	5	8	0	5	0	23	0	5	0	23	0	5	0	23						
	Through-Right 18	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Right 19	3	0	0	0	3	0	15	18	0	0	0	18	0	0	0	18	0	0						
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
WESTBOUND	Left 22	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8						
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Through 24	3	0	29	0	3	29	0	3	0	29	0	3	0	29	0	3	0	29						
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	Right 26	18	0	0	0	18	0	0	18	0	0	0	18	0	0	0	18	0	0						
	Left-Through-R 27	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0						
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
CRITICAL VOLUMES		North-South:	304	East-West:	121	SUM:	425	North-South:	310	East-West:	113	SUM:	423	North-South:	482	East-West:	433	SUM:	915	North-South:	488	East-West:	425	SUM:	913
VOLUME/CAPACITY (V/C) RATIO:		0.298			0.297			0.642				0.641				0.641									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.198			0.197			0.542				0.541				0.541									
LEVEL OF SERVICE (LOS):		A			A			A				A				A									

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **-0.001**
ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Ave	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
5	East-West Street:	Denni St	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		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-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	573	2	287	6	579	290	270	843	2	422	6	849	2	425	849	2	425	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	25	1	25	0	25	25	1	26	1	26	0	26	1	26	26	1	26	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	10	0	10	0	10	10	1	11	0	11	0	11	0	11	11	0	11	
	Left-Through 9	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
	Through 10	347	0	185	7	354	199	140	487	0	268	7	494	0	271	494	0	271	
	Through-Right 11	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
	Right 12	3	0	185	0	3	199	1	4	0	268	0	4	0	271	4	0	271	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	83	1	83	-5	78	78	382	465	1	465	-5	460	1	460	460	1	460	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	5	0	16	0	5	16	0	5	0	16	0	5	0	16	5	0	16	
	Through-Right 18	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
	Right 19	11	0	0	0	11	0	0	11	0	0	0	11	0	0	11	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	11	0	11	0	11	11	0	11	0	11	0	11	0	11	11	0	11	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	4	0	67	0	4	67	0	4	0	68	0	4	0	68	4	0	68	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	52	0	0	0	52	0	1	53	0	0	0	53	0	0	53	0	0	
	Left-Through-R 27	0	1	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297	East-West: 150	SUM: 447	North-South: 300	East-West: 145	SUM: 445	North-South: 433	East-West: 533	SUM: 966	North-South: 436	East-West: 528	SUM: 964	North-South: 436	East-West: 528	SUM: 964			
VOLUME/CAPACITY (V/C) RATIO:		0.314			0.312			0.678				0.676							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.214			0.212			0.578				0.576							
LEVEL OF SERVICE (LOS):		A			A			A				A							

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.002**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count: 2013		Ambient Growth (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Anaheim Street	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project:	Everport Draft EIR/EIS								
7	No. of Phases		4		4		4		4									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1									
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	36	0	55	37	507	562	1	470	0	562	1	471	0	562	2	309
	Left-Through	2	1						1				1				0	
	Through	3	36	3	57	37	794	848	1	470	3	851	1	471	0	851	2	426
	Through-Right	4	0						0				0				0	
	Right	5	35	-3	63	32	17	83	1	0	-3	80	1	0	0	80	1	0
	Left-Through-R	6	0						0				0				0	
	Left-Right	7	0						0				0				0	
SOUTHBOUND	Left	8	109	-3	106	106	105	214	1	214	-3	211	1	211	0	211	1	211
	Left-Through	9	0						0				0				0	
	Through	10	94	-3	185	93	875	1063	2	532	-3	1060	2	530	0	1060	2	530
	Through-Right	11	0						0				0				0	
	Right	12	4	0	34	4	1	35	1	0	0	35	1	0	0	35	1	0
	Left-Through-R	13	0						0				0				0	
EASTBOUND	Left	15	61	0	61	61	9	70	1	70	0	70	1	70	0	70	1	70
	Left-Through	16	0						0				0				0	
	Through	17	354	0	707	354	261	968	2	484	0	968	2	484	0	968	2	484
	Through-Right	18	0						0				0				0	
	Right	19	0	5	550	0	341	886	1	0	5	891	1	0	0	891	1	0
WESTBOUND	Left	22	63	-1	62	62	194	257	1	257	-1	256	1	256	0	256	1	256
	Left-Through	23	0						0				0				0	
	Through	24	409	5	823	412	281	1099	2	550	5	1104	2	552	0	1104	2	552
	Through-Right	25	0						0				0				0	
	Right	26	42	3	99	46	110	206	1	99	3	209	1	104	0	209	1	104
	Left-Through-R	27	0						0				0				0	
	Left-Right	28	0						0				0				0	
CRITICAL VOLUMES		North-South: 145	North-South: 143	North-South: 1002	North-South: 1001	North-South: 956	East-West: 470	East-West: 473	East-West: 741	East-West: 740	East-West: 740	SUM: 615	SUM: 616	SUM: 1743	SUM: 1741	SUM: 1696		
VOLUME/CAPACITY (V/C) RATIO:		0.447		0.448		1.268		1.266		1.233								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.347		0.348		1.168		1.166		1.133								
LEVEL OF SERVICE (LOS):		A		A		F		F		F								

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.001**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **-0.002**
Significant impacted? **NO**
Δv/c after mitigation: **-0.035**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:		2013	Ambient Growth: (%):		0	Conducted by:		0	Date:	10/1/2015					
	East-West Street:	Anaheim Street	Projection Year:		2038	Peak Hour:		MD	Reviewed by:		0	Project:	Everport Draft EIR/EIS					
	No. of Phases			4			4				4		4					
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1				1		1					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0					
	ATSAC-1 or ATSAC+ATCS-2?	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0	EB-- 1 WB-- 0		0					
	Override Capacity			2			2				2		2					
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	141	1	84	1	142	89	238	379	1	379	1	380	1	380	2	209	
	Left-Through 2		1							1				1		0		
	Through 3	112	1	84	14	126	89	705	817	1	409	14	831	1	416	2	416	
	Through-Right 4		0							0				0		0		
	Right 5	71	1	53	-1	70	52	35	106	1	23	-1	105	1	22	1	22	
	Left-Through-R 6		0							0				0		0		
	Left-Right 7		0							0				0		0		
SOUTHBOUND	Left 8	163	1	163	0	163	163	50	213	1	213	0	213	1	213	1	213	
	Left-Through 9		0							0				0		0		
	Through 10	234	2	117	0	234	117	488	722	2	361	0	722	2	361	2	361	
	Through-Right 11		0							0				0		0		
	Right 12	56	1	0	0	56	0	2	58	1	0	0	58	1	0	1	0	
	Left-Through-R 13		0							0				0		0		
Left-Right 14		0							0				0		0			
EASTBOUND	Left 15	126	1	126	0	126	126	21	147	1	147	0	147	1	147	1	147	
	Left-Through 16		0							0				0		0		
	Through 17	750	2	375	6	756	378	286	1036	2	518	6	1042	2	521	2	521	
	Through-Right 18		0							0				0		0		
	Right 19	172	1	0	8	180	0	288	460	1	0	8	468	1	0	1	0	
	Left-Through-R 20		0							0				0		0		
Left-Right 21		0							0				0		0			
WESTBOUND	Left 22	36	1	36	1	37	37	130	166	1	166	1	167	1	167	1	167	
	Left-Through 23		0							0				0		0		
	Through 24	634	2	317	-4	630	315	160	794	2	397	-4	790	2	395	2	395	
	Through-Right 25		0							0				0		0		
	Right 26	204	1	123	0	204	123	31	235	1	129	0	235	1	129	1	129	
	Left-Through-R 27		0							0				0		0		
Left-Right 28		0							0				0		0			
CRITICAL VOLUMES		North-South: 247		252	North-South: 252		252	North-South: 770		770	North-South: 777		777	North-South: 777		777	North-South: 777	
		East-West: 443		441	East-West: 441		441	East-West: 684		684	East-West: 688		688	East-West: 688		688	East-West: 688	
		SUM: 690		693	SUM: 693		693	SUM: 1454		1454	SUM: 1465		1465	SUM: 1465		1465	SUM: 1465	
VOLUME/CAPACITY (V/C) RATIO:			0.502		0.504		0.504		1.057		1.065		1.065		1.065		1.065	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.402		0.404		0.404		0.957		0.965		0.965		0.965		0.965	
LEVEL OF SERVICE (LOS):			A		A		A		E		E		E		E		E	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.002**
Significant impacted? **NO**

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
7	East-West Street:	Anaheim Street	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases		4	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	111	5	189	116	631	815	1	495	5	820	1	499		820	2	451	
	Left-Through	2	1						1				1				0		
	Through	3	111	9	158	116	520	669	1	495	9	678	1	499		678	2	339	
	Through-Right	4	0						0				0				0		
	Right	5	32	2	56	34	71	125	1	111	2	127	1	113		127	1	113	
	Left-Through-R	6	0						0				0				0		
	Left-Right	7	0						0				0				0		
SOUTHBOUND	Left	8	134	0	134	134	55	189	1	189	0	189	1	189		189	1	189	
	Left-Through	9	0						0				0				0		
	Through	10	144	9	297	149	228	516	2	258	9	525	2	263		525	2	263	
	Through-Right	11	0						0				0				0		
	Right	12	0	0	0	46	0	4	50	1	0	0	50	1	0		50	1	0
	Left-Through-R	13	0						0				0				0		
Left-Right	14	0						0				0				0			
EASTBOUND	Left	15	134	0	134	134	22	156	1	156	0	156	1	156		156	1	156	
	Left-Through	16	0						0				0				0		
	Through	17	476	7	959	480	172	1124	2	562	7	1131	2	566		1131	2	566	
	Through-Right	18	0						0				0				0		
	Right	19	0	0	11	260	0	383	632	1	0	11	643	1	0		643	1	0
	Left-Through-R	20	0						0				0				0		
Left-Right	21	0						0				0				0			
WESTBOUND	Left	22	44	0	44	44	-16	28	1	28	0	28	1	28		28	1	28	
	Left-Through	23	0						0				0				0		
	Through	24	427	-4	850	425	424	1278	2	639	-4	1274	2	637		1274	2	637	
	Through-Right	25	0						0				0				0		
	Right	26	176	0	243	176	86	329	1	235	0	329	1	235		329	1	235	
Left-Through-R	27	0						0				0				0			
Left-Right	28	0						0				0				0			
CRITICAL VOLUMES		North-South: 255 East-West: 561 SUM: 816	North-South: 265 East-West: 559 SUM: 824	North-South: 753 East-West: 795 SUM: 1548	North-South: 762 East-West: 793 SUM: 1555	North-South: 714 East-West: 793 SUM: 1507													
VOLUME/CAPACITY (V/C) RATIO:		0.593	0.599	1.126	1.131	1.096													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.493	0.499	1.026	1.031	0.996													
LEVEL OF SERVICE (LOS):		A	A	F	F	E													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.006**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.005**
Significant impacted? **NO**

Δv/c after mitigation: **-0.030**
Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
8	East-West Street:	Henry Ford Avenue/Pier A Way	Projection Year:	Peak Hour:	Reviewed by:	Project:	Everport Draft EIR/EIS												
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	4	4	4	4	4	4												
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1	NB-- 1 SB-- 2 EB-- 0 WB-- 1												
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	6	0	6	6	-6	0	1	0	0	1	0	0	0	1	0	0
	Left-Through	2	0							0			0				0		
	Through	3	2	23	2	48	24	837	883	2	442	2	885	2	443	0	885	2	443
	Through-Right	4	0							0			0				0		
	Right	5	1	0	0	32	0	30	62	1	0	0	62	1	0	0	62	1	0
	Left-Through-R	6	0							0			0				0		
	Left-Right	7	0							0			0				0		
SOUTHBOUND	Left	8	2	38	0	69	38	488	557	2	306	0	557	2	306	0	557	2	306
	Left-Through	9	0							0			0				0		
	Through	10	1	336	1	650	336	1527	2176	1	1132	1	2177	1	1133	0	2177	1	1133
	Through-Right	11	1							1			1				1		
	Right	12	0	22	0	22	22	66	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-R	13	0							0			0				0		
	Left-Right	14	0							0			0				0		
EASTBOUND	Left	15	1	35	0	35	35	40	75	1	75	0	75	1	75	0	75	1	75
	Left-Through	16	0							0			0				0		
	Through	17	0	28	0	8	28	0	8	0	28	0	8	0	28	0	8	0	28
	Through-Right	18	1							1			1				1		
	Right	19	0	0	0	20	0	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-R	20	0							0			0				0		
	Left-Right	21	0							0			0				0		
WESTBOUND	Left	22	0	19	0	19	19	74	93	0	93	0	93	0	93	0	93	0	93
	Left-Through	23	1							1			1				1		
	Through	24	0	36	0	17	36	0	17	0	110	0	17	0	110	0	17	0	110
	Through-Right	25	0							0			0				0		
	Right	26	1	0	-2	11	0	466	479	1	0	-2	477	1	0	0	477	1	0
	Left-Through-R	27	0							0			0				0		
	Left-Right	28	0							0			0				0		
CRITICAL VOLUMES		North-South: 342 East-West: 71 SUM: 413	North-South: 342 East-West: 71 SUM: 413	North-South: 1132 East-West: 185 SUM: 1317	North-South: 1133 East-West: 185 SUM: 1318	North-South: 1133 East-West: 185 SUM: 1318	North-South: 1133 East-West: 185 SUM: 1318												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.300 0.200 A	0.300 0.200 A	0.958 0.858 D	0.959 0.859 D	0.959 0.859 D	0.959 0.859 D												

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.000**
Significant impacted? **NO**

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:		Year of Count:		Ambient Growth (%):		Conducted by:		Date:									
	East-West Street:		Projection Year:		Peak Hour:		Reviewed by:		Project:									
8	Henry Ford Avenue/SR-103 Ramps		0		0		0		10/1/2015									
	Henry Ford Avenue/Pier A Way		0		MD		0		Everport Draft EIR/EIS									
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		4 2 2 1 2 0		4 2 2 1 2 0		4 2 2 1 2 0		4 2 2 1 2 0		4 2 2 1 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	19	1	0	19	19	-1	18	1	18	0	18	1	18		18	1	18
	Left-Through 2		0						0				0				0	
	Through 3	221	2	14	235	118	549	770	2	385	14	784	2	392		784	2	392
	Through-Right 4		0						0				0				0	
	Right 5	20	1	0	0	20	0	20	1	0	0	40	1	0		40	1	0
	Left-Through-R 6		0						0				0				0	
	Left-Right 7		0						0				0				0	
SOUTHBOUND	Left 8	27	2	0	27	15	337	364	2	200	0	364	2	200		364	2	200
	Left-Through 9		0						0				0				0	
	Through 10	362	1	8	370	201	809	1171	1	624	8	1179	1	628		1179	1	628
	Through-Right 11		1						1				1				1	
	Right 12	32	0	0	32	32	44	76	0	76	0	76	0	76		76	0	76
	Left-Through-R 13		0						0				0				0	
EASTBOUND	Left 15	51	1	0	51	51	44	95	1	95	0	95	1	95		95	1	95
	Left-Through 16		0						0				0				0	
	Through 17	5	0	0	5	20	0	5	0	21	0	5	0	21		5	0	21
	Through-Right 18		1						1				1				1	
	Right 19	15	0	0	0	15	0	16	0	0	0	16	0	0		16	0	0
	Left-Through-R 20		0						0				0				0	
WESTBOUND	Left 22	7	0	0	7	7	55	62	0	62	0	62	0	62		62	0	62
	Left-Through 23		1						1				1				1	
	Through 24	4	0	0	4	11	-1	3	0	65	0	3	0	65		3	0	65
	Through-Right 25		0						0				0				0	
	Right 26	33	1	1	34	0	314	347	1	0	1	348	1	0		348	1	0
	Left-Through-R 27		0						0				0				0	
	Left-Right 28		0						0				0				0	
	CRITICAL VOLUMES	North-South: 216 East-West: 62 SUM: 278	North-South: 220 East-West: 62 SUM: 282	North-South: 642 East-West: 160 SUM: 802	North-South: 646 East-West: 160 SUM: 806	North-South: 646 East-West: 160 SUM: 806												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	0.202 0.102 A	0.205 0.105 A	0.583 0.483 A	0.586 0.486 A	0.586 0.486 A													

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Henry Ford Avenue/SR-103 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Henry Ford Avenue/Pier A Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
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?		2		2		2		2		2		2		2					
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	1	17	0	17	17	-2	15	1	15	0	15	1	15	15	15	1	15
	Left-Through	2	0							0				0				0	
	Through	3	2	152	15	318	159	766	1069	2	535	15	1084	2	542	1084	2	542	
	Through-Right	4	0							0				0				0	
	Right	5	1	0	-2	48	0	8	58	1	0	-2	56	1	0	56	1	0	
	Left-Through-R	6	0							0				0				0	
	Left-Right	7	0							0				0				0	
SOUTHBOUND	Left	8	2	75	2	139	76	37	174	2	96	2	176	2	97	176	2	97	
	Left-Through	9	0							0				0				0	
	Through	10	1	237	19	458	246	841	1280	1	691	19	1299	1	701	1299	1	701	
	Through-Right	11	1							1				1				1	
	Right	12	0	34	0	34	34	68	102	0	102	0	102	0	102	102	0	102	
	Left-Through-R	13	0							0				0				0	
	Left-Right	14	0							0				0				0	
EASTBOUND	Left	15	1	41	0	41	41	64	105	1	105	0	105	1	105	105	1	105	
	Left-Through	16	0							0				0				0	
	Through	17	0	19	0	4	19	0	4	0	20	0	4	0	20	4	0	20	
	Through-Right	18	1							1				1				1	
	Right	19	0	0	0	15	0	1	16	0	0	0	16	0	0	16	0	0	
	Left-Through-R	20	0							0				0				0	
	Left-Right	21	0							0				0				0	
WESTBOUND	Left	22	0	17	-1	16	16	83	100	0	100	-1	99	0	99	99	0	99	
	Left-Through	23	1							1				1				1	
	Through	24	0	21	0	4	20	-1	3	0	103	0	3	0	102	3	0	102	
	Through-Right	25	0							0				0				0	
	Right	26	1	0	1	52	0	337	388	1	0	1	389	1	0	389	1	0	
	Left-Through-R	27	0							0				0				0	
	Left-Right	28	0							0				0				0	
CRITICAL VOLUMES		North-South: 254		North-South: 263		North-South: 706		North-South: 716		North-South: 716		North-South: 716		North-South: 716		North-South: 716		North-South: 716	
		East-West: 62		East-West: 61		East-West: 208		East-West: 207		East-West: 207		East-West: 207		East-West: 207		East-West: 207		East-West: 207	
		SUM: 316		SUM: 324		SUM: 914		SUM: 923		SUM: 923		SUM: 923		SUM: 923		SUM: 923		SUM: 923	
VOLUME/CAPACITY (V/C) RATIO:		0.230		0.236		0.665		0.671		0.671		0.671		0.671		0.671		0.671	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.130		0.136		0.565		0.571		0.571		0.571		0.571		0.571		0.571	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.006**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count: 2013		Ambient Growth: (%)		Conducted by:		Date: 10/1/2015										
	East-West Street:	Seaside Avenue	Projection Year: 2038		Peak Hour: AM		Reviewed by:		Project: Everport Draft EIR/EIS										
13	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-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0	NB-- 1	SB-- 0								
		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1								
			2		2		2		2		2								
			0		0		0		0		0								
			1		1		1		1		1								
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	30	2	17	0	30	17	-30	0	2	0	0	0	2	0	0	2	0	
	Left-Through 2		0						0	0			0		0	0	0		
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4		0						0	0			0	0	0	0	0		
	Right 5	88	1	0	75	163	0	2218	2306	1	0	75	2381	1	0	2381	1	0	
	Left-Through-F 6		0						0	0			0	0	0	0	0		
	Left-Right 7		0						0	0			0	0	0	0	0		
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0	0			0	0	0	0	0		
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11		0						0	0			0	0	0	0	0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 13		0						0	0			0	0	0	0	0		
	Left-Right 14		0						0	0			0	0	0	0	0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0	0			0	0	0	0	0		
	Through 17	1972	3	657	-39	1933	644	665	2637	3	879	-39	2598	3	866	2598	3	866	
	Through-Right 18		0						0	0			0	0	0	0	0		
	Right 19	274	1	257	69	343	326	1663	1937	1	1937	69	2006	1	2011	2006	1	2011	
	Left-Through-F 20		0						0	0			0	0	0	0	0		
	Left-Right 21		0						0	0			0	0	0	0	0		
WESTBOUND	Left 22	66	2	36	0	66	36	-66	0	2	0	0	0	2	0	0	2	0	
	Left-Through 23		0						0	0			0	0	0	0	0		
	Through 24	2176	3	725	23	2199	733	2472	4648	3	1549	23	4671	3	1557	4671	3	1557	
	Through-Right 25		0						0	0			0	0	0	0	0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-F 27		0						0	0			0	0	0	0	0		
	Left-Right 28		0						0	0			0	0	0	0	0		
CRITICAL VOLUMES		North-South: 17	East-West: 725	SUM: 742	North-South: 17	East-West: 733	SUM: 750	North-South: 0	East-West: 1937	SUM: 1937	North-South: 0	East-West: 2011	SUM: 2011	North-South: 0	East-West: 2011	SUM: 2011	North-South: 0	East-West: 2011	SUM: 2011
VOLUME/CAPACITY (V/C) RATIO:		0.495			0.500			1.291				1.341				1.341			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.395			0.400			1.191				1.241				1.241			
LEVEL OF SERVICE (LOS):		A			A			F				F				F			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.050**
Significant impacted? **YES**

Δv/c after mitigation: **0.050**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Navy Way		Year of Count:	2013		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Seaside Avenue		Projection Year:	2038		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases 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-- 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-- 1	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1	EB-- 3	WB-- 1		
Override Capacity		2		2		2		2		2		2		2		2			
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	257	2	141	0	257	141	-257	0	2	0	0	0	2	0	0	0	0	0
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 5	880	1	0	66	946	0	1014	1894	1	0	66	1960	1	0	1960	1	0	0
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through 17	1503	3	501	-42	1461	487	215	1718	3	573	-42	1676	3	559	1676	3	559	
	Through-Right 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 19	113	1	0	109	222	81	1046	1159	1	1159	118	1277	1	1268	1277	1	1268	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	34	2	19	0	34	19	-34	0	2	0	0	0	2	0	0	0	0	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	1447	3	482	45	1492	497	1519	2966	3	989	45	3011	3	1004	3011	3	1004	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CRITICAL VOLUMES		North-South: 141	East-West: 520	SUM: 661	North-South: 141	East-West: 506	SUM: 647	North-South: 0	East-West: 1159	SUM: 1159	North-South: 0	East-West: 1268	SUM: 1268	North-South: 0	East-West: 1268	SUM: 1268		
VOLUME/CAPACITY (V/C) RATIO:		0.441		0.431		0.773		0.845		0.845		0.845		0.845		0.845			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.341		0.331		0.673		0.745		0.745		0.745		0.745		0.745			
LEVEL OF SERVICE (LOS):		A		A		B		C		C		C		C		C			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **-0.010**
Significant impacted? **NO**

PROJECT IMPACT
Change in v/c due to project: **0.072**
Significant impacted? **YES**
Δv/c after mitigation: **0.072**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Navy Way	Year of Count:	2013	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
13	East-West Street:	Seaside Avenue	Projection Year:	2038	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases 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-- 1 SB-- 0 EB-- 3 WB-- 1	NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1		NB-- 1 SB-- 0 EB-- 3 WB-- 1										
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	2	0	346	190	-346	0	2	0	0	0	2	0	0	0	2	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	1	0	47	988	0	1243	2184	1	0	47	2231	1	0	2231	1	0	
	Left-Through-R	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	2141	3	-18	2123	708	560	2701	3	900	-18	2683	3	894	2683	3	894	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	209	1	1	210	20	185	394	1	394	6	400	1	400	400	1	400	
	Left-Through-R	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	41	2	0	41	23	-41	0	2	0	0	0	2	0	0	2	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	1965	3	26	1991	664	1930	3895	3	1298	26	3921	3	1307	3921	3	1307	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 190 East-West: 737 SUM: 927	North-South: 190 East-West: 731 SUM: 921	North-South: 0 East-West: 1298 SUM: 1298	North-South: 0 East-West: 1307 SUM: 1307	North-South: 0 East-West: 1307 SUM: 1307	North-South: 0 East-West: 1307 SUM: 1307												
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.618 0.518 A	0.614 0.514 A	0.865 0.765 C	0.871 0.771 C	0.871 0.771 C													

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **-0.004**
:ant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps		Year of Count:		Ambient Growth (%):		Conducted by:		Date:	10/1/2015								
	East-West Street:	Ferry Street		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS								
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?			3		3		3		3		3		3						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0	NB--	3	SB--	0						
ATSAC-1 or ATSAC-ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0						
Override Capacity			2		2		2		2		2		2						
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 2																		
	Through 3	44	1	44	43	87	87	851	895	1	895	43	938	1	938	0	938	1	938
	Through-Right 4																		
	Right 5	32	1	0	-14	18	0	495	527	1	236	-14	513	1	235	0	513	1	372
	Left-Through-R 6																		
Left-Right 7																			
SOUTHBOUND	Left 8	5	1	5	5	10	10	302	307	1	307	5	312	1	312	0	312	1	312
	Left-Through 9																		
	Through 10	280	2	140	33	313	157	1103	1383	2	692	33	1416	2	708	0	1416	2	708
	Through-Right 11																		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13																		
Left-Right 14																			
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through 16																		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right 18																		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 20																		
Left-Right 21																			
WESTBOUND	Left 22	328	1	328	-13	315	315	-37	291	1	291	-13	278	1	278	0	278	1	141
	Left-Through 23																		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
	Through-Right 25																		
	Right 26	3	1	1	0	3	0	0	3	1	0	0	3	1	0	0	3	0	0
	Left-Through-R 27																		
Left-Right 28																			
CRITICAL VOLUMES		North-South: 184 East-West: 328 SUM: 512			North-South: 244 East-West: 315 SUM: 559			North-South: 1587 East-West: 291 SUM: 1878				North-South: 1646 East-West: 278 SUM: 1924				North-South: 1646 East-West: 141 SUM: 1787			
VOLUME/CAPACITY (V/C) RATIO:		0.359			0.392			1.318				1.350				1.254			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.259			0.292			1.218				1.250				1.154			
LEVEL OF SERVICE (LOS):		A			A			F				F				F			

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.033**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.032** Δv/c after mitigation: **-0.064**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-47 Ramps	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
14	East-West Street:	Ferry Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSC-1 or ATSC+ATCS-2? Override Capacity		3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 0 2 0	3 1 NB-- 3 SB-- 0 EB-- 0 WB-- 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2		0						0				0				0		
	Through 3	237	1	237	47	284	284	467	704	1	704	47	751	1	751	47	751	1	
	Through-Right 4		0						0				0				0		
	Right 5	354	1	214	5	359	266	24	378	1	187	5	383	1	239	5	383	1	
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	3	1	3	-26	-23	-23	169	172	1	172	-26	146	1	146	-26	146	1	
	Left-Through 9		0						0				0				0		
	Through 10	223	2	112	79	302	151	599	822	2	411	79	901	2	451	79	901	2	
	Through-Right 11		0						0				0				0		
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	140	1	140	-47	93	93	51	191	1	191	-47	144	1	144	-47	144	1	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	10	1	9	0	10	22	2	12	1	0	0	12	1	0	12	1	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 349 East-West: 140 SUM: 489			North-South: 435 East-West: 93 SUM: 528			North-South: 1115 East-West: 191 SUM: 1306				North-South: 1202 East-West: 144 SUM: 1346				North-South: 1202 East-West: 78 SUM: 1280			
VOLUME/CAPACITY (V/C) RATIO:		0.343			0.371			0.916				0.945				0.898			
V/C LESS ATSC/ATCS ADJUSTMENT:		0.243			0.271			0.816				0.845				0.798			
LEVEL OF SERVICE (LOS):		A			A			D				D				C			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.028**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.029** Δv/c after mitigation: **-0.018**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	SR-47 Ramps		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015								
	East-West Street:	Ferry Street		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS								
No. of Phases		3		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		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				
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume				
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through 2		0						0				0				0					
	Through 3	376	1	376	37	413	#	523	899	1	899	37	936	1	936	37	936	1	936			
	Through-Right 4		0						0				0				0					
	Right 5	289	1	146	34	323	#	168	457	1	142	34	491	1	154	34	491	1	322			
	Left-Through-R 6		0						0				0				0					
	Left-Right 7		0						0				0				0					
SOUTHBOUND	Left 8	6	1	6	0	6	6	1	7	1	7	0	7	1	7	0	7	1	7			
	Left-Through 9		0					0		0			0				0					
	Through 10	150	2	75	52	202	#	435	585	2	293	52	637	2	319	52	637	2	319			
	Through-Right 11		0					0		0			0				0					
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-R 13		0						0				0				0					
	Left-Right 14		0						0				0				0					
EASTBOUND	Left 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through 16		0					0		0			0				0					
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right 18		0						0				0				0					
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Left-Through-R 20		0						0				0				0					
	Left-Right 21		0						0				0				0					
WESTBOUND	Left 22	143	1	143	22	165	#	172	315	1	315	22	337	1	337	22	337	1	169			
	Left-Through 23		0					0		0			0				0					
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Through-Right 25		0						0				0				0					
	Right 26	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0			
	Left-Through-R 27		0						0				0				0					
	Left-Right 28		0						0				0				0					
CRITICAL VOLUMES		North-South: East-West: SUM:		451 143 594	North-South: East-West: SUM:		514 165 679	North-South: East-West: SUM:				1192 315 1507	North-South: East-West: SUM:				1255 337 1592	North-South: East-West: SUM:				1255 169 1424
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):				0.417 0.317 A			0.476 0.376 A					1.058 0.958 E					1.117 1.017 F					0.999 0.899 D

REMARKS:

Version: 1i Beta; 8/4/2011

in v/c due to project: **0.059**
t impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.059** Δv/c after mitigation: **-0.059**
Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street	Year of Count:	Ambient Growth: (%):		Conducted by:	Date:													
15	East-West Street:	Terminal Way	Projection Year:	Peak Hour:		Reviewed by:	10/1/2015													
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	Projected Traffic		2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATCS-1 or ATCS-2?		0	Future Condition W/O Project		2												
ATSAC-1 or ATSAC+ATCS-2?		0	Override Capacity		0	Future Condition W/ Project		2												
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	Future W/ Project W/ Mitigation		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 ATCS-2?		0	ATSAC-1 or ATCS-2?		0	ATSAC-1 or ATCS-2?		0												
Override Capacity		0	Override Capacity		0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	←	Left 1	1	110	58	168	168	508	618	1	618	58	676	1	676	0	676	1	676	
	←	Left-Through 2	0							0				0				0		
	←	Through 3	3	2	2	5	8	4	125	128	2	64	5	133	2	67	0	133	2	67
	←	Through-Right 4		0						0				0				0		
	←	Right 5	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	←	Left-Through-R 6		0							0				0				0	
←	Left-Right 7		0							0				0				0		
SOUTHBOUND	→	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	→	Left-Through 9	0							0				0				0		
	→	Through 10	12	1	12	-27	-15	-15	142	154	1	154	-27	127	1	127	0	127	1	127
	→	Through-Right 11		0						0				0				0		
	→	Right 12	534	1	491	11	545	502	-185	349	1	306	11	360	1	317	0	360	1	317
	→	Left-Through-R 13		0							0				0				0	
→	Left-Right 14		0							0				0				0		
EASTBOUND	←	Left 15	1	43	0	85	43	0	85	1	43	0	85	1	43	0	85	1	43	
	←	Left-Through 16	0							0				0				0		
	←	Through 17	0	0	43	0	0	43	0	0	0	43	0	0	0	43	0	0	0	43
	←	Through-Right 18		0						0				0				0		
	←	Right 19	11	1	0	62	73	0	401	412	1	0	62	474	1	0	0	474	1	0
	←	Left-Through-R 20		0							0				0				0	
←	Left-Right 21		0							0				0				0		
WESTBOUND	→	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Left-Through 23		0						0				0				0		
	→	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Through-Right 25		0						0				0				0		
	→	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	→	Left-Through-R 27		0							0				0				0	
→	Left-Right 28		0							0				0				0		
CRITICAL VOLUMES		North-South: 601			North-South: 670			North-South: 924			North-South: 924			North-South: 993			North-South: 993			
		East-West: 43			East-West: 43			East-West: 43			East-West: 43			East-West: 43			East-West: 43			
		SUM: 644			SUM: 713			SUM: 967			SUM: 967			SUM: 1036			SUM: 1036			
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.475			0.645			0.691			0.691			0.691	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.375			0.545			0.591			0.591			0.591	
LEVEL OF SERVICE (LOS):				A			A			A			A			A			A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.046**
 Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.046** Δv/c after mitigation: **0.046**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Ferry Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015						
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	MD		Reviewed by:	0		Project:	Everport Draft EIR/EIS						
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																				
			2		0		2		0		2		0		2		0			
			0		0		0		0		0		0		0		0			
			3		3		3		3		3		3		3		3			
			0		0		0		0		0		0		0		0			
			2		2		2		2		2		2		2		2			
			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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	112	54	166	166	303	415	1	415	54	469	1	469		469	1	469		
	Left-Through	2	0						0				0				0			
	Through	3	6	8	20	10	129	141	2	71	8	149	2	75		149	2	75		
	Through-Right	4	0						0				0				0			
	Right	5	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		
	Left-Through-R	6	0						0				0				0			
	Left-Right	7	0						0				0				0			
SOUTHBOUND	Left	8	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0		
	Left-Through	9	0						0				0				0			
	Through	10	6	6	-6	0	109	115	1	115	-36	79	1	79		79	1	79		
	Through-Right	11	0						0				0				0			
	Right	12	259	45	47	306	75	-122	137	1	0	47	184	1	27		184	1	27	
	Left-Through-R	13	0						0				0				0			
	Left-Right	14	0						0				0				0			
EASTBOUND	Left	15	427	34	461	231	-148	279	1	140	34	313	1	157		313	1	157		
	Left-Through	16	1						1				1				1			
	Through	17	0	214	0	0	231	0	0	0	0	0	0	157		0	0	157		
	Through-Right	18	0						0				0				0			
	Right	19	80	0	69	149	0	237	1	0	69	386	1	0		386	1	0		
	Left-Through-R	20	0						0				0				0			
	Left-Right	21	0						0				0				0			
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through	23	0						0				0				0			
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Through-Right	25	0						0				0				0			
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0		
	Left-Through-R	27	0						0				0				0			
	Left-Right	28	0						0				0				0			
CRITICAL VOLUMES			North-South:	157	North-South:	241	North-South:	530	North-South:	548	North-South:	548	North-South:	548	East-West:	157	East-West:	157		
			East-West:	214	East-West:	231	East-West:	140	East-West:	157	East-West:	157	East-West:	157	SUM:	705	SUM:	705		
			SUM:	371	SUM:	472	SUM:	670	SUM:	705	SUM:	705	SUM:	705						
VOLUME/CAPACITY (V/C) RATIO:			0.247			0.315			0.447			0.470			0.470					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.147			0.215			0.347			0.370			0.370					
LEVEL OF SERVICE (LOS):			A			A			A			A			A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.068**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 15	North-South Street:	Ferry Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
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-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3	NB-- 1 SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0	EB-- 1 WB-- 0								
Override Capacity				2		2		2		2								
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	1	85	19	104	104	29	114	1	114	19	133	1	133		133	1	133
	Left-Through 2	0							0				0				0	
	Through 3	2	28	-15	40	20	134	189	2	95	-15	174	2	87		174	2	87
	Through-Right 4	0							0				0				0	
	Right 5	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-R 6	0							0				0				0	
	Left-Right 7	0							0				0				0	
SOUTHBOUND	Left 8	1	0	0	0	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through 9	0							0				0				0	
	Through 10	1	37	0	37	37	4	41	1	41	0	41	1	41		41	1	41
	Through-Right 11	0							0				0				0	
	Right 12	1	27	8	225	10	31	248	1	163	8	256	1	146		256	1	146
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	190	49	429	215	-210	170	1	85	49	219	1	110		219	1	110
	Left-Through 16	1							1				1				1	
	Through 17	0	190	0	0	215	0	0	0	85	0	0	0	110		0	0	110
	Through-Right 18	0							0				0				0	
	Right 19	1	0	68	160	0	409	501	1	0	68	569	1	0		569	1	0
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through 23	0							0				0				0	
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right 25	0							0				0				0	
	Right 26	0	0	0	0	2	0	2	0	0	0	2	0	0		2	0	0
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 122 East-West: 190 SUM: 312	North-South: 141 East-West: 215 SUM: 356	North-South: 277 East-West: 85 SUM: 362	North-South: 279 East-West: 110 SUM: 389	North-South: 279 East-West: 110 SUM: 389												
VOLUME/CAPACITY (V/C) RATIO:			0.208		0.237		0.241		0.259		0.259		0.259					
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.108		0.137		0.141		0.159		0.159		0.159					
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A					

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.029**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate		Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015									
	East-West Street:	Terminal Way		Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS									
No. of Phases 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	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							
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	1	195	195	195	454	454	1	454	195	649	1	649	0	649	1	649	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	11	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	15	10	1	10	10	10	2	12	1	12	0	12	1	12	0	12	1	12	
	Left-Through	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	1	-219	-219	###	219	219	1	110	-219	0	1	0	0	0	1	0	
	Through-Right	18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	24	134	1	67	-443	-309	###	309	443	1	222	-443	0	1	0	0	1	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	4	0	209	209	0	504	504	4	0	209	713	4	0	0	713	4	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CRITICAL VOLUMES		North-South:	0	East-West:	77	SUM:	77	North-South:	195	East-West:	10	SUM:	205	North-South:	454	East-West:	234	SUM:	688
VOLUME/CAPACITY (V/C) RATIO:			0.051		0.137		0.459		0.441		0.441		0.441		0.441		0.441		0.441	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.051		0.137		0.459		0.441		0.441		0.441		0.441		0.441		0.441	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.086**
Significant impacted? **NO**

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #: 16	North-South Street:	Evergreen Terminal Gate	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
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?		0	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		
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	0	144	144	366	366	1	366	144	510	1	510	0	510	1	510	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	273	1	137	-482	-209	-209	209	482	1	241	-482	0	1	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	279	1	140	-527	-248	-248	248	527	1	264	-527	0	1	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	149	149	0	387	387	4	0	149	536	4	0	536	4	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 0	East-West: 140	SUM: 140	North-South: 144	East-West: 0	SUM: 144	North-South: 366	East-West: 264	SUM: 630	North-South: 510	East-West: 0	SUM: 510	North-South: 510	East-West: 0	SUM: 510			
VOLUME/CAPACITY (V/C) RATIO:		0.093		0.096	0.420		0.340		0.340										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.093		0.096	0.420		0.340		0.340										
LEVEL OF SERVICE (LOS):		A		A	A		A		A										

REMARKS:

Version: 1i Beta; 8/4/2011

ge in v/c due to project: **0.003**
:ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.080** Δv/c after mitigation: **-0.080**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Evergreen Terminal Gate	Year of Count: 0	Ambient Growth: (%): 0	Conducted by: 0	Date: 10/1/2015														
16	East-West Street: Terminal Way	Projection Year: 0	Peak Hour: PM	Reviewed by: 0	Project: Everport Draft EIR/EIS														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 2 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATSA-1 or ATSA+ATCS-2? 0 Override Capacity 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												
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	0	1	89	89	89	228	228	1	228	89	317	1	317	0	317	1	317	
	Left-Through 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 11	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
	Right 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left 15	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	220	1	110	-548	-328	328	548	1	274	-548	0	1	0	0	0	1	0	
	Through-Right 18	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through 24	105	1	53	-178	-73	73	178	1	89	-178	0	1	0	0	0	1	0	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	0	4	0	77	77	205	205	4	0	77	282	4	0	282	4	0	0	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 0			<i>North-South:</i> 89			<i>North-South:</i> 228				<i>North-South:</i> 317				<i>North-South:</i> 317			
		<i>East-West:</i> 110			<i>East-West:</i> 0			<i>East-West:</i> 274				<i>East-West:</i> 0				<i>East-West:</i> 0			
		SUM: 110			SUM: 89			SUM: 502				SUM: 317				SUM: 317			
VOLUME/CAPACITY (V/C) RATIO:		0.073			0.059			0.335				0.211				0.211			
V/C LESS ATSA/ATCS ADJUSTMENT:		0.073			0.059			0.335				0.211				0.211			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **-0.014**
 ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **-0.124** Δv/c after mitigation: **-0.124**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	Ambient Growth: (%):	Conducted by:	Date:	10/1/2015												
17	East-West Street:	Terminal Way	Projection Year:	Peak Hour:	AM	Reviewed by:	Project:	Everport Draft EIR/EIS											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3	3	3	3											
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? Override Capacity		2 0	2 0	2 0	2 0	2 0	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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
	Left-Through 2		1						1				1				1		
	Through 3	1	0	8	147	148	140	123	124	0	125	147	271	0	235	0	271	0	235
	Through-Right 4		1						1				1				1		
	Right 5	52	0	0	73	125	140	59	111	0	125	73	184	0	235	0	184	0	235
	Left-Through-R 6		0						0				0				0		
	Left-Right 7		0						0				0				0		
SOUTHBOUND	Left 8	0	0	0	16	16	16	2	2	0	2	16	18	0	18	0	18	0	18
	Left-Through 9		1						1				1				1		
	Through 10	1	0	1	123	124	73	92	93	0	95	123	216	0	234	0	216	0	234
	Through-Right 11		1						1				1				1		
	Right 12	5	0	2	1	6	73	343	348	0	202	1	349	0	249	0	349	0	249
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	7	1	7	-92	-85	-85	285	292	1	292	-92	200	1	200	0	200	1	200
	Left-Through 16		0						0				0				0		
	Through 17	46	1	25	67	113	58	369	415	1	209	67	482	1	243	0	482	1	243
	Through-Right 18		1						1				1				1		
	Right 19	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	245	1	245	243	488	488	109	354	1	354	243	597	1	597	0	597	1	597
	Left-Through 23		0						0				0				0		
	Through 24	384	2	192	-159	225	113	512	896	2	448	-159	737	2	369	0	737	2	369
	Through-Right 25		0						0				0				0		
	Right 26	4	1	4	34	38	38	16	20	1	20	34	54	1	54	0	54	1	54
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 9 East-West: 270 SUM: 279	North-South: 156 East-West: 546 SUM: 702	North-South: 209 East-West: 740 SUM: 949	North-South: 256 East-West: 840 SUM: 1096	North-South: 256 East-West: 840 SUM: 1096													
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.196 0.098 A	0.493 0.393 A	0.666 0.566 A	0.769 0.669 B	0.769 0.669 B													

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.295**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.103** Δv/c after mitigation: **0.103**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015								
	East-West Street:	Terminal Way	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS								
No. of Phases				3					3									
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-- 0		0	NB-- 0 SB-- 0				0									
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		0	EB-- 0 WB-- 0				0									
Override Capacity				2					2									
				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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left 1	0	5	0	5	5	4	9	0	9	0	9	0	9		9	0	9
	Left-Through 2	1							1				1				1	
	Through 3	0	36	104	135	140	107	138	0	135	104	242	0	235		242	0	235
	Through-Right 4	1							1				1				1	
	Right 5	0	42	96	192	63	17	113	0	135	96	209	0	235		209	0	235
	Left-Through-R 6	0							0				0				0	
Left-Right 7	0							0				0				0		
SOUTHBOUND	Left 8	0	2	9	11	11	21	23	0	23	9	32	0	32		32	0	32
	Left-Through 9	1							1				1				1	
	Through 10	0	27	61	86	75	55	80	0	103	61	141	0	173		141	0	173
	Through-Right 11	1							1				1				1	
	Right 12	0	17	-1	42	75	299	342	0	177	-1	341	0	216		341	0	216
	Left-Through-R 13	0							0				0				0	
Left-Right 14	0							0				0				0		
EASTBOUND	Left 15	1	52	-80	-28	-28	279	331	1	331	-80	251	1	251		251	1	251
	Left-Through 16	0							0				0				0	
	Through 17	1	186	24	392	198	295	663	1	335	24	687	1	347		687	1	347
	Through-Right 18	1							1				1				1	
	Right 19	0	4	0	4	4	2	6	0	6	0	6	0	6		6	0	6
	Left-Through-R 20	0							0				0				0	
Left-Right 21	0							0				0				0		
WESTBOUND	Left 22	1	109	150	259	259	72	181	1	181	150	331	1	331		331	1	331
	Left-Through 23	0							0				0				0	
	Through 24	2	113	-60	166	83	277	503	2	252	-60	443	2	222		443	2	222
	Through-Right 25	0							0				0				0	
	Right 26	1	0	4	4	4	10	10	1	10	4	14	1	14		14	1	14
	Left-Through-R 27	0							0				0				0	
Left-Right 28	0							0				0				0		
CRITICAL VOLUMES		North-South: 44 East-West: 295 SUM: 339	North-South: 151 East-West: 457 SUM: 608	North-South: 186 East-West: 583 SUM: 769	North-South: 267 East-West: 678 SUM: 945	North-South: 267 East-West: 678 SUM: 945												
VOLUME/CAPACITY (V/C) RATIO:			0.238		0.427		0.540		0.663									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.138		0.327		0.440		0.563									
LEVEL OF SERVICE (LOS):			A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.189**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.123** Δv/c after mitigation: **0.123**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 17	North-South Street:	Earle Street		Year of Count:	0		Ambient Growth: (%):	0		Conducted by:	0		Date:	10/1/2015					
	East-West Street:	Terminal Way		Projection Year:	0		Peak Hour:	PM		Reviewed by:	0		Project:	Everport Draft EIR/EIS					
No. of Phases		3		3		3		3		3		3		3					
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?		0		0		0		0		0		0		0					
Override Capacity		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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 3	4	0	4	145	149	149	189	193	0	193	145	338	0	338	338	0	338	
	Through-Right 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 5	179	0	130	155	334	274	106	285	0	222	155	440	0	366	440	0	366	
	Left-Through-R 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left 8	4	0	4	5	9	9	-1	3	0	3	5	8	0	8	8	0	8	
	Left-Through 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Through 10	3	0	7	29	32	24	122	125	0	128	29	154	0	162	154	0	162	
	Through-Right 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 12	8	0	6	-11	-3	24	209	217	0	103	-11	206	0	172	206	0	172	
	Left-Through-R 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left 15	4	1	4	-161	-157	###	225	229	1	229	-161	68	1	68	68	1	68	
	Left-Through 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 17	280	1	140	-51	229	115	306	586	1	293	-51	535	1	268	535	1	268	
	Through-Right 18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left 22	98	1	98	22	120	120	29	127	1	127	22	149	1	149	149	1	149	
	Left-Through 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through 24	190	2	95	38	228	114	43	233	2	117	38	271	2	136	271	2	136	
	Through-Right 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right 26	7	1	7	0	7	7	0	7	1	7	0	7	1	7	7	1	7	
	Left-Through-R 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Right 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 134	East-West: 238	SUM: 372	North-South: 283	East-West: 235	SUM: 518	North-South: 225	East-West: 420	SUM: 645	North-South: 374	East-West: 417	SUM: 791	North-South: 374	East-West: 417	SUM: 791			
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT:		0.261		0.364		0.453		0.555		0.555		0.555		0.555		0.555			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.103**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.102** Δv/c after mitigation: **0.102**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 18	North-South Street:	Earle Street			Year of Count:		Ambient Growth: (%):		Conducted by:		Date:	10/1/2015							
	East-West Street:	Cannery Street			Projection Year:	0	Peak Hour:	AM	Reviewed by:		Project:	Everport Draft EIR/EIS							
No. of Phases				2														2	
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-- 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-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	0	4	0	4	4	-1	3	0	3	0	3	0	3	0	3	0	3	
	Left-Through 2	1							1		1			1				1	
	Through 3	42	23	0	42	29	158	200	1	103	0	200	1	106	0	200	1	106	
	Through-Right 4								0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6								0				0				0		0
	Left-Right 7								0				0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9								0				0				0		
	Through 10	272	148	0	272	272	75	347	1	186	0	347	1	347	0	347	1	347	
	Through-Right 11								1				1				1		
	Right 12	24	24	366	390	273	0	24	0	24	366	390	0	273	0	390	0	273	
	Left-Through-R 13								0				0				0		
	Left-Right 14								0				0				0		
EASTBOUND	Left 15	15	15	219	234	234	0	15	1	15	219	234	1	234	0	234	1	234	
	Left-Through 16								0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18								0				0				0		
	Right 19	4	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4	
	Left-Through-R 20								0				0				0		
	Left-Right 21								0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23								0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25								0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27								0				0				0		
	Left-Right 28								0				0				0		
CRITICAL VOLUMES		North-South: 152	East-West: 15	SUM: 167	North-South: 277	East-West: 234	SUM: 511	North-South: 189	East-West: 15	SUM: 204	North-South: 350	East-West: 234	SUM: 584	North-South: 350	East-West: 234	SUM: 584			
VOLUME/CAPACITY (V/C) RATIO:			0.111		0.341			0.136			0.389		0.389		0.389		0.389		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.111		0.341			0.136			0.389		0.389		0.389		0.389		
LEVEL OF SERVICE (LOS):			A		A			A			A		A		A		A		

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.230**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.253** Δv/c after mitigation: **0.253**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015									
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	MD	Reviewed by:	0	Project:	Everport Draft EIR/EIS									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0								
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 0 0 0	ATSAC-1 or ATSAC+ATCS-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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left 1	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	6	
	Left-Through 2		1						1				1				1		
	Through 3	61	1	34	0	61	37	164	225	1	116	0	225	1	119	225	1	119	
	Through-Right 4		0						0				0				0		
	Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 6		0						0				0				0		0
	Left-Right 7		0						0				0				0		0
SOUTHBOUND	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 9		0						0				0				0		
	Through 10	123	1	84	0	123	123	128	251	1	148	0	251	1	251	251	1	251	
	Through-Right 11		1						1				1				1		
	Right 12	45	0	45	212	257	116	0	45	0	45	212	257	0	107	257	0	107	
	Left-Through-R 13		0						0				0				0		
	Left-Right 14		0						0				0				0		
EASTBOUND	Left 15	83	1	83	199	282	282	19	102	1	102	199	301	1	301	301	1	301	
	Left-Through 16		0						0				0				0		
	Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 18		0						0				0				0		
	Right 19	9	1	9	0	9	9	0	9	1	9	0	9	1	9	9	1	9	
	Left-Through-R 20		0						0				0				0		
	Left-Right 21		0						0				0				0		
WESTBOUND	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through 23		0						0				0				0		
	Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right 25		0						0				0				0		
	Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-R 27		0						0				0				0		
	Left-Right 28		0						0				0				0		
CRITICAL VOLUMES		North-South: 90 East-West: 83 SUM: 173			North-South: 129 East-West: 282 SUM: 411			North-South: 154 East-West: 102 SUM: 256				North-South: 257 East-West: 301 SUM: 558				North-South: 257 East-West: 301 SUM: 558			
VOLUME/CAPACITY (V/C) RATIO:		0.115			0.274			0.171				0.372				0.372			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.115			0.274			0.171				0.372				0.372			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

e in v/c due to project: **0.159**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Earle Street	Year of Count:	0	Ambient Growth: (%):	0	Conducted by:	0	Date:	10/1/2015												
18	East-West Street:	Cannery Street	Projection Year:	0	Peak Hour:	PM	Reviewed by:	0	Project:	Everport Draft EIR/EIS												
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		2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0	2 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	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	}	Left 1	3	0	3	0	3	3	0	3	0	3	3	0	3	3	0	3	3	0		
		Left-Through 2		1						1					1				1			
		Through 3	143	1	73	0	143	73	236	379	1	191	0	379	1	191	379	1	191	0		
		Through-Right 4		0							0				0				0		0	
		Right 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 6		0							0				0				0		0	0
		Left-Right 7		0							0				0				0		0	0
SOUTHBOUND	}	Left 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 9		0							0				0				0		0	0
		Through 10	85	1	48	0	85	73	81	166	1	89	0	166	1	114	166	1	114	0		
		Through-Right 11		1							1				1				1			114
		Right 12	11	0	11	50	61	61	0	11	0	11	50	61	0	61	61	0	61	0		61
		Left-Through-R 13		0							0				0				0		0	61
		Left-Right 14		0							0				0				0		0	61
EASTBOUND	}	Left 15	30	1	30	301	331	331	0	30	1	30	301	331	1	331	331	1	331	0		
		Left-Through 16		0							0				0				0		0	331
		Through 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right 18		0							0				0				0		0	0
		Right 19	4	1	4	0	4	4	0	4	1	4	0	4	1	4	4	1	4	4	1	4
		Left-Through-R 20		0							0				0				0		0	4
		Left-Right 21		0							0				0				0		0	4
WESTBOUND	}	Left 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Left-Through 23		0							0				0				0		0	0
		Through 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Through-Right 25		0							0				0				0		0	0
		Right 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left-Through-R 27		0							0				0				0		0	0
		Left-Right 28		0							0				0				0		0	0
CRITICAL VOLUMES		North-South: 73			North-South: 76			North-South: 191				North-South: 191				North-South: 191						
		East-West: 30			East-West: 331			East-West: 30				East-West: 331				East-West: 331						
		SUM: 103			SUM: 407			SUM: 221				SUM: 522				SUM: 522						
VOLUME/CAPACITY (V/C) RATIO:		0.069			0.271			0.147				0.348				0.348						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.069			0.271			0.147				0.348				0.348						
LEVEL OF SERVICE (LOS):		A			A			A				A				A						

REMARKS:

Version: 1i Beta; 8/4/2011

je in v/c due to project: **0.202**
ant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.201** Δv/c after mitigation: **0.201**
Significant impacted? **NO** Fully mitigated? **N/A**

2038 - Project Alternative

Intersection Analysis

Cities of Carson and Long Beach Locations

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	219	1,600	0.014	N-S(1): 0.094 * N-S(2): 0.000 E-W(1): 0.247 E-W(2): 0.733 *	
	TH	0.27	32	425	0.075		
	LT	1.73	209	2,498	0.084 *		
Westbound	RT	1.00	852	1,600	0.457	V/C: 0.827 Lost Time: 0.180	
	TH	1.00	976	1,600	0.610 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.007	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	778	3,200	0.244		
	LT	1.00	197	1,600	0.123 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	198	1,600	0.019	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.570 *	
	TH	0.21	18	333	0.054		
	LT	1.79	155	2,580	0.060 *		
Westbound	RT	1.00	377	1,600	0.182	V/C: 0.636 Lost Time: 0.180	
	TH	1.00	744	1,600	0.465 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.816	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	664	3,200	0.208		
	LT	1.00	168	1,600	0.105 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	297	1,600	0.056	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.264 E-W(2): 0.670 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	399	1,600	0.186	V/C: 0.756 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.936	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	840	3,200	0.263		
	LT	1.00	208	1,600	0.130 *		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	2						
North/South Street:	ALAMEDA STREET						
East/West Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	12
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.566 * N-S(2): 0.426 E-W(1): 0.099 E-W(2): 0.129 *	
	TH	3.00	2,043	4,800	0.426		
	LT	1.00	299	1,600	0.187 *		
Westbound	RT	2.00	712	3,200	0.129 *	V/C: 0.695 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	285	2,880	0.099		
Northbound	RT	0.00	133	0	0.000	ICU: 0.815	
	TH	3.00	1,686	4,800	0.379 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: D	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.427 * N-S(2): 0.272 E-W(1): 0.071 * E-W(2): 0.052	
	TH	3.00	1,306	4,800	0.272		
	LT	1.00	174	1,600	0.109 *		
Westbound	RT	2.00	339	3,200	0.052 *	V/C: 0.498 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	205	2,880	0.071		
Northbound	RT	0.00	121	0	0.000	ICU: 0.618	
	TH	3.00	1,404	4,800	0.318 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.253 E-W(1): 0.081 * E-W(2): 0.061	
	TH	3.00	1,212	4,800	0.253		
	LT	1.00	283	1,600	0.177 *		
Westbound	RT	2.00	479	3,200	0.061	V/C: 0.550 Lost Time: 0.120	
	TH	0.00	0	0	0.000		
	LT	2.00	233	2,880	0.081 *		
Northbound	RT	0.00	174	0	0.000	ICU: 0.670	
	TH	3.00	1,228	4,800	0.292 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS: B	
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* = Critical Movement

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	6		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-103)		
East/West Street:	WILLOW STREET/SEPULVEDA BLVD		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.304 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.229
	TH	2.00	674	3,200	0.216	V/C: 0.673 Lost Time: 0.180
	LT	2.00	340	2,880	0.118 *	
Northbound	RT	2.00	210	3,200	0.013	ICU: 0.853
	TH	0.03	12	46	0.261	
	LT	1.97	824	2,839	0.290 *	
Eastbound	RT	1.00	819	1,600	0.251 *	LOS: D
	TH	2.00	471	3,200	0.147	
	LT	1.00	20	1,600	0.013	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.311 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.386 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	2.00	465	3,200	0.145	V/C: 0.697 Lost Time: 0.180
	LT	2.00	218	2,880	0.076 *	
Northbound	RT	2.00	273	3,200	0.051	ICU: 0.877
	TH	0.01	5	19	0.262	
	LT	1.99	833	2,863	0.291 *	
Eastbound	RT	1.00	915	1,600	0.310 *	LOS: D
	TH	2.00	516	3,200	0.161	
	LT	1.00	18	1,600	0.011	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.309 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.358 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.132
	TH	2.00	396	3,200	0.124	V/C: 0.667 Lost Time: 0.180
	LT	2.00	301	2,880	0.105 *	
Northbound	RT	2.00	578	3,200	0.134	ICU: 0.847
	TH	0.00	0	0	0.000	
	LT	2.00	834	2,880	0.290 *	
Eastbound	RT	1.00	681	1,600	0.165	LOS: D
	TH	2.00	811	3,200	0.253 *	
	LT	1.00	12	1,600	0.008	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 9
North/South Street: TERMINAL ISLAND FREEWAY (SR-47)
East/West Street: OCEAN BOULEVARD RAMPS WESTBOUND
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,580	3,200	0.494 *	N-S(1): 0.624
	TH	2.00	710	3,200	0.222	N-S(2): 0.662 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	197	1,600	0.000	E-W(2): 0.114
	TH	2.00	364	3,200	0.114	V/C: 0.975
	LT	1.00	501	1,600	0.313 *	Lost Time: 0.120
Northbound	RT	0.00	3	0	0.000	
	TH	2.00	1,993	3,200	0.624	
	LT	1.00	268	1,600	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.095
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,440	3,200	0.450 *	N-S(1): 0.625 *
	TH	2.00	450	3,200	0.141	N-S(2): 0.561
	LT	0.00	0	0	0.000	E-W(1): 0.198 *
Westbound	RT	1.00	115	1,600	0.000	E-W(2): 0.039
	TH	2.00	124	3,200	0.039	V/C: 0.823
	LT	1.00	317	1,600	0.198 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,999	3,200	0.625	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.943
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,330	3,200	0.416	N-S(1): 0.693 *
	TH	2.00	293	3,200	0.092	N-S(2): 0.490
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.025
	TH	2.00	80	3,200	0.025	V/C: 0.802
	LT	1.00	175	1,600	0.109 *	Lost Time: 0.120
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	2,219	3,200	0.693 *	
	LT	1.00	119	1,600	0.074	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.922
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.815 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.555 * V/C: 1.370 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	254	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	401	1,600	0.251 *	
	TH	2.00	664	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.490 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,599	2,880	0.555 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.594 * N-S(2): 0.000 E-W(1): 0.132 E-W(2): 0.654 * V/C: 1.248 Lost Time: 0.120
	TH	1.00	663	1,600	0.414 *	
	LT	1.00	102	1,600	0.064	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	248	1,600	0.155 *	
	TH	2.00	576	3,200	0.180	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	171	0	0.000	ICU: 1.368 LOS: F
	TH	2.00	252	3,200	0.132	
	LT	2.00	1,883	2,880	0.654 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.317 * N-S(2): 0.000 E-W(1): 0.094 E-W(2): 0.700 * V/C: 1.017 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	140	1,600	0.088	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	178	1,600	0.111 *	
	TH	2.00	310	3,200	0.097	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.137 LOS: F
	TH	2.00	194	3,200	0.094	
	LT	2.00	2,016	2,880	0.700 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.099
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	377	3,200	0.118	E-W(2): 0.554 *
	TH	2.00	1,773	3,200	0.554 *	V/C: 0.744
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	314	3,200	0.099	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.844
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.058
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	280	3,200	0.088	E-W(2): 0.465 *
	TH	2.00	1,486	3,200	0.464 *	V/C: 0.624
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	183	3,200	0.058	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.724
	TH	0.00	0	0	0.000	
	LT	0.00	2	1,600	0.001 *	LOS: C

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.048
	TH	2.00	424	3,200	0.133 *	N-S(2): 0.134 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	197	3,200	0.062	E-W(2): 0.425 *
	TH	2.00	1,361	3,200	0.425 *	V/C: 0.559
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	153	3,200	0.048	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.659
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 12
North/South Street: PIER S WAY
East/West Street: OCEAN BOULEVARD RAMPS EASTBOUND RAMPS

Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.525 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.194
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.730
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.850
	TH	2.00	1,681	3,200	0.525 *	
	LT	1.00	311	1,600	0.194	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.123
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.647
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.767
	TH	2.00	1,533	3,200	0.479 *	
	LT	1.00	197	1,600	0.123	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.580 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.103
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.725
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.845
	TH	2.00	1,856	3,200	0.580 *	
	LT	1.00	165	1,600	0.103	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS						
Int #:	1						
North/South Street:	SEPULVEDA BOULEVARD-ALAMEDA RAMP						
East/West Street:	SEPULVEDA BOULEVARD						
Scenario:	CEQA Baseline						
Thru Lane:	1600 vph					N-S Split Phase :	Y
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	18
Peak Period: AM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	223	1,600	0.014	N-S(1): 0.093 * N-S(2): 0.000 E-W(1): 0.249 E-W(2): 0.736 *	
	TH	0.27	32	427	0.075		
	LT	1.73	208	2,496	0.083 *		
Westbound	RT	1.00	856	1,600	0.460	V/C: 0.829 Lost Time: 0.180	
	TH	1.00	978	1,600	0.611 *		
	LT	1.00	4	1,600	0.003		
Northbound	RT	0.00	3	0	0.000	ICU: 1.009	
	TH	2.00	26	3,200	0.010 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: F	
	TH	2.00	783	3,200	0.246		
	LT	1.00	200	1,600	0.125 *		
Peak Period: MIDDAY PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	193	1,600	0.016	N-S(1): 0.066 * N-S(2): 0.000 E-W(1): 0.209 E-W(2): 0.567 *	
	TH	0.21	18	335	0.054		
	LT	1.79	154	2,579	0.060 *		
Westbound	RT	1.00	368	1,600	0.176	V/C: 0.633 Lost Time: 0.180	
	TH	1.00	740	1,600	0.463 *		
	LT	1.00	2	1,600	0.001		
Northbound	RT	0.00	5	0	0.000	ICU: 0.813	
	TH	2.00	11	3,200	0.006 *		
	LT	0.00	2	1,600	0.001		
Eastbound	RT	0.00	3	0	0.000	LOS: D	
	TH	2.00	663	3,200	0.208		
	LT	1.00	167	1,600	0.104 *		
Peak Period: PM PEAK HOUR							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	1.00	295	1,600	0.053	N-S(1): 0.086 * N-S(2): 0.000 E-W(1): 0.260 E-W(2): 0.672 *	
	TH	0.18	18	284	0.063		
	LT	1.82	185	2,625	0.070 *		
Westbound	RT	1.00	397	1,600	0.185	V/C: 0.758 Lost Time: 0.180	
	TH	1.00	864	1,600	0.540 *		
	LT	1.00	1	1,600	0.001		
Northbound	RT	0.00	14	0	0.000	ICU: 0.938	
	TH	2.00	31	3,200	0.016 *		
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	3	0	0.000	LOS: E	
	TH	2.00	826	3,200	0.259		
	LT	1.00	211	1,600	0.132 *		

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 2
North/South Street: ALAMEDA STREET
East/West Street: SEPULVEDA BOULEVARD-ALAMEDA RAMP
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.568 * N-S(2): 0.425 E-W(1): 0.097 E-W(2): 0.132 * V/C: 0.700 Lost Time: 0.120
	TH	3.00	2,041	4,800	0.425	
	LT	1.00	303	1,600	0.189 *	
Westbound	RT	2.00	725	3,200	0.132 *	
	TH	0.00	0	0	0.000	
	LT	2.00	280	2,880	0.097	
Northbound	RT	0.00	133	0	0.000	
	TH	3.00	1,685	4,800	0.379 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.820
	TH	0.00	0	0	0.000	LOS: D
	LT	0.00	0	0	0.000 *	

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.426 * N-S(2): 0.275 E-W(1): 0.069 * E-W(2): 0.052 V/C: 0.495 Lost Time: 0.120
	TH	3.00	1,318	4,800	0.275	
	LT	1.00	170	1,600	0.106 *	
Westbound	RT	2.00	336	3,200	0.052 *	
	TH	0.00	0	0	0.000	
	LT	2.00	199	2,880	0.069	
Northbound	RT	0.00	121	0	0.000	
	TH	3.00	1,415	4,800	0.320 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.615
	TH	0.00	0	0	0.000	LOS: B
	LT	0.00	0	0	0.000 *	

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469 * N-S(2): 0.254 E-W(1): 0.081 * E-W(2): 0.061 V/C: 0.550 Lost Time: 0.120
	TH	3.00	1,219	4,800	0.254	
	LT	1.00	283	1,600	0.177 *	
Westbound	RT	2.00	479	3,200	0.061	
	TH	0.00	0	0	0.000	
	LT	2.00	233	2,880	0.081 *	
Northbound	RT	0.00	173	0	0.000	
	TH	3.00	1,229	4,800	0.292 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.670
	TH	0.00	0	0	0.000 *	LOS: B
	LT	0.00	0	0	0.000	

* = Critical Movement

Project: Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS
Int #: 6
North/South Street: TERMINAL ISLAND FREEWAY (SR-103)
East/West Street: WILLOW STREET/SEPULVEDA BLVD
Scenario: CEQA Baseline

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 18

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.308 *
	TH	1.00	14	1,600	0.014 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.369 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.228
	TH	2.00	671	3,200	0.215	V/C: 0.677
	LT	2.00	340	2,880	0.118 *	Lost Time: 0.180
Northbound	RT	2.00	212	3,200	0.013	
	TH	0.03	12	45	0.265	
	LT	1.97	836	2,839	0.294 *	
Eastbound	RT	1.00	825	1,600	0.251 *	ICU: 0.857
	TH	2.00	474	3,200	0.148	
	LT	1.00	20	1,600	0.013	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.310 *
	TH	1.00	16	1,600	0.020 *	N-S(2): 0.000
	LT	0.00	3	1,600	0.002	E-W(1): 0.396 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.155
	TH	2.00	462	3,200	0.144	V/C: 0.706
	LT	2.00	222	2,880	0.077 *	Lost Time: 0.180
Northbound	RT	2.00	280	3,200	0.053	
	TH	0.01	5	19	0.261	
	LT	1.99	829	2,863	0.290 *	
Eastbound	RT	1.00	927	1,600	0.319 *	ICU: 0.886
	TH	2.00	511	3,200	0.160	
	LT	1.00	18	1,600	0.011	LOS: D

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.304 *
	TH	1.00	8	1,600	0.019 *	N-S(2): 0.000
	LT	0.00	5	1,600	0.003	E-W(1): 0.353 *
Westbound	RT	0.00	1	0	0.000	E-W(2): 0.135
	TH	2.00	406	3,200	0.127	V/C: 0.657
	LT	2.00	302	2,880	0.105 *	Lost Time: 0.180
Northbound	RT	2.00	602	3,200	0.141	
	TH	0.00	0	0	0.000	
	LT	2.00	821	2,880	0.285 *	
Eastbound	RT	1.00	683	1,600	0.170	ICU: 0.837
	TH	2.00	795	3,200	0.248 *	
	LT	1.00	12	1,600	0.008	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	9		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,617	3,200	0.505 *	N-S(1): 0.634
	TH	2.00	712	3,200	0.223	N-S(2): 0.671 *
	LT	0.00	0	0	0.000	E-W(1): 0.313 *
Westbound	RT	1.00	198	1,600	0.000	E-W(2): 0.111
	TH	2.00	354	3,200	0.111	
	LT	1.00	500	1,600	0.313 *	V/C: 0.984
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.120
	TH	2.00	2,026	3,200	0.634	
	LT	1.00	266	1,600	0.166 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.104
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,446	3,200	0.452 *	N-S(1): 0.643 *
	TH	2.00	458	3,200	0.143	N-S(2): 0.563
	LT	0.00	0	0	0.000	E-W(1): 0.197 *
Westbound	RT	1.00	114	1,600	0.000	E-W(2): 0.038
	TH	2.00	123	3,200	0.038	
	LT	1.00	315	1,600	0.197 *	V/C: 0.840
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,056	3,200	0.643	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.960
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	2.00	1,351	3,200	0.422	N-S(1): 0.711 *
	TH	2.00	295	3,200	0.092	N-S(2): 0.494
	LT	0.00	0	0	0.000 *	E-W(1): 0.109 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.019
	TH	2.00	62	3,200	0.019	
	LT	1.00	175	1,600	0.109 *	V/C: 0.820
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	2.00	2,275	3,200	0.711 *	
	LT	1.00	115	1,600	0.072	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.940
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	10		
North/South Street:	TERMINAL ISLAND FREEWAY (SR-47)		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.814 * N-S(2): 0.000 E-W(1): 0.193 E-W(2): 0.562 * V/C: 1.376 Lost Time: 0.120
	TH	1.00	903	1,600	0.564 *	
	LT	1.00	255	1,600	0.159	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	400	1,600	0.250 *	
	TH	2.00	665	3,200	0.208	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	244	0	0.000	ICU: 1.496 LOS: F
	TH	2.00	373	3,200	0.193	
	LT	2.00	1,619	2,880	0.562 *	

Peak Period: MIDDAY PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.600 * N-S(2): 0.000 E-W(1): 0.129 E-W(2): 0.670 * V/C: 1.270 Lost Time: 0.120
	TH	1.00	667	1,600	0.417 *	
	LT	1.00	104	1,600	0.065	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	238	1,600	0.149 *	
	TH	2.00	586	3,200	0.183	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	166	0	0.000	ICU: 1.390 LOS: F
	TH	2.00	246	3,200	0.129	
	LT	2.00	1,929	2,880	0.670 *	

Peak Period: PM PEAK HOUR						
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Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.319 * N-S(2): 0.000 E-W(1): 0.093 E-W(2): 0.719 * V/C: 1.038 Lost Time: 0.120
	TH	1.00	330	1,600	0.206 *	
	LT	1.00	142	1,600	0.089	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	181	1,600	0.113 *	
	TH	2.00	307	3,200	0.096	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	106	0	0.000	ICU: 1.158 LOS: F
	TH	2.00	192	3,200	0.093	
	LT	2.00	2,071	2,880	0.719 *	

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	11		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS WESTBOUND		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.056	N-S(1): 0.100
	TH	2.00	598	3,200	0.187 *	N-S(2): 0.190 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	368	3,200	0.115	E-W(2): 0.565 *
	TH	2.00	1,809	3,200	0.565 *	
	LT	0.00	0	0	0.000	V/C: 0.755
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	315	3,200	0.100	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.855
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

Peak Period: MIDDAY PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.058	N-S(1): 0.057
	TH	2.00	502	3,200	0.157 *	N-S(2): 0.159 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	279	3,200	0.087	E-W(2): 0.468 *
	TH	2.00	1,493	3,200	0.467 *	
	LT	0.00	0	0	0.000	V/C: 0.627
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	180	3,200	0.057	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.727
	TH	0.00	0	0	0.000	
	LT	0.00	2	1,600	0.001 *	LOS: C

Peak Period: PM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	156	1,600	0.098	N-S(1): 0.047
	TH	2.00	423	3,200	0.132 *	N-S(2): 0.133 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	2.00	179	3,200	0.056	E-W(2): 0.431 *
	TH	2.00	1,378	3,200	0.431 *	
	LT	0.00	0	0	0.000	V/C: 0.564
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	149	3,200	0.047	
	LT	0.00	1	1,600	0.001 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.664
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Project:	Berths 226-236 Evergreen Container Terminal Devt Project Draft EIR/EIS		
Int #:	12		
North/South Street:	PIER S WAY		
East/West Street:	OCEAN BOULEVARD RAMPS EASTBOUND RAMPS		
Scenario:	CEQA Baseline		

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	12

Peak Period: AM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.205 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	589	2,880	0.205 *	E-W(1): 0.534 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.195
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.739
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.859
	TH	2.00	1,710	3,200	0.534 *	
	LT	1.00	312	1,600	0.195	LOS: D

Peak Period: MIDDAY PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.168 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	483	2,880	0.168 *	E-W(1): 0.490 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.121
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.658
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.778
	TH	2.00	1,569	3,200	0.490 *	
	LT	1.00	194	1,600	0.121	LOS: C

Peak Period: PM PEAK HOUR

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.145 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	419	2,880	0.145 *	E-W(1): 0.597 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.101
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.742
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.120
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.862
	TH	2.00	1,910	3,200	0.597 *	
	LT	1.00	161	1,600	0.101	LOS: D

* = Critical Movement

Source: Lane Config/Traffic Control from YTI Worksheet. Vol replaced with ICTF

Freeway Analysis

CEQA and 2038 Analysis - Alternative 3

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 3 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95	PCE: 1.5		Flow Rate Calculation						
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,365	0%	--	F	47.0	48.9	1.000	2297	4595
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,180	0%	--	B	13.9	55.0	1.000	765	2295
3	I-110 south of C St	Basic	4	--	65	7,336	0%	--	D	31.6	61.0	1.000	1931	7722
4	I-110 north of 223rd St	Basic	4	--	65	9,889	0%	--	F	58.5	44.5	1.000	2602	10409
5	I-110 north of I-405	Basic	5	--	65	10,533	0%	--	E	39.9	55.5	1.000	2217	11087
6	I-710 between PCH and Willow St	Basic	3	--	55	7,865	0%	--	F	85.5	32.3	1.000	2760	8279
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,029	0%	--	F	70.2	37.6	1.000	2639	10557
8	I-710 at Alondra Blvd	Basic	5	--	65	9,556	0%	--	D	33.7	59.7	1.000	2012	10059
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,545	0%	--	E	41.0	54.8	1.000	2249	8995
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,397	0%	--	F	47.7	48.5	1.000	2314	4629
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,200	0%	--	B	14.0	55.0	1.000	772	2315
3	I-110 south of C St	Basic	4	--	65	7,353	0%	--	D	31.7	60.9	1.000	1935	7739
4	I-110 north of 223rd St	Basic	4	--	65	9,899	0%	--	F	58.7	44.4	1.000	2605	10420
5	I-110 north of I-405	Basic	5	--	65	10,540	0%	--	E	40.0	55.5	1.000	2219	11094
6	I-710 between PCH and Willow St	Basic	3	--	55	7,899	0%	--	F	87.5	31.7	1.000	2772	8315
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,061	0%	--	F	71.1	37.3	1.000	2648	10591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,585	0%	--	D	33.9	59.6	1.000	2018	10089
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,589	0%	--	E	41.5	54.5	1.000	2260	9041
10	I-710 north of Florence Ave	Basic	4	--	65	8,565	0%	--	E	41.2	54.7	1.000	2254	9016
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,908	0%	--	C	18.3	55.0	1.000	1004	2009
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,139	0%	--	A	7.3	55.0	1.000	400	1199
3	I-110 south of C St	Basic	4	--	65	3,787	0%	--	B	15.3	65.0	1.000	997	3987
4	I-110 north of 223rd St	Basic	4	--	65	6,362	0%	--	D	26.2	63.9	1.000	1674	6697
5	I-110 north of I-405	Basic	5	--	65	10,572	0%	--	E	40.2	55.3	1.000	2226	11129
6	I-710 between PCH and Willow St	Basic	3	--	55	6,477	0%	--	F	45.9	49.5	1.000	2273	6818
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,031	0%	--	E	40.2	52.6	1.000	2113	8453
8	I-710 at Alondra Blvd	Basic	5	--	65	8,053	0%	--	D	26.6	63.8	1.000	1695	8477
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,953	0%	--	E	36.0	58.2	1.000	2093	8372
10	I-710 north of Florence Ave	Basic	4	--	65	8,556	0%	--	E	41.1	54.7	1.000	2252	9006
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 3 PM Peak Hour LOS Analysis			Default FFS:		65	PHF: 0.95		PCE: 1.5		Flow Rate Calculation				
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,585	0%	--	F	52.8	45.7	1.000	2413	4826
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,079	0%	--	B	13.3	55.0	1.000	729	2188
3	I-110 south of C St	Basic	4	--	65	5,232	0%	--	C	21.2	65.0	1.000	1377	5507
4	I-110 north of 223rd St	Basic	4	--	65	6,809	0%	--	D	28.5	62.8	1.000	1792	7167
5	I-110 north of I-405	Basic	5	--	65	9,976	0%	--	E	36.2	58.0	1.000	2100	10501
6	I-710 between PCH and Willow St	Basic	3	--	55	5,476	0%	--	E	35.2	54.6	1.000	1921	5764
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,059	0%	--	E	40.4	52.5	1.000	2121	8483
8	I-710 at Alondra Blvd	Basic	5	--	65	8,550	0%	--	D	28.7	62.7	1.000	1800	9000
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,462	0%	--	E	40.3	55.3	1.000	2227	8907
10	I-710 north of Florence Ave	Basic	4	--	65	8,566	0%	--	E	41.2	54.7	1.000	2254	9017
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,634	0%	--	F	54.3	44.9	1.000	2439	4878
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,122	0%	--	B	13.5	55.0	1.000	745	2234
3	I-110 south of C St	Basic	4	--	65	5,263	0%	--	C	21.3	65.0	1.000	1385	5540
4	I-110 north of 223rd St	Basic	4	--	65	6,827	0%	--	D	28.6	62.8	1.000	1797	7187
5	I-110 north of I-405	Basic	5	--	65	9,986	0%	--	E	36.2	58.0	1.000	2102	10511
6	I-710 between PCH and Willow St	Basic	3	--	55	5,533	0%	--	E	35.6	54.5	1.000	1941	5824
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,114	0%	--	E	40.9	52.2	1.000	2135	8541
8	I-710 at Alondra Blvd	Basic	5	--	65	8,599	0%	--	D	28.9	62.6	1.000	1810	9051
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,499	0%	--	E	40.6	55.1	1.000	2237	8946
10	I-710 north of Florence Ave	Basic	4	--	65	8,601	0%	--	E	41.6	54.4	1.000	2263	9054
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,813	0%	--	D	26.9	55.0	1.000	1480	2961
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,216	0%	--	A	7.8	55.0	1.000	427	1280
3	I-110 south of C St	Basic	4	--	65	4,710	0%	--	C	19.1	65.0	1.000	1239	4958
4	I-110 north of 223rd St	Basic	4	--	65	7,704	0%	--	D	34.1	59.4	1.000	2027	8109
5	I-110 north of I-405	Basic	5	--	65	10,450	0%	--	E	39.3	55.9	1.000	2200	11000
6	I-710 between PCH and Willow St	Basic	3	--	55	5,876	0%	--	E	38.7	53.3	1.000	2062	6185
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,840	0%	--	D	32.7	55.0	1.000	1800	7200
8	I-710 at Alondra Blvd	Basic	5	--	65	6,540	0%	--	C	21.2	65.0	1.000	1377	6885
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	5,585	0%	--	C	22.6	64.9	1.000	1470	5879
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 3 AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,602	0%	--	D	34.6	54.8	1.000	1896	3792				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,964	0%	--	C	18.9	55.0	1.000	1040	3120				
3	I-110 south of C St	Basic	4	--	65	6,302	0%	--	C	25.9	64.1	1.000	1658	6634				
4	I-110 north of 223rd St	Basic	5	--	65	8,407	0%	--	D	28.1	63.1	1.000	1770	8849				
5	I-110 north of I-405	Basic	5	--	65	11,957	0%	--	F	53.2	47.3	1.000	2517	12586				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,784	0%	--	F	213.8	14.4	1.000	3082	9246				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,583	0%	--	F	59.9	42.1	1.000	2522	10087				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,226	0%	--	E	37.8	57.0	1.000	2153	10764				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,532	0%	--	F	52.7	47.6	1.000	2508	10034				
10	I-710 north of Florence Ave	Basic	4	--	65	10,645	0%	--	F	75.4	37.2	1.000	2801	11205				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,623	0%	--	D	34.9	54.7	1.000	1907	3814				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	3,001	0%	--	C	19.1	55.0	1.000	1053	3159				
3	I-110 south of C St	Basic	4	--	65	6,315	0%	--	C	26.0	64.0	1.000	1662	6647				
4	I-110 north of 223rd St	Basic	5	--	65	8,417	0%	--	D	28.1	63.0	1.000	1772	8860				
5	I-110 north of I-405	Basic	5	--	65	11,962	0%	--	F	53.3	47.3	1.000	2518	12592				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,819	0%	--	F	227.2	13.6	1.000	3095	9284				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,620	0%	--	F	60.6	41.8	1.000	2531	10126				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,260	0%	--	E	38.0	56.8	1.000	2160	10800				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,559	0%	--	F	53.1	47.4	1.000	2516	10062				
10	I-710 north of Florence Ave	Basic	4	--	65	10,671	0%	--	F	76.1	36.9	1.000	2808	11232				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,256	0%	--	C	21.6	55.0	1.000	1187	2375				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	959	0%	--	A	6.1	55.0	1.000	336	1009				
3	I-110 south of C St	Basic	4	--	65	5,109	0%	--	C	20.7	65.0	1.000	1345	5378				
4	I-110 north of 223rd St	Basic	5	--	65	8,432	0%	--	D	28.2	63.0	1.000	1775	8876				
5	I-110 north of I-405	Basic	5	--	65	9,271	0%	--	D	32.2	60.7	1.000	1952	9759				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,581	0%	--	F	47.5	48.6	1.000	2309	6927				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,653	0%	--	E	37.4	53.9	1.000	2014	8056				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,665	0%	--	C	25.1	64.4	1.000	1614	8068				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,403	0%	--	D	32.1	60.7	1.000	1948	7793				
10	I-710 north of Florence Ave	Basic	4	--	65	7,544	0%	--	D	33.0	60.1	1.000	1985	7941				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,385	0%	--	C	22.7	64.9	1.000	1471	8826				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 3 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,277	0%	--	D	31.4	55.0	1.000	1725	3449
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,870	0%	--	B	11.9	55.0	1.000	656	1968
3	I-110 south of C St	Basic	4	--	65	5,460	0%	--	C	22.1	65.0	1.000	1437	5747
4	I-110 north of 223rd St	Basic	5	--	65	8,089	0%	--	D	26.7	63.7	1.000	1703	8515
5	I-110 north of I-405	Basic	5	--	65	10,814	0%	--	E	42.1	54.1	1.000	2277	11383
6	I-710 between PCH and Willow St	Basic	3	--	55	6,020	0%	--	E	40.2	52.6	1.000	2112	6337
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,600	0%	--	D	31.6	55.0	1.000	1737	6947
8	I-710 at Alondra Blvd	Basic	5	--	65	6,790	0%	--	C	22.0	65.0	1.000	1429	7147
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,668	0%	--	D	27.8	63.2	1.000	1755	7019
10	I-710 north of Florence Ave	Basic	4	--	65	6,187	0%	--	C	25.3	64.3	1.000	1628	6513
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,298	0%	--	D	31.6	55.0	1.000	1736	3472
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,904	0%	--	B	12.1	55.0	1.000	668	2004
3	I-110 south of C St	Basic	4	--	65	5,473	0%	--	C	22.2	65.0	1.000	1440	5761
4	I-110 north of 223rd St	Basic	5	--	65	8,099	0%	--	D	26.8	63.7	1.000	1705	8525
5	I-110 north of I-405	Basic	5	--	65	10,820	0%	--	E	42.1	54.1	1.000	2278	11389
6	I-710 between PCH and Willow St	Basic	3	--	55	6,066	0%	--	E	40.7	52.3	1.000	2128	6385
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,645	0%	--	D	31.8	55.0	1.000	1749	6995
8	I-710 at Alondra Blvd	Basic	5	--	65	6,835	0%	--	C	22.1	65.0	1.000	1439	7195
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,699	0%	--	D	27.9	63.1	1.000	1763	7052
10	I-710 north of Florence Ave	Basic	4	--	65	6,216	0%	--	C	25.5	64.2	1.000	1636	6543
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,780	0%	--	D	26.6	55.0	1.000	1463	2927
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,031	0%	--	A	6.6	55.0	1.000	362	1085
3	I-110 south of C St	Basic	4	--	65	3,315	0%	--	B	13.4	65.0	1.000	872	3489
4	I-110 north of 223rd St	Basic	5	--	65	5,709	0%	--	C	18.5	65.0	1.000	1202	6010
5	I-110 north of I-405	Basic	5	--	65	9,008	0%	--	D	30.8	61.5	1.000	1896	9482
6	I-710 between PCH and Willow St	Basic	3	--	55	5,705	0%	--	E	37.1	54.0	1.000	2002	6005
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,571	0%	--	E	36.8	54.1	1.000	1992	7970
8	I-710 at Alondra Blvd	Basic	5	--	65	7,913	0%	--	D	26.0	64.0	1.000	1666	8329
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,869	0%	--	E	35.3	58.6	1.000	2071	8283
10	I-710 north of Florence Ave	Basic	4	--	65	7,853	0%	--	E	35.2	58.7	1.000	2067	8267
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

CEQA and 2038 Analysis - Alternative 4

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 4 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,365	0%	--	F	47.0	48.9	1.000	2297	4595
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,180	0%	--	B	13.9	55.0	1.000	765	2295
3	I-110 south of C St	Basic	4	--	65	7,336	0%	--	D	31.6	61.0	1.000	1931	7722
4	I-110 north of 223rd St	Basic	4	--	65	9,889	0%	--	F	58.5	44.5	1.000	2602	10409
5	I-110 north of I-405	Basic	5	--	65	10,533	0%	--	E	39.9	55.5	1.000	2217	11087
6	I-710 between PCH and Willow St	Basic	3	--	55	7,865	0%	--	F	85.5	32.3	1.000	2760	8279
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,029	0%	--	F	70.2	37.6	1.000	2639	10557
8	I-710 at Alondra Blvd	Basic	5	--	65	9,556	0%	--	D	33.7	59.7	1.000	2012	10059
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,545	0%	--	E	41.0	54.8	1.000	2249	8995
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,387	0%	--	F	47.5	48.6	1.000	2309	4618
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,194	0%	--	B	14.0	55.0	1.000	770	2309
3	I-110 south of C St	Basic	4	--	65	7,347	0%	--	D	31.7	61.0	1.000	1934	7734
4	I-110 north of 223rd St	Basic	4	--	65	9,896	0%	--	F	58.6	44.4	1.000	2604	10417
5	I-110 north of I-405	Basic	5	--	65	10,538	0%	--	E	40.0	55.5	1.000	2218	11092
6	I-710 between PCH and Willow St	Basic	3	--	55	7,889	0%	--	F	86.9	31.9	1.000	2768	8304
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,051	0%	--	F	70.8	37.4	1.000	2645	10580
8	I-710 at Alondra Blvd	Basic	5	--	65	9,576	0%	--	D	33.8	59.6	1.000	2016	10080
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,582	0%	--	E	41.4	54.6	1.000	2258	9034
10	I-710 north of Florence Ave	Basic	4	--	65	8,559	0%	--	E	41.2	54.7	1.000	2252	9010
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,898	0%	--	C	18.2	55.0	1.000	999	1998
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,133	0%	--	A	7.2	55.0	1.000	398	1193
3	I-110 south of C St	Basic	4	--	65	3,782	0%	--	B	15.3	65.0	1.000	995	3981
4	I-110 north of 223rd St	Basic	4	--	65	6,359	0%	--	D	26.2	63.9	1.000	1673	6694
5	I-110 north of I-405	Basic	5	--	65	10,570	0%	--	E	40.2	55.3	1.000	2225	11126
6	I-710 between PCH and Willow St	Basic	3	--	55	6,466	0%	--	F	45.8	49.6	1.000	2269	6806
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,021	0%	--	E	40.1	52.6	1.000	2111	8443
8	I-710 at Alondra Blvd	Basic	5	--	65	8,044	0%	--	D	26.6	63.8	1.000	1694	8468
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,947	0%	--	E	35.9	58.2	1.000	2091	8365
10	I-710 north of Florence Ave	Basic	4	--	65	8,549	0%	--	E	41.1	54.8	1.000	2250	8999
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,585	0%	--	F	52.8	45.7	1.000	2413	4826
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,079	0%	--	B	13.3	55.0	1.000	729	2188
3	I-110 south of C St	Basic	4	--	65	5,232	0%	--	C	21.2	65.0	1.000	1377	5507
4	I-110 north of 223rd St	Basic	4	--	65	6,809	0%	--	D	28.5	62.8	1.000	1792	7167
5	I-110 north of I-405	Basic	5	--	65	9,976	0%	--	E	36.2	58.0	1.000	2100	10501
6	I-710 between PCH and Willow St	Basic	3	--	55	5,476	0%	--	E	35.2	54.6	1.000	1921	5764
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,059	0%	--	E	40.4	52.5	1.000	2121	8483
8	I-710 at Alondra Blvd	Basic	5	--	65	8,550	0%	--	D	28.7	62.7	1.000	1800	9000
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,462	0%	--	E	40.3	55.3	1.000	2227	8907
10	I-710 north of Florence Ave	Basic	4	--	65	8,566	0%	--	E	41.2	54.7	1.000	2254	9017
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,619	0%	--	F	53.8	45.2	1.000	2431	4862
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,109	0%	--	B	13.5	55.0	1.000	740	2220
3	I-110 south of C St	Basic	4	--	65	5,254	0%	--	C	21.3	65.0	1.000	1383	5530
4	I-110 north of 223rd St	Basic	4	--	65	6,822	0%	--	D	28.6	62.8	1.000	1795	7181
5	I-110 north of I-405	Basic	5	--	65	9,983	0%	--	E	36.2	58.0	1.000	2102	10508
6	I-710 between PCH and Willow St	Basic	3	--	55	5,515	0%	--	E	35.5	54.5	1.000	1935	5805
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,097	0%	--	E	40.7	52.3	1.000	2131	8523
8	I-710 at Alondra Blvd	Basic	5	--	65	8,584	0%	--	D	28.8	62.7	1.000	1807	9035
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,487	0%	--	E	40.5	55.1	1.000	2234	8934
10	I-710 north of Florence Ave	Basic	4	--	65	8,590	0%	--	E	41.5	54.5	1.000	2261	9042
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,798	0%	--	D	26.8	55.0	1.000	1472	2945
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,203	0%	--	A	7.7	55.0	1.000	422	1266
3	I-110 south of C St	Basic	4	--	65	4,700	0%	--	C	19.0	65.0	1.000	1237	4947
4	I-110 north of 223rd St	Basic	4	--	65	7,698	0%	--	D	34.1	59.4	1.000	2026	8103
5	I-110 north of I-405	Basic	5	--	65	10,447	0%	--	E	39.3	55.9	1.000	2199	10997
6	I-710 between PCH and Willow St	Basic	3	--	55	5,858	0%	--	E	38.5	53.4	1.000	2055	6166
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,823	0%	--	D	32.6	55.0	1.000	1795	7182
8	I-710 at Alondra Blvd	Basic	5	--	65	6,525	0%	--	C	21.1	65.0	1.000	1374	6869
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,491	0%	--	D	26.8	63.7	1.000	1708	6833
10	I-710 north of Florence Ave	Basic	4	--	65	5,574	0%	--	C	22.6	64.9	1.000	1467	5867
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 4 AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,602	0%	--	D	34.6	54.8	1.000	1896	3792				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,964	0%	--	C	18.9	55.0	1.000	1040	3120				
3	I-110 south of C St	Basic	4	--	65	6,302	0%	--	C	25.9	64.1	1.000	1658	6634				
4	I-110 north of 223rd St	Basic	5	--	65	8,407	0%	--	D	28.1	63.1	1.000	1770	8849				
5	I-110 north of I-405	Basic	5	--	65	11,957	0%	--	F	53.2	47.3	1.000	2517	12586				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,784	0%	--	F	213.8	14.4	1.000	3082	9246				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,583	0%	--	F	59.9	42.1	1.000	2522	10087				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,226	0%	--	E	37.8	57.0	1.000	2153	10764				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,532	0%	--	F	52.7	47.6	1.000	2508	10034				
10	I-710 north of Florence Ave	Basic	4	--	65	10,645	0%	--	F	75.4	37.2	1.000	2801	11205				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,617	0%	--	D	34.8	54.7	1.000	1903	3807				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,990	0%	--	C	19.1	55.0	1.000	1049	3147				
3	I-110 south of C St	Basic	4	--	65	6,311	0%	--	C	25.9	64.0	1.000	1661	6643				
4	I-110 north of 223rd St	Basic	5	--	65	8,414	0%	--	D	28.1	63.0	1.000	1771	8857				
5	I-110 north of I-405	Basic	5	--	65	11,961	0%	--	F	53.3	47.3	1.000	2518	12590				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,808	0%	--	F	222.8	13.9	1.000	3091	9272				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,608	0%	--	F	60.3	41.9	1.000	2528	10114				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,249	0%	--	E	37.9	56.9	1.000	2158	10789				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,551	0%	--	F	53.0	47.4	1.000	2513	10053				
10	I-710 north of Florence Ave	Basic	4	--	65	10,663	0%	--	F	75.9	37.0	1.000	2806	11224				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,250	0%	--	C	21.5	55.0	1.000	1184	2368				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	947	0%	--	A	6.0	55.0	1.000	332	997				
3	I-110 south of C St	Basic	4	--	65	5,105	0%	--	C	20.7	65.0	1.000	1343	5374				
4	I-110 north of 223rd St	Basic	5	--	65	8,429	0%	--	D	28.2	63.0	1.000	1775	8873				
5	I-110 north of I-405	Basic	5	--	65	9,269	0%	--	D	32.2	60.7	1.000	1951	9757				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,570	0%	--	F	47.3	48.7	1.000	2305	6916				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,642	0%	--	E	37.3	53.9	1.000	2011	8044				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,654	0%	--	C	25.0	64.4	1.000	1611	8057				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,395	0%	--	D	32.0	60.8	1.000	1946	7784				
10	I-710 north of Florence Ave	Basic	4	--	65	7,536	0%	--	D	33.0	60.2	1.000	1983	7933				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,385	0%	--	C	22.7	64.9	1.000	1471	8826				

Notes: operation analysis were conducted using HCM 2010 methodology.

- 1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
 - 2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
 - 3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
 - 4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
 - 5 Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- * = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95	PCE: 1.5		Flow Rate Calculation						
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,277	0%	--	D	31.4	55.0	1.000	1725	3449
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,870	0%	--	B	11.9	55.0	1.000	656	1968
3	I-110 south of C St	Basic	4	--	65	5,460	0%	--	C	22.1	65.0	1.000	1437	5747
4	I-110 north of 223rd St	Basic	5	--	65	8,089	0%	--	D	26.7	63.7	1.000	1703	8515
5	I-110 north of I-405	Basic	5	--	65	10,814	0%	--	E	42.1	54.1	1.000	2277	11383
6	I-710 between PCH and Willow St	Basic	3	--	55	6,020	0%	--	E	40.2	52.6	1.000	2112	6337
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,600	0%	--	D	31.6	55.0	1.000	1737	6947
8	I-710 at Alondra Blvd	Basic	5	--	65	6,790	0%	--	C	22.0	65.0	1.000	1429	7147
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,668	0%	--	D	27.8	63.2	1.000	1755	7019
10	I-710 north of Florence Ave	Basic	4	--	65	6,187	0%	--	C	25.3	64.3	1.000	1628	6513
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,292	0%	--	D	31.5	55.0	1.000	1733	3465
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,893	0%	--	B	12.1	55.0	1.000	664	1993
3	I-110 south of C St	Basic	4	--	65	5,469	0%	--	C	22.1	65.0	1.000	1439	5757
4	I-110 north of 223rd St	Basic	5	--	65	8,096	0%	--	D	26.8	63.7	1.000	1704	8522
5	I-110 north of I-405	Basic	5	--	65	10,818	0%	--	E	42.1	54.1	1.000	2277	11387
6	I-710 between PCH and Willow St	Basic	3	--	55	6,052	0%	--	E	40.5	52.4	1.000	2123	6370
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,631	0%	--	D	31.7	55.0	1.000	1745	6980
8	I-710 at Alondra Blvd	Basic	5	--	65	6,821	0%	--	C	22.1	65.0	1.000	1436	7180
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,689	0%	--	D	27.9	63.2	1.000	1760	7041
10	I-710 north of Florence Ave	Basic	4	--	65	6,207	0%	--	C	25.4	64.2	1.000	1633	6534
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,774	0%	--	D	26.5	55.0	1.000	1460	2920
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,021	0%	--	A	6.5	55.0	1.000	358	1074
3	I-110 south of C St	Basic	4	--	65	3,311	0%	--	B	13.4	65.0	1.000	871	3485
4	I-110 north of 223rd St	Basic	5	--	65	5,706	0%	--	C	18.5	65.0	1.000	1201	6006
5	I-110 north of I-405	Basic	5	--	65	9,006	0%	--	D	30.8	61.5	1.000	1896	9480
6	I-710 between PCH and Willow St	Basic	3	--	55	5,691	0%	--	E	36.9	54.0	1.000	1997	5990
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,557	0%	--	E	36.7	54.1	1.000	1989	7955
8	I-710 at Alondra Blvd	Basic	5	--	65	7,899	0%	--	C	26.0	64.0	1.000	1663	8315
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,860	0%	--	E	35.3	58.7	1.000	2068	8273
10	I-710 north of Florence Ave	Basic	4	--	65	7,844	0%	--	E	35.1	58.7	1.000	2064	8257
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

CEQA and 2038 Analysis - Alternative 5

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 5 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,365	0%	--	F	47.0	48.9	1.000	2297	4595
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,180	0%	--	B	13.9	55.0	1.000	765	2295
3	I-110 south of C St	Basic	4	--	65	7,336	0%	--	D	31.6	61.0	1.000	1931	7722
4	I-110 north of 223rd St	Basic	4	--	65	9,889	0%	--	F	58.5	44.5	1.000	2602	10409
5	I-110 north of I-405	Basic	5	--	65	10,533	0%	--	E	39.9	55.5	1.000	2217	11087
6	I-710 between PCH and Willow St	Basic	3	--	55	7,865	0%	--	F	85.5	32.3	1.000	2760	8279
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,029	0%	--	F	70.2	37.6	1.000	2639	10557
8	I-710 at Alondra Blvd	Basic	5	--	65	9,556	0%	--	D	33.7	59.7	1.000	2012	10059
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,545	0%	--	E	41.0	54.8	1.000	2249	8995
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,406	0%	--	F	48.0	48.4	1.000	2319	4638
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,204	0%	--	B	14.1	55.0	1.000	773	2320
3	I-110 south of C St	Basic	4	--	65	7,356	0%	--	D	31.8	60.9	1.000	1936	7743
4	I-110 north of 223rd St	Basic	4	--	65	9,901	0%	--	F	58.7	44.4	1.000	2606	10422
5	I-110 north of I-405	Basic	5	--	65	10,541	0%	--	E	40.0	55.5	1.000	2219	11096
6	I-710 between PCH and Willow St	Basic	3	--	55	7,906	0%	--	F	87.9	31.6	1.000	2774	8322
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,068	0%	--	F	71.2	37.2	1.000	2649	10597
8	I-710 at Alondra Blvd	Basic	5	--	65	9,591	0%	--	D	33.9	59.6	1.000	2019	10095
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,593	0%	--	E	41.5	54.5	1.000	2261	9045
10	I-710 north of Florence Ave	Basic	4	--	65	8,569	0%	--	E	41.3	54.6	1.000	2255	9020
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,917	0%	--	C	18.3	55.0	1.000	1009	2018
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,143	0%	--	A	7.3	55.0	1.000	401	1204
3	I-110 south of C St	Basic	4	--	65	3,791	0%	--	B	15.3	65.0	1.000	998	3990
4	I-110 north of 223rd St	Basic	4	--	65	6,364	0%	--	D	26.2	63.9	1.000	1675	6699
5	I-110 north of I-405	Basic	5	--	65	10,573	0%	--	E	40.2	55.3	1.000	2226	11130
6	I-710 between PCH and Willow St	Basic	3	--	55	6,483	0%	--	F	46.0	49.4	1.000	2275	6825
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,037	0%	--	E	40.2	52.6	1.000	2115	8460
8	I-710 at Alondra Blvd	Basic	5	--	65	8,059	0%	--	D	26.6	63.8	1.000	1697	8483
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,957	0%	--	E	36.0	58.2	1.000	2094	8376
10	I-710 north of Florence Ave	Basic	4	--	65	8,560	0%	--	E	41.2	54.7	1.000	2253	9010
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,585	0%	--	F	52.8	45.7	1.000	2413	4826
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,079	0%	--	B	13.3	55.0	1.000	729	2188
3	I-110 south of C St	Basic	4	--	65	5,232	0%	--	C	21.2	65.0	1.000	1377	5507
4	I-110 north of 223rd St	Basic	4	--	65	6,809	0%	--	D	28.5	62.8	1.000	1792	7167
5	I-110 north of I-405	Basic	5	--	65	9,976	0%	--	E	36.2	58.0	1.000	2100	10501
6	I-710 between PCH and Willow St	Basic	3	--	55	5,476	0%	--	E	35.2	54.6	1.000	1921	5764
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,059	0%	--	E	40.4	52.5	1.000	2121	8483
8	I-710 at Alondra Blvd	Basic	5	--	65	8,550	0%	--	D	28.7	62.7	1.000	1800	9000
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,462	0%	--	E	40.3	55.3	1.000	2227	8907
10	I-710 north of Florence Ave	Basic	4	--	65	8,566	0%	--	E	41.2	54.7	1.000	2254	9017
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,647	0%	--	F	54.7	44.7	1.000	2446	4891
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,132	0%	--	B	13.6	55.0	1.000	748	2244
3	I-110 south of C St	Basic	4	--	65	5,271	0%	--	C	21.3	65.0	1.000	1387	5549
4	I-110 north of 223rd St	Basic	4	--	65	6,831	0%	--	D	28.6	62.8	1.000	1798	7191
5	I-110 north of I-405	Basic	5	--	65	9,988	0%	--	E	36.3	58.0	1.000	2103	10514
6	I-710 between PCH and Willow St	Basic	3	--	55	5,545	0%	--	E	35.7	54.5	1.000	1945	5836
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,125	0%	--	E	41.0	52.2	1.000	2138	8553
8	I-710 at Alondra Blvd	Basic	5	--	65	8,608	0%	--	D	29.0	62.6	1.000	1812	9062
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,506	0%	--	E	40.7	55.0	1.000	2238	8954
10	I-710 north of Florence Ave	Basic	4	--	65	8,608	0%	--	E	41.7	54.4	1.000	2265	9061
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,826	0%	--	D	27.0	55.0	1.000	1487	2974
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,226	0%	--	A	7.8	55.0	1.000	430	1291
3	I-110 south of C St	Basic	4	--	65	4,717	0%	--	C	19.1	65.0	1.000	1241	4966
4	I-110 north of 223rd St	Basic	4	--	65	7,708	0%	--	D	34.1	59.4	1.000	2028	8114
5	I-110 north of I-405	Basic	5	--	65	10,452	0%	--	E	39.4	55.9	1.000	2200	11002
6	I-710 between PCH and Willow St	Basic	3	--	55	5,887	0%	--	E	38.8	53.3	1.000	2066	6197
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,851	0%	--	D	32.8	55.0	1.000	1803	7212
8	I-710 at Alondra Blvd	Basic	5	--	65	6,550	0%	--	C	21.2	65.0	1.000	1379	6895
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,510	0%	--	D	26.9	63.6	1.000	1713	6853
10	I-710 north of Florence Ave	Basic	4	--	65	5,591	0%	--	C	22.7	64.9	1.000	1471	5886
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 5 AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,602	0%	--	D	34.6	54.8	1.000	1896	3792				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,964	0%	--	C	18.9	55.0	1.000	1040	3120				
3	I-110 south of C St	Basic	4	--	65	6,302	0%	--	C	25.9	64.1	1.000	1658	6634				
4	I-110 north of 223rd St	Basic	5	--	65	8,407	0%	--	D	28.1	63.1	1.000	1770	8849				
5	I-110 north of I-405	Basic	5	--	65	11,957	0%	--	F	53.2	47.3	1.000	2517	12586				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,784	0%	--	F	213.8	14.4	1.000	3082	9246				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,583	0%	--	F	59.9	42.1	1.000	2522	10087				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,226	0%	--	E	37.8	57.0	1.000	2153	10764				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,532	0%	--	F	52.7	47.6	1.000	2508	10034				
10	I-710 north of Florence Ave	Basic	4	--	65	10,645	0%	--	F	75.4	37.2	1.000	2801	11205				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,628	0%	--	D	34.9	54.7	1.000	1910	3819				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	3,010	0%	--	C	19.2	55.0	1.000	1056	3169				
3	I-110 south of C St	Basic	4	--	65	6,318	0%	--	C	26.0	64.0	1.000	1663	6650				
4	I-110 north of 223rd St	Basic	5	--	65	8,419	0%	--	D	28.1	63.0	1.000	1772	8862				
5	I-110 north of I-405	Basic	5	--	65	11,963	0%	--	F	53.3	47.3	1.000	2519	12593				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,826	0%	--	F	229.9	13.5	1.000	3097	9291				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,627	0%	--	F	60.7	41.7	1.000	2533	10133				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,266	0%	--	E	38.1	56.8	1.000	2161	10806				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,564	0%	--	F	53.2	47.3	1.000	2517	10068				
10	I-710 north of Florence Ave	Basic	4	--	65	10,675	0%	--	F	76.3	36.8	1.000	2809	11237				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7907				
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,261	0%	--	C	21.6	55.0	1.000	1190	2380				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	968	0%	--	A	6.2	55.0	1.000	340	1019				
3	I-110 south of C St	Basic	4	--	65	5,112	0%	--	C	20.7	65.0	1.000	1345	5381				
4	I-110 north of 223rd St	Basic	5	--	65	8,434	0%	--	D	28.2	63.0	1.000	1776	8878				
5	I-110 north of I-405	Basic	5	--	65	9,272	0%	--	D	32.2	60.7	1.000	1952	9760				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,588	0%	--	F	47.6	48.5	1.000	2311	6934				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,661	0%	--	E	37.4	53.8	1.000	2016	8064				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,671	0%	--	C	25.1	64.3	1.000	1615	8075				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,408	0%	--	D	32.1	60.7	1.000	1950	7798				
10	I-710 north of Florence Ave	Basic	4	--	65	7,549	0%	--	D	33.0	60.1	1.000	1987	7946				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,385	0%	--	C	22.7	64.9	1.000	1471	8826				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,277	0%	--	D	31.4	55.0	1.000	1725	3449
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,870	0%	--	B	11.9	55.0	1.000	656	1968
3	I-110 south of C St	Basic	4	--	65	5,460	0%	--	C	22.1	65.0	1.000	1437	5747
4	I-110 north of 223rd St	Basic	5	--	65	8,089	0%	--	D	26.7	63.7	1.000	1703	8515
5	I-110 north of I-405	Basic	5	--	65	10,814	0%	--	E	42.1	54.1	1.000	2277	11383
6	I-710 between PCH and Willow St	Basic	3	--	55	6,020	0%	--	E	40.2	52.6	1.000	2112	6337
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,600	0%	--	D	31.6	55.0	1.000	1737	6947
8	I-710 at Alondra Blvd	Basic	5	--	65	6,790	0%	--	C	22.0	65.0	1.000	1429	7147
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,668	0%	--	D	27.8	63.2	1.000	1755	7019
10	I-710 north of Florence Ave	Basic	4	--	65	6,187	0%	--	C	25.3	64.3	1.000	1628	6513
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,303	0%	--	D	31.6	55.0	1.000	1739	3477
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,912	0%	--	B	12.2	55.0	1.000	671	2012
3	I-110 south of C St	Basic	4	--	65	5,475	0%	--	C	22.2	65.0	1.000	1441	5763
4	I-110 north of 223rd St	Basic	5	--	65	8,101	0%	--	D	26.8	63.7	1.000	1705	8527
5	I-110 north of I-405	Basic	5	--	65	10,821	0%	--	E	42.1	54.1	1.000	2278	11391
6	I-710 between PCH and Willow St	Basic	3	--	55	6,075	0%	--	E	40.8	52.3	1.000	2131	6394
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,654	0%	--	D	31.8	55.0	1.000	1751	7004
8	I-710 at Alondra Blvd	Basic	5	--	65	6,844	0%	--	C	22.2	65.0	1.000	1441	7204
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,705	0%	--	D	28.0	63.1	1.000	1764	7058
10	I-710 north of Florence Ave	Basic	4	--	65	6,222	0%	--	C	25.5	64.2	1.000	1637	6549
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	21.8	65.0	1.000	1418	8507
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,785	0%	--	D	26.7	55.0	1.000	1466	2932
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,039	0%	--	A	6.6	55.0	1.000	364	1093
3	I-110 south of C St	Basic	4	--	65	3,317	0%	--	B	13.4	65.0	1.000	873	3492
4	I-110 north of 223rd St	Basic	5	--	65	5,711	0%	--	C	18.5	65.0	1.000	1202	6012
5	I-110 north of I-405	Basic	5	--	65	9,009	0%	--	D	30.8	61.5	1.000	1897	9483
6	I-710 between PCH and Willow St	Basic	3	--	55	5,714	0%	--	E	37.2	54.0	1.000	2005	6014
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,580	0%	--	E	36.9	54.1	1.000	1995	7979
8	I-710 at Alondra Blvd	Basic	5	--	65	7,922	0%	--	D	26.1	64.0	1.000	1668	8338
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,875	0%	--	E	35.4	58.6	1.000	2072	8290
10	I-710 north of Florence Ave	Basic	4	--	65	7,859	0%	--	E	35.3	58.7	1.000	2068	8273
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

CEQA and 2038 Analysis - Project Alternative

Project Name
Freeway Weaving Worksheet

POLA - 2038 Project AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,365	0%	--	F	47.0	48.9	1.000	2297	4595
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,180	0%	--	B	13.9	55.0	1.000	765	2295
3	I-110 south of C St	Basic	4	--	65	7,336	0%	--	D	31.6	61.0	1.000	1931	7722
4	I-110 north of 223rd St	Basic	4	--	65	9,889	0%	--	F	58.5	44.5	1.000	2602	10409
5	I-110 north of I-405	Basic	5	--	65	10,533	0%	--	E	39.9	55.5	1.000	2217	11087
6	I-710 between PCH and Willow St	Basic	3	--	55	7,865	0%	--	F	85.5	32.3	1.000	2760	8279
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,029	0%	--	F	70.2	37.6	1.000	2639	10557
8	I-710 at Alondra Blvd	Basic	5	--	65	9,556	0%	--	D	33.7	59.7	1.000	2012	10059
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,545	0%	--	E	41.0	54.8	1.000	2249	8995
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,407	0%	--	F	48.0	48.3	1.000	2319	4639
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,205	0%	--	B	14.1	55.0	1.000	774	2322
3	I-110 south of C St	Basic	4	--	65	7,357	0%	--	D	31.8	60.9	1.000	1936	7745
4	I-110 north of 223rd St	Basic	4	--	65	9,902	0%	--	F	58.7	44.4	1.000	2606	10424
5	I-110 north of I-405	Basic	5	--	65	10,542	0%	--	E	40.0	55.5	1.000	2219	11096
6	I-710 between PCH and Willow St	Basic	3	--	55	7,910	0%	--	F	88.1	31.5	1.000	2775	8326
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	10,071	0%	--	F	71.3	37.2	1.000	2650	10601
8	I-710 at Alondra Blvd	Basic	5	--	65	9,594	0%	--	D	33.9	59.6	1.000	2020	10099
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,595	0%	--	E	41.5	54.5	1.000	2262	9047
10	I-710 north of Florence Ave	Basic	4	--	65	8,572	0%	--	E	41.3	54.6	1.000	2256	9023
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,741	0%	--	E	41.5	54.5	1.000	2261	11306
12	SR-91 east of Alameda St	Basic	6	--	65	8,650	0%	--	C	23.4	64.8	1.000	1518	9105
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,918	0%	--	C	18.4	55.0	1.000	1009	2019
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,145	0%	--	A	7.3	55.0	1.000	402	1205
3	I-110 south of C St	Basic	4	--	65	3,792	0%	--	B	15.4	65.0	1.000	998	3992
4	I-110 north of 223rd St	Basic	4	--	65	6,365	0%	--	D	26.2	63.9	1.000	1675	6700
5	I-110 north of I-405	Basic	5	--	65	10,574	0%	--	E	40.2	55.3	1.000	2226	11131
6	I-710 between PCH and Willow St	Basic	3	--	55	6,487	0%	--	F	46.1	49.4	1.000	2276	6828
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,040	0%	--	E	40.3	52.5	1.000	2116	8463
8	I-710 at Alondra Blvd	Basic	5	--	65	8,062	0%	--	D	26.6	63.7	1.000	1697	8486
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,960	0%	--	E	36.0	58.2	1.000	2095	8379
10	I-710 north of Florence Ave	Basic	4	--	65	8,562	0%	--	E	41.2	54.7	1.000	2253	9013
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,585	0%	--	F	52.8	45.7	1.000	2413	4826
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,079	0%	--	B	13.3	55.0	1.000	729	2188
3	I-110 south of C St	Basic	4	--	65	5,232	0%	--	C	21.2	65.0	1.000	1377	5507
4	I-110 north of 223rd St	Basic	4	--	65	6,809	0%	--	D	28.5	62.8	1.000	1792	7167
5	I-110 north of I-405	Basic	5	--	65	9,976	0%	--	E	36.2	58.0	1.000	2100	10501
6	I-710 between PCH and Willow St	Basic	3	--	55	5,476	0%	--	E	35.2	54.6	1.000	1921	5764
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,059	0%	--	E	40.4	52.5	1.000	2121	8483
8	I-710 at Alondra Blvd	Basic	5	--	65	8,550	0%	--	D	28.7	62.7	1.000	1800	9000
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,462	0%	--	E	40.3	55.3	1.000	2227	8907
10	I-710 north of Florence Ave	Basic	4	--	65	8,566	0%	--	E	41.2	54.7	1.000	2254	9017
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,649	0%	--	F	54.8	44.7	1.000	2447	4893
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,135	0%	--	B	13.6	55.0	1.000	749	2247
3	I-110 south of C St	Basic	4	--	65	5,273	0%	--	C	21.3	65.0	1.000	1388	5550
4	I-110 north of 223rd St	Basic	4	--	65	6,833	0%	--	D	28.7	62.8	1.000	1798	7192
5	I-110 north of I-405	Basic	5	--	65	9,989	0%	--	E	36.3	58.0	1.000	2103	10515
6	I-710 between PCH and Willow St	Basic	3	--	55	5,550	0%	--	E	35.8	54.5	1.000	1947	5842
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,131	0%	--	E	41.0	52.2	1.000	2140	8559
8	I-710 at Alondra Blvd	Basic	5	--	65	8,614	0%	--	D	29.0	62.6	1.000	1813	9067
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,510	0%	--	E	40.7	55.0	1.000	2240	8958
10	I-710 north of Florence Ave	Basic	4	--	65	8,612	0%	--	E	41.7	54.4	1.000	2266	9065
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,687	0%	--	D	34.4	59.2	1.000	2039	10197
12	SR-91 east of Alameda St	Basic	6	--	65	6,735	0%	--	C	18.2	65.0	1.000	1182	7089
CEQA Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,828	0%	--	D	27.1	55.0	1.000	1488	2976
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,229	0%	--	A	7.8	55.0	1.000	431	1294
3	I-110 south of C St	Basic	4	--	65	4,719	0%	--	C	19.1	65.0	1.000	1242	4968
4	I-110 north of 223rd St	Basic	4	--	65	7,709	0%	--	D	34.2	59.4	1.000	2029	8115
5	I-110 north of I-405	Basic	5	--	65	10,453	0%	--	E	39.4	55.9	1.000	2201	11003
6	I-710 between PCH and Willow St	Basic	3	--	55	5,893	0%	--	E	38.8	53.2	1.000	2068	6203
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,857	0%	--	D	32.8	55.0	1.000	1804	7217
8	I-710 at Alondra Blvd	Basic	5	--	65	6,555	0%	--	C	21.2	65.0	1.000	1380	6900
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,514	0%	--	D	27.0	63.6	1.000	1714	6857
10	I-710 north of Florence Ave	Basic	4	--	65	5,595	0%	--	C	22.7	64.9	1.000	1472	5890
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,602	0%	--	D	34.6	54.8	1.000	1896	3792				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,964	0%	--	C	18.9	55.0	1.000	1040	3120				
3	I-110 south of C St	Basic	4	--	65	6,302	0%	--	C	25.9	64.1	1.000	1658	6634				
4	I-110 north of 223rd St	Basic	5	--	65	8,407	0%	--	D	28.1	63.1	1.000	1770	8849				
5	I-110 north of I-405	Basic	5	--	65	11,957	0%	--	F	53.2	47.3	1.000	2517	12586				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,784	0%	--	F	213.8	14.4	1.000	3082	9246				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,583	0%	--	F	59.9	42.1	1.000	2522	10087				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,226	0%	--	E	37.8	57.0	1.000	2153	10764				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,532	0%	--	F	52.7	47.6	1.000	2508	10034				
10	I-710 north of Florence Ave	Basic	4	--	65	10,645	0%	--	F	75.4	37.2	1.000	2801	11205				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7906				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,630	0%	--	D	34.9	54.7	1.000	1910	3821				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	3,012	0%	--	C	19.2	55.0	1.000	1057	3171				
3	I-110 south of C St	Basic	4	--	65	6,319	0%	--	C	26.0	64.0	1.000	1663	6652				
4	I-110 north of 223rd St	Basic	5	--	65	8,420	0%	--	D	28.1	63.0	1.000	1773	8863				
5	I-110 north of I-405	Basic	5	--	65	11,964	0%	--	F	53.3	47.3	1.000	2519	12593				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,830	0%	--	F	231.5	13.4	1.000	3098	9295				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,630	0%	--	F	60.8	41.7	1.000	2534	10137				
8	I-710 at Alondra Blvd	Basic	5	--	65	10,270	0%	--	E	38.1	56.8	1.000	2162	10810				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,567	0%	--	F	53.2	47.3	1.000	2518	10071				
10	I-710 north of Florence Ave	Basic	4	--	65	10,678	0%	--	F	76.3	36.8	1.000	2810	11240				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,205	0%	--	D	27.2	63.5	1.000	1727	8637				
12	SR-91 east of Alameda St	Basic	6	--	65	7,511	0%	--	C	20.3	65.0	1.000	1318	7907				
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,263	0%	--	C	21.7	55.0	1.000	1191	2382				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	970	0%	--	A	6.2	55.0	1.000	340	1021				
3	I-110 south of C St	Basic	4	--	65	5,113	0%	--	C	20.7	65.0	1.000	1346	5382				
4	I-110 north of 223rd St	Basic	5	--	65	8,435	0%	--	D	28.2	63.0	1.000	1776	8879				
5	I-110 north of I-405	Basic	5	--	65	9,272	0%	--	D	32.2	60.7	1.000	1952	9760				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,591	0%	--	F	47.7	48.5	1.000	2313	6938				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,664	0%	--	E	37.5	53.8	1.000	2017	8068				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,675	0%	--	C	25.1	64.3	1.000	1616	8079				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,411	0%	--	D	32.1	60.7	1.000	1950	7801				
10	I-710 north of Florence Ave	Basic	4	--	65	7,552	0%	--	D	33.1	60.1	1.000	1987	7949				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,385	0%	--	C	22.7	64.9	1.000	1471	8826				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2038 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	22.1	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,277	0%	--	D	31.4	55.0	1.000	1725	3449
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,870	0%	--	B	11.9	55.0	1.000	656	1968
3	I-110 south of C St	Basic	4	--	65	5,460	0%	--	C	22.1	65.0	1.000	1437	5747
4	I-110 north of 223rd St	Basic	5	--	65	8,089	0%	--	D	26.7	63.7	1.000	1703	8515
5	I-110 north of I-405	Basic	5	--	65	10,814	0%	--	E	42.1	54.1	1.000	2277	11383
6	I-710 between PCH and Willow St	Basic	3	--	55	6,020	0%	--	E	40.2	52.6	1.000	2112	6337
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,600	0%	--	D	31.6	55.0	1.000	1737	6947
8	I-710 at Alondra Blvd	Basic	5	--	65	6,790	0%	--	C	22.0	65.0	1.000	1429	7147
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,668	0%	--	D	27.8	63.2	1.000	1755	7019
10	I-710 north of Florence Ave	Basic	4	--	65	6,187	0%	--	C	25.3	64.3	1.000	1628	6513
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	22.2	65.0	1.000	1418	8507
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,305	0%	--	D	31.6	55.0	1.000	1739	3479
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,914	0%	--	B	12.2	55.0	1.000	672	2015
3	I-110 south of C St	Basic	4	--	65	5,476	0%	--	C	22.2	65.0	1.000	1441	5765
4	I-110 north of 223rd St	Basic	5	--	65	8,102	0%	--	D	26.8	63.7	1.000	1706	8529
5	I-110 north of I-405	Basic	5	--	65	10,822	0%	--	E	42.1	54.1	1.000	2278	11391
6	I-710 between PCH and Willow St	Basic	3	--	55	6,080	0%	--	E	40.8	52.3	1.000	2133	6400
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,659	0%	--	D	31.9	55.0	1.000	1752	7010
8	I-710 at Alondra Blvd	Basic	5	--	65	6,849	0%	--	C	22.2	65.0	1.000	1442	7209
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,708	0%	--	D	28.0	63.1	1.000	1765	7061
10	I-710 north of Florence Ave	Basic	4	--	65	6,225	0%	--	C	25.5	64.2	1.000	1638	6553
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,211	0%	--	F	45.5	51.9	1.000	2360	11801
12	SR-91 east of Alameda St	Basic	6	--	65	8,082	0%	--	C	13.4	65.0	1.000	1418	8507
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,787	0%	--	D	26.7	55.0	1.000	1467	2934
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,041	0%	--	A	6.6	55.0	1.000	365	1096
3	I-110 south of C St	Basic	4	--	65	3,318	0%	--	B	13.4	65.0	1.000	873	3493
4	I-110 north of 223rd St	Basic	5	--	65	5,712	0%	--	C	18.5	65.0	1.000	1203	6013
5	I-110 north of I-405	Basic	5	--	65	9,010	0%	--	D	30.8	61.5	1.000	1897	9484
6	I-710 between PCH and Willow St	Basic	3	--	55	5,719	0%	--	E	37.2	53.9	1.000	2007	6020
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,585	0%	--	E	36.9	54.1	1.000	1996	7984
8	I-710 at Alondra Blvd	Basic	5	--	65	7,927	0%	--	D	26.1	64.0	1.000	1669	8344
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,879	0%	--	E	35.4	58.6	1.000	2073	8293
10	I-710 north of Florence Ave	Basic	4	--	65	7,862	0%	--	E	35.3	58.7	1.000	2069	8276
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2019 - Alternative 3

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 3 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 3 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 3 AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497				
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136				
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760				
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067				
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078				
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497				
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136				
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760				
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067				
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078				
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 3 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2019 - Alternative 4

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alt 4 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alt 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,440	0%	--	D	34.9	54.7	1.000	1909	5726
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,101	0%	--	E	40.8	52.3	1.000	2132	8527
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alt 4 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alt 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2019 - Alternative 5

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 5 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126

Notes: operation analysis were conducted using HCM 2010 methodology.

- 1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.
- 2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.
- 3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.
- 4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.
- 5 Operation occurs on freeway collector/distributor.
- N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.
- * = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 5 AM Peak Hour LOS Analysis				Default FFS:	65	PHF:	0.95	PCE:	1.5	Flow Rate Calculation				
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95	PCE: 1.5		Flow Rate Calculation						
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2019 - Project Alternative

Project Name
Freeway Weaving Worksheet

POLA - 2019 Project AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,508	0%	--	D	33.6	54.9	1.000	1846	3693
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	642	0%	--	A	4.1	55.0	1.000	225	676
3	I-110 south of C St	Basic	4	--	65	5,565	0%	--	C	22.6	64.9	1.000	1464	5858
4	I-110 north of 223rd St	Basic	4	--	65	8,975	0%	--	F	45.5	51.9	1.000	2362	9447
5	I-110 north of I-405	Basic	5	--	65	10,531	0%	--	E	39.9	55.5	1.000	2217	11085
6	I-710 between PCH and Willow St	Basic	3	--	55	5,555	0%	--	E	35.8	54.5	1.000	1949	5847
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,045	0%	--	E	40.3	52.5	1.000	2117	8468
8	I-710 at Alondra Blvd	Basic	5	--	65	8,181	0%	--	D	27.1	63.5	1.000	1722	8612
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,639	0%	--	D	33.7	59.7	1.000	2010	8041
10	I-710 north of Florence Ave	Basic	4	--	65	7,940	0%	--	E	35.9	58.3	1.000	2089	8358
11	I-405 at Santa Fe Ave	Basic	5	--	65	12,113	0%	--	F	55.1	46.2	1.000	2550	12751
12	SR-91 east of Alameda St	Basic	6	--	65	9,884	0%	--	D	27.3	63.4	1.000	1734	10404

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,466	0%	--	A	9.4	55.0	1.000	514	1543
3	I-110 south of C St	Basic	4	--	65	4,629	0%	--	C	18.7	65.0	1.000	1218	4873
4	I-110 north of 223rd St	Basic	4	--	65	6,802	0%	--	D	28.5	62.8	1.000	1790	7160
5	I-110 north of I-405	Basic	5	--	65	10,188	0%	--	E	37.5	57.1	1.000	2145	10724
6	I-710 between PCH and Willow St	Basic	3	--	55	5,441	0%	--	D	34.9	54.7	1.000	1909	5727
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,102	0%	--	E	40.8	52.3	1.000	2132	8528
8	I-710 at Alondra Blvd	Basic	5	--	65	8,656	0%	--	D	29.2	62.5	1.000	1822	9112
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,567	0%	--	E	41.3	54.6	1.000	2254	9018
10	I-710 north of Florence Ave	Basic	4	--	65	8,710	0%	--	E	42.7	53.7	1.000	2292	9168
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,400	0%	--	E	39.0	56.2	1.000	2189	10947
12	SR-91 east of Alameda St	Basic	6	--	65	7,720	0%	--	C	20.8	65.0	1.000	1354	8126

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Project AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95	PCE: 1.5		Flow Rate Calculation						
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,199	0%	--	D	30.6	55.0	1.000	1684	3367
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,422	0%	--	A	9.1	55.0	1.000	499	1497
3	I-110 south of C St	Basic	4	--	65	4,879	0%	--	C	19.8	65.0	1.000	1284	5136
4	I-110 north of 223rd St	Basic	5	--	65	7,372	0%	--	C	24.0	64.7	1.000	1552	7760
5	I-110 north of I-405	Basic	5	--	65	11,295	0%	--	F	46.2	51.4	1.000	2378	11889
6	I-710 between PCH and Willow St	Basic	3	--	55	7,020	0%	--	F	55.8	44.1	1.000	2463	7389
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	8,161	0%	--	E	41.3	52.0	1.000	2148	8591
8	I-710 at Alondra Blvd	Basic	5	--	65	9,080	0%	--	D	31.2	61.3	1.000	1912	9558
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,614	0%	--	E	41.7	54.3	1.000	2267	9067
10	I-710 north of Florence Ave	Basic	4	--	65	9,771	0%	--	F	56.5	45.5	1.000	2571	10285
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,624	0%	--	D	29.0	62.6	1.000	1816	9078
12	SR-91 east of Alameda St	Basic	6	--	65	8,460	0%	--	C	22.9	64.9	1.000	1484	8905

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2019 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,687	0%	--	E	35.6	54.5	1.000	1941	3881
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,704	0%	--	A	10.9	55.0	1.000	598	1794
3	I-110 south of C St	Basic	4	--	65	5,500	0%	--	C	22.3	65.0	1.000	1447	5789
4	I-110 north of 223rd St	Basic	5	--	65	8,315	0%	--	D	27.7	63.3	1.000	1751	8753
5	I-110 north of I-405	Basic	5	--	65	11,048	0%	--	E	44.0	52.8	1.000	2326	11629
6	I-710 between PCH and Willow St	Basic	3	--	55	6,136	0%	--	E	41.5	51.9	1.000	2153	6459
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,782	0%	--	D	32.4	55.0	1.000	1785	7139
8	I-710 at Alondra Blvd	Basic	5	--	65	7,172	0%	--	C	23.3	64.8	1.000	1510	7549
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,870	0%	--	D	28.9	62.6	1.000	1808	7232
10	I-710 north of Florence Ave	Basic	4	--	65	6,498	0%	--	D	26.9	63.6	1.000	1710	6840
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,955	0%	--	F	53.2	47.3	1.000	2517	12584
12	SR-91 east of Alameda St	Basic	6	--	65	9,247	0%	--	C	25.2	65.0	1.000	1622	9734

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2026 - Alternative 3

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 3 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,108	0%	--	E	41.8	51.8	1.000	2162	4324
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,788	0%	--	B	11.4	55.0	1.000	627	1882
3	I-110 south of C St	Basic	4	--	65	6,746	0%	--	D	28.2	63.0	1.000	1775	7101
4	I-110 north of 223rd St	Basic	4	--	65	9,688	0%	--	F	55.1	46.3	1.000	2549	10198
5	I-110 north of I-405	Basic	5	--	65	10,651	0%	--	E	40.8	54.9	1.000	2242	11212
6	I-710 between PCH and Willow St	Basic	3	--	55	7,507	0%	--	F	69.6	37.8	1.000	2634	7902
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,396	0%	--	F	56.4	43.8	1.000	2473	9891
8	I-710 at Alondra Blvd	Basic	5	--	65	8,932	0%	--	D	30.5	61.7	1.000	1880	9402
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,066	0%	--	E	36.9	57.6	1.000	2123	8491
10	I-710 north of Florence Ave	Basic	4	--	65	8,146	0%	--	E	37.5	57.2	1.000	2144	8575
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,129	0%	--	E	42.2	51.6	1.000	2173	4347
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,800	0%	--	B	11.5	55.0	1.000	632	1895
3	I-110 south of C St	Basic	4	--	65	6,755	0%	--	D	28.2	63.0	1.000	1778	7111
4	I-110 north of 223rd St	Basic	4	--	65	9,694	0%	--	F	55.2	46.2	1.000	2551	10204
5	I-110 north of I-405	Basic	5	--	65	10,655	0%	--	E	40.8	54.9	1.000	2243	11215
6	I-710 between PCH and Willow St	Basic	3	--	55	7,526	0%	--	F	70.3	37.6	1.000	2641	7922
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,414	0%	--	F	56.7	43.7	1.000	2477	9909
8	I-710 at Alondra Blvd	Basic	5	--	65	8,948	0%	--	D	30.5	61.7	1.000	1884	9419
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,078	0%	--	E	36.9	57.5	1.000	2126	8503
10	I-710 north of Florence Ave	Basic	4	--	65	8,157	0%	--	E	37.6	57.1	1.000	2147	8586
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 3 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,163	0%	--	E	42.8	51.2	1.000	2191	4382
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,706	0%	--	A	10.9	55.0	1.000	599	1796
3	I-110 south of C St	Basic	4	--	65	4,631	0%	--	C	18.7	65.0	1.000	1219	4875
4	I-110 north of 223rd St	Basic	4	--	65	6,698	0%	--	D	27.9	63.1	1.000	1763	7051
5	I-110 north of I-405	Basic	5	--	65	9,867	0%	--	E	35.5	58.5	1.000	2077	10386
6	I-710 between PCH and Willow St	Basic	3	--	55	5,434	0%	--	D	34.8	54.7	1.000	1907	5720
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,826	0%	--	E	38.6	53.3	1.000	2059	8238
8	I-710 at Alondra Blvd	Basic	5	--	65	7,986	0%	--	D	26.3	63.9	1.000	1681	8406
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,156	0%	--	E	37.6	57.1	1.000	2146	8585
10	I-710 north of Florence Ave	Basic	4	--	65	8,198	0%	--	E	37.9	56.9	1.000	2157	8629
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,196	0%	--	E	43.4	50.9	1.000	2208	4417
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,733	0%	--	B	11.1	55.0	1.000	608	1824
3	I-110 south of C St	Basic	4	--	65	4,651	0%	--	C	18.8	65.0	1.000	1224	4896
4	I-110 north of 223rd St	Basic	4	--	65	6,709	0%	--	D	28.0	63.1	1.000	1765	7062
5	I-110 north of I-405	Basic	5	--	65	9,873	0%	--	E	35.5	58.5	1.000	2078	10392
6	I-710 between PCH and Willow St	Basic	3	--	55	5,466	0%	--	E	35.1	54.7	1.000	1918	5754
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,857	0%	--	E	38.8	53.2	1.000	2068	8270
8	I-710 at Alondra Blvd	Basic	5	--	65	8,013	0%	--	D	26.4	63.8	1.000	1687	8435
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,176	0%	--	E	37.8	57.0	1.000	2152	8606
10	I-710 north of Florence Ave	Basic	4	--	65	8,217	0%	--	E	38.1	56.8	1.000	2162	8649
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 3 AM Peak Hour LOS Analysis				Default FFS:	65	PHF:	0.95	PCE:	1.5	Flow Rate Calculation				
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,307	0%	--	D	31.6	55.0	1.000	1741	3481
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,599	0%	--	B	16.6	55.0	1.000	912	2736
3	I-110 south of C St	Basic	4	--	65	5,653	0%	--	C	22.9	64.9	1.000	1488	5951
4	I-110 north of 223rd St	Basic	5	--	65	8,023	0%	--	D	26.5	63.8	1.000	1689	8445
5	I-110 north of I-405	Basic	5	--	65	11,678	0%	--	F	50.1	49.1	1.000	2459	12293
6	I-710 between PCH and Willow St	Basic	3	--	55	8,259	0%	--	F	114.8	25.2	1.000	2898	8694
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,201	0%	--	F	53.3	45.5	1.000	2421	9685
8	I-710 at Alondra Blvd	Basic	5	--	65	9,586	0%	--	D	33.9	59.6	1.000	2018	10091
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,990	0%	--	F	45.7	51.8	1.000	2366	9463
10	I-710 north of Florence Ave	Basic	4	--	65	9,796	0%	--	F	56.9	45.3	1.000	2578	10312
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,321	0%	--	D	31.8	55.0	1.000	1748	3495
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,623	0%	--	B	16.7	55.0	1.000	920	2761
3	I-110 south of C St	Basic	4	--	65	5,661	0%	--	C	23.0	64.9	1.000	1490	5959
4	I-110 north of 223rd St	Basic	5	--	65	8,029	0%	--	D	26.5	63.8	1.000	1690	8451
5	I-110 north of I-405	Basic	5	--	65	11,681	0%	--	F	50.1	49.1	1.000	2459	12296
6	I-710 between PCH and Willow St	Basic	3	--	55	8,278	0%	--	F	116.8	24.9	1.000	2905	8714
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,221	0%	--	F	53.6	45.3	1.000	2427	9706
8	I-710 at Alondra Blvd	Basic	5	--	65	9,604	0%	--	D	34.0	59.5	1.000	2022	10110
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,005	0%	--	F	45.9	51.7	1.000	2370	9479
10	I-710 north of Florence Ave	Basic	4	--	65	9,810	0%	--	F	57.1	45.2	1.000	2582	10326
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 3 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,222	0%	--	D	30.8	55.0	1.000	1696	3392
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,605	0%	--	A	10.2	55.0	1.000	563	1689
3	I-110 south of C St	Basic	4	--	65	5,235	0%	--	C	21.2	65.0	1.000	1378	5511
4	I-110 north of 223rd St	Basic	5	--	65	7,988	0%	--	D	26.3	63.9	1.000	1682	8408
5	I-110 north of I-405	Basic	5	--	65	10,761	0%	--	E	41.7	54.4	1.000	2265	11327
6	I-710 between PCH and Willow St	Basic	3	--	55	5,839	0%	--	E	38.3	53.5	1.000	2049	6146
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,457	0%	--	D	30.9	55.0	1.000	1699	6797
8	I-710 at Alondra Blvd	Basic	5	--	65	6,356	0%	--	C	20.6	65.0	1.000	1338	6691
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	5,997	0%	--	C	24.4	64.5	1.000	1578	6313
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	65.0	1.000	1482	8892
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,235	0%	--	D	31.0	55.0	1.000	1703	3406
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,625	0%	--	A	10.4	55.0	1.000	570	1711
3	I-110 south of C St	Basic	4	--	65	5,242	0%	--	C	21.2	65.0	1.000	1380	5518
4	I-110 north of 223rd St	Basic	5	--	65	7,994	0%	--	D	26.4	63.9	1.000	1683	8414
5	I-110 north of I-405	Basic	5	--	65	10,764	0%	--	E	41.7	54.4	1.000	2266	11331
6	I-710 between PCH and Willow St	Basic	3	--	55	5,864	0%	--	E	38.6	53.4	1.000	2058	6173
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,482	0%	--	D	31.0	55.0	1.000	1706	6823
8	I-710 at Alondra Blvd	Basic	5	--	65	6,381	0%	--	C	20.7	65.0	1.000	1343	6716
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,520	0%	--	D	27.0	63.6	1.000	1716	6863
10	I-710 north of Florence Ave	Basic	4	--	65	6,013	0%	--	C	24.5	64.5	1.000	1582	6329
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	65.0	1.000	1482	8892

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2026 - Alternative 4

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alt 4 AM Peak Hour LOS Analysis										Default FFS:	65	PHF:	0.95	PCE:	1.5	Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178				
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969				
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686				
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349				
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985				
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934				
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,108	0%	--	E	41.8	51.8	1.000	2162	4324				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,788	0%	--	B	11.4	55.0	1.000	627	1882				
3	I-110 south of C St	Basic	4	--	65	6,746	0%	--	D	28.2	63.0	1.000	1775	7101				
4	I-110 north of 223rd St	Basic	4	--	65	9,688	0%	--	F	55.1	46.3	1.000	2549	10198				
5	I-110 north of I-405	Basic	5	--	65	10,651	0%	--	E	40.8	54.9	1.000	2242	11212				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,507	0%	--	F	69.6	37.8	1.000	2634	7902				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,396	0%	--	F	56.4	43.8	1.000	2473	9891				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,932	0%	--	D	30.5	61.7	1.000	1880	9402				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,066	0%	--	E	36.9	57.6	1.000	2123	8491				
10	I-710 north of Florence Ave	Basic	4	--	65	8,146	0%	--	E	37.5	57.2	1.000	2144	8575				
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423				
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,123	0%	--	E	42.0	51.6	1.000	2170	4340				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,796	0%	--	B	11.5	55.0	1.000	630	1891				
3	I-110 south of C St	Basic	4	--	65	6,752	0%	--	D	28.2	63.0	1.000	1777	7108				
4	I-110 north of 223rd St	Basic	4	--	65	9,692	0%	--	F	55.2	46.2	1.000	2550	10202				
5	I-110 north of I-405	Basic	5	--	65	10,653	0%	--	E	40.8	54.9	1.000	2243	11214				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,520	0%	--	F	70.1	37.6	1.000	2638	7915				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,408	0%	--	F	56.6	43.7	1.000	2476	9903				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,943	0%	--	D	30.5	61.7	1.000	1883	9413				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,074	0%	--	E	36.9	57.6	1.000	2125	8499				
10	I-710 north of Florence Ave	Basic	4	--	65	8,153	0%	--	E	37.6	57.1	1.000	2146	8583				
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423				
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alt 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,163	0%	--	E	42.8	51.2	1.000	2191	4382
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,706	0%	--	A	10.9	55.0	1.000	599	1796
3	I-110 south of C St	Basic	4	--	65	4,631	0%	--	C	18.7	65.0	1.000	1219	4875
4	I-110 north of 223rd St	Basic	4	--	65	6,698	0%	--	D	27.9	63.1	1.000	1763	7051
5	I-110 north of I-405	Basic	5	--	65	9,867	0%	--	E	35.5	58.5	1.000	2077	10386
6	I-710 between PCH and Willow St	Basic	3	--	55	5,434	0%	--	D	34.8	54.7	1.000	1907	5720
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,826	0%	--	E	38.6	53.3	1.000	2059	8238
8	I-710 at Alondra Blvd	Basic	5	--	65	7,986	0%	--	D	26.3	63.9	1.000	1681	8406
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,156	0%	--	E	37.6	57.1	1.000	2146	8585
10	I-710 north of Florence Ave	Basic	4	--	65	8,198	0%	--	E	37.9	56.9	1.000	2157	8629
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,172	0%	--	E	42.9	51.1	1.000	2196	4392
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,720	0%	--	A	11.0	55.0	1.000	604	1811
3	I-110 south of C St	Basic	4	--	65	4,636	0%	--	C	18.8	65.0	1.000	1220	4880
4	I-110 north of 223rd St	Basic	4	--	65	6,702	0%	--	D	27.9	63.1	1.000	1764	7054
5	I-110 north of I-405	Basic	5	--	65	9,869	0%	--	E	35.5	58.5	1.000	2078	10389
6	I-710 between PCH and Willow St	Basic	3	--	55	5,451	0%	--	D	35.0	54.7	1.000	1913	5738
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,843	0%	--	E	38.7	53.3	1.000	2064	8255
8	I-710 at Alondra Blvd	Basic	5	--	65	8,003	0%	--	D	26.4	63.9	1.000	1685	8424
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,167	0%	--	E	37.7	57.0	1.000	2149	8597
10	I-710 north of Florence Ave	Basic	4	--	65	8,209	0%	--	E	38.0	56.8	1.000	2160	8641
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alt 4 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,307	0%	--	D	31.6	55.0	1.000	1741	3481
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,599	0%	--	B	16.6	55.0	1.000	912	2736
3	I-110 south of C St	Basic	4	--	65	5,653	0%	--	C	22.9	64.9	1.000	1488	5951
4	I-110 north of 223rd St	Basic	5	--	65	8,023	0%	--	D	26.5	63.8	1.000	1689	8445
5	I-110 north of I-405	Basic	5	--	65	11,678	0%	--	F	50.1	49.1	1.000	2459	12293
6	I-710 between PCH and Willow St	Basic	3	--	55	8,259	0%	--	F	114.8	25.2	1.000	2898	8694
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,201	0%	--	F	53.3	45.5	1.000	2421	9685
8	I-710 at Alondra Blvd	Basic	5	--	65	9,586	0%	--	D	33.9	59.6	1.000	2018	10091
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,990	0%	--	F	45.7	51.8	1.000	2366	9463
10	I-710 north of Florence Ave	Basic	4	--	65	9,796	0%	--	F	56.9	45.3	1.000	2578	10312
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,316	0%	--	D	31.7	55.0	1.000	1745	3491
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,615	0%	--	B	16.7	55.0	1.000	918	2753
3	I-110 south of C St	Basic	4	--	65	5,658	0%	--	C	22.9	64.9	1.000	1489	5956
4	I-110 north of 223rd St	Basic	5	--	65	8,027	0%	--	D	26.5	63.8	1.000	1690	8449
5	I-110 north of I-405	Basic	5	--	65	11,680	0%	--	F	50.1	49.1	1.000	2459	12295
6	I-710 between PCH and Willow St	Basic	3	--	55	8,272	0%	--	F	116.1	25.0	1.000	2902	8707
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,214	0%	--	F	53.5	45.4	1.000	2425	9699
8	I-710 at Alondra Blvd	Basic	5	--	65	9,598	0%	--	D	33.9	59.5	1.000	2021	10103
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,000	0%	--	F	45.8	51.7	1.000	2368	9473
10	I-710 north of Florence Ave	Basic	4	--	65	9,805	0%	--	F	57.0	45.2	1.000	2580	10321
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alt 4 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,222	0%	--	D	30.8	55.0	1.000	1696	3392
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,605	0%	--	A	10.2	55.0	1.000	563	1689
3	I-110 south of C St	Basic	4	--	65	5,235	0%	--	C	21.2	65.0	1.000	1378	5511
4	I-110 north of 223rd St	Basic	5	--	65	7,988	0%	--	D	26.3	63.9	1.000	1682	8408
5	I-110 north of I-405	Basic	5	--	65	10,761	0%	--	E	41.7	54.4	1.000	2265	11327
6	I-710 between PCH and Willow St	Basic	3	--	55	5,839	0%	--	E	38.3	53.5	1.000	2049	6146
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,457	0%	--	D	30.9	55.0	1.000	1699	6797
8	I-710 at Alondra Blvd	Basic	5	--	65	6,356	0%	--	C	20.6	65.0	1.000	1338	6691
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	5,997	0%	--	C	24.4	64.5	1.000	1578	6313
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	64.9	1.000	1482	8892
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,240	0%	--	D	31.0	55.0	1.000	1705	3411
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,612	0%	--	A	10.3	55.0	1.000	566	1697
3	I-110 south of C St	Basic	4	--	65	5,235	0%	--	C	21.2	65.0	1.000	1378	5511
4	I-110 north of 223rd St	Basic	5	--	65	8,002	0%	--	D	26.4	63.9	1.000	1685	8423
5	I-110 north of I-405	Basic	5	--	65	10,783	0%	--	E	41.8	54.3	1.000	2270	11350
6	I-710 between PCH and Willow St	Basic	3	--	55	5,860	0%	--	E	38.5	53.4	1.000	2056	6168
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,470	0%	--	D	31.0	55.0	1.000	1703	6810
8	I-710 at Alondra Blvd	Basic	5	--	65	6,379	0%	--	C	20.7	65.0	1.000	1343	6714
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	6,015	0%	--	C	24.5	64.5	1.000	1583	6332
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,988	0%	--	E	43.5	53.2	1.000	2313	11566
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	64.9	1.000	1482	8892

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2026 - Alternative 5

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 5 AM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,108	0%	--	E	41.8	51.8	1.000	2162	4324
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,788	0%	--	B	11.4	55.0	1.000	627	1882
3	I-110 south of C St	Basic	4	--	65	6,746	0%	--	D	28.2	63.0	1.000	1775	7101
4	I-110 north of 223rd St	Basic	4	--	65	9,688	0%	--	F	55.1	46.3	1.000	2549	10198
5	I-110 north of I-405	Basic	5	--	65	10,651	0%	--	E	40.8	54.9	1.000	2242	11212
6	I-710 between PCH and Willow St	Basic	3	--	55	7,507	0%	--	F	69.6	37.8	1.000	2634	7902
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,396	0%	--	F	56.4	43.8	1.000	2473	9891
8	I-710 at Alondra Blvd	Basic	5	--	65	8,932	0%	--	D	30.5	61.7	1.000	1880	9402
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,066	0%	--	E	36.9	57.6	1.000	2123	8491
10	I-710 north of Florence Ave	Basic	4	--	65	8,146	0%	--	E	37.5	57.2	1.000	2144	8575
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,136	0%	--	E	42.3	51.5	1.000	2177	4353
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,803	0%	--	B	11.5	55.0	1.000	633	1898
3	I-110 south of C St	Basic	4	--	65	6,758	0%	--	D	28.2	63.0	1.000	1778	7114
4	I-110 north of 223rd St	Basic	4	--	65	9,695	0%	--	F	55.2	46.2	1.000	2551	10206
5	I-110 north of I-405	Basic	5	--	65	10,656	0%	--	E	40.8	54.9	1.000	2243	11217
6	I-710 between PCH and Willow St	Basic	3	--	55	7,531	0%	--	F	70.5	37.5	1.000	2642	7927
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,418	0%	--	F	56.8	43.6	1.000	2479	9914
8	I-710 at Alondra Blvd	Basic	5	--	65	8,952	0%	--	D	30.6	61.7	1.000	1885	9423
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,081	0%	--	E	37.0	57.5	1.000	2127	8506
10	I-710 north of Florence Ave	Basic	4	--	65	8,160	0%	--	E	37.6	57.1	1.000	2147	8589
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,163	0%	--	E	42.8	51.2	1.000	2191	4382
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,706	0%	--	A	10.9	55.0	1.000	599	1796
3	I-110 south of C St	Basic	4	--	65	4,631	0%	--	C	18.7	65.0	1.000	1219	4875
4	I-110 north of 223rd St	Basic	4	--	65	6,698	0%	--	D	27.9	63.1	1.000	1763	7051
5	I-110 north of I-405	Basic	5	--	65	9,867	0%	--	E	35.5	58.5	1.000	2077	10386
6	I-710 between PCH and Willow St	Basic	3	--	55	5,434	0%	--	D	34.8	54.7	1.000	1907	5720
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,826	0%	--	E	38.6	53.3	1.000	2059	8238
8	I-710 at Alondra Blvd	Basic	5	--	65	7,986	0%	--	D	26.3	63.9	1.000	1681	8406
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,156	0%	--	E	37.6	57.1	1.000	2146	8585
10	I-710 north of Florence Ave	Basic	4	--	65	8,198	0%	--	E	37.9	56.9	1.000	2157	8629
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,206	0%	--	E	43.6	50.8	1.000	2213	4427
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,741	0%	--	B	11.1	55.0	1.000	611	1832
3	I-110 south of C St	Basic	4	--	65	4,657	0%	--	C	18.9	65.0	1.000	1226	4902
4	I-110 north of 223rd St	Basic	4	--	65	6,712	0%	--	D	28.0	63.1	1.000	1766	7065
5	I-110 north of I-405	Basic	5	--	65	9,874	0%	--	E	35.6	58.5	1.000	2079	10394
6	I-710 between PCH and Willow St	Basic	3	--	55	5,475	0%	--	E	35.2	54.6	1.000	1921	5763
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,865	0%	--	E	38.9	53.2	1.000	2070	8279
8	I-710 at Alondra Blvd	Basic	5	--	65	8,020	0%	--	D	26.5	63.8	1.000	1688	8442
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,181	0%	--	E	37.8	57.0	1.000	2153	8612
10	I-710 north of Florence Ave	Basic	4	--	65	8,222	0%	--	E	38.1	56.7	1.000	2164	8655
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 5 AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,307	0%	--	D	31.6	55.0	1.000	1741	3481				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,599	0%	--	B	16.6	55.0	1.000	912	2736				
3	I-110 south of C St	Basic	4	--	65	5,653	0%	--	C	22.9	64.9	1.000	1488	5951				
4	I-110 north of 223rd St	Basic	5	--	65	8,023	0%	--	D	26.5	63.8	1.000	1689	8445				
5	I-110 north of I-405	Basic	5	--	65	11,678	0%	--	F	50.1	49.1	1.000	2459	12293				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,259	0%	--	F	114.8	25.2	1.000	2898	8694				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,201	0%	--	F	53.3	45.5	1.000	2421	9685				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,586	0%	--	D	33.9	59.6	1.000	2018	10091				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,990	0%	--	F	45.7	51.8	1.000	2366	9463				
10	I-710 north of Florence Ave	Basic	4	--	65	9,796	0%	--	F	56.9	45.3	1.000	2578	10312				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654				
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,325	0%	--	D	31.8	55.0	1.000	1750	3499				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,630	0%	--	B	16.8	55.0	1.000	923	2768				
3	I-110 south of C St	Basic	4	--	65	5,663	0%	--	C	23.0	64.9	1.000	1490	5961				
4	I-110 north of 223rd St	Basic	5	--	65	8,030	0%	--	D	26.5	63.8	1.000	1691	8453				
5	I-110 north of I-405	Basic	5	--	65	11,682	0%	--	F	50.1	49.1	1.000	2459	12297				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,283	0%	--	F	117.3	24.8	1.000	2906	8719				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,226	0%	--	F	53.6	45.3	1.000	2428	9712				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,609	0%	--	D	34.0	59.5	1.000	2023	10115				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,009	0%	--	F	45.9	51.6	1.000	2371	9483				
10	I-710 north of Florence Ave	Basic	4	--	65	9,814	0%	--	F	57.2	45.2	1.000	2583	10330				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654				
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Alternative 5 PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	16.3	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,222	0%	--	D	30.8	55.0	1.000	1696	3392
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,605	0%	--	A	10.2	55.0	1.000	563	1689
3	I-110 south of C St	Basic	4	--	65	5,235	0%	--	C	21.2	65.0	1.000	1378	5511
4	I-110 north of 223rd St	Basic	5	--	65	7,988	0%	--	D	26.3	63.9	1.000	1682	8408
5	I-110 north of I-405	Basic	5	--	65	10,761	0%	--	E	41.7	54.4	1.000	2265	11327
6	I-710 between PCH and Willow St	Basic	3	--	55	5,839	0%	--	E	38.3	53.5	1.000	2049	6146
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,457	0%	--	D	30.9	55.0	1.000	1699	6797
8	I-710 at Alondra Blvd	Basic	5	--	65	6,356	0%	--	C	20.6	65.0	1.000	1338	6691
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	5,997	0%	--	C	24.4	64.5	1.000	1578	6313
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	65.0	1.000	1482	8892
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,239	0%	--	D	31.0	55.0	1.000	1705	3410
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,631	0%	--	A	10.4	55.0	1.000	572	1717
3	I-110 south of C St	Basic	4	--	65	5,244	0%	--	C	21.2	65.0	1.000	1380	5520
4	I-110 north of 223rd St	Basic	5	--	65	7,995	0%	--	D	26.4	63.9	1.000	1683	8416
5	I-110 north of I-405	Basic	5	--	65	10,765	0%	--	E	41.7	54.4	1.000	2266	11332
6	I-710 between PCH and Willow St	Basic	3	--	55	5,871	0%	--	E	38.6	53.3	1.000	2060	6180
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,488	0%	--	D	31.0	55.0	1.000	1707	6830
8	I-710 at Alondra Blvd	Basic	5	--	65	6,387	0%	--	C	20.7	65.0	1.000	1345	6723
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,524	0%	--	D	27.0	63.6	1.000	1717	6868
10	I-710 north of Florence Ave	Basic	4	--	65	6,017	0%	--	C	24.5	64.5	1.000	1583	6334
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	22.8	65.0	1.000	1482	8892

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Freeway Analysis

2026 - Project Alternative

Project Name
Freeway Weaving Worksheet

POLA - 2026 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	1,876	0%	--	B	18.0	55.0	1.000	987	1975				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,119	0%	--	A	7.1	55.0	1.000	393	1178				
3	I-110 south of C St	Basic	4	--	65	3,771	0%	--	B	15.3	65.0	1.000	992	3969				
4	I-110 north of 223rd St	Basic	4	--	65	6,352	0%	--	D	26.1	64.0	1.000	1672	6686				
5	I-110 north of I-405	Basic	5	--	65	10,565	0%	--	E	40.2	55.4	1.000	2224	11122				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,442	0%	--	F	45.4	49.8	1.000	2260	6781				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,998	0%	--	E	39.9	52.7	1.000	2105	8419				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,025	0%	--	D	26.5	63.8	1.000	1689	8447				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,932	0%	--	E	35.8	58.3	1.000	2087	8349				
10	I-710 north of Florence Ave	Basic	4	--	65	8,535	0%	--	E	41.0	54.8	1.000	2246	8985				
11	I-405 at Santa Fe Ave	Basic	5	--	65	6,587	0%	--	C	21.3	65.0	1.000	1387	6934				
12	SR-91 east of Alameda St	Basic	6	--	65	6,619	0%	--	B	17.9	65.0	1.000	1161	6967				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,108	0%	--	E	41.8	51.8	1.000	2162	4324				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,788	0%	--	B	11.4	55.0	1.000	627	1882				
3	I-110 south of C St	Basic	4	--	65	6,746	0%	--	D	28.2	63.0	1.000	1775	7101				
4	I-110 north of 223rd St	Basic	4	--	65	9,688	0%	--	F	55.1	46.3	1.000	2549	10198				
5	I-110 north of I-405	Basic	5	--	65	10,651	0%	--	E	40.8	54.9	1.000	2242	11212				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,507	0%	--	F	69.6	37.8	1.000	2634	7902				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,396	0%	--	F	56.4	43.8	1.000	2473	9891				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,932	0%	--	D	30.5	61.7	1.000	1880	9402				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,066	0%	--	E	36.9	57.6	1.000	2123	8491				
10	I-710 north of Florence Ave	Basic	4	--	65	8,146	0%	--	E	37.5	57.2	1.000	2144	8575				
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423				
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,137	0%	--	E	42.3	51.5	1.000	2177	4354				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,804	0%	--	B	11.5	55.0	1.000	633	1899				
3	I-110 south of C St	Basic	4	--	65	6,759	0%	--	D	28.2	63.0	1.000	1779	7115				
4	I-110 north of 223rd St	Basic	4	--	65	9,696	0%	--	F	55.2	46.2	1.000	2552	10206				
5	I-110 north of I-405	Basic	5	--	65	10,656	0%	--	E	40.9	54.9	1.000	2243	11217				
6	I-710 between PCH and Willow St	Basic	3	--	55	7,533	0%	--	F	70.6	37.4	1.000	2643	7930				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,421	0%	--	F	56.8	43.6	1.000	2479	9916				
8	I-710 at Alondra Blvd	Basic	5	--	65	8,954	0%	--	D	30.6	61.7	1.000	1885	9425				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,082	0%	--	E	37.0	57.5	1.000	2127	8508				
10	I-710 north of Florence Ave	Basic	4	--	65	8,162	0%	--	E	37.6	57.1	1.000	2148	8591				
11	I-405 at Santa Fe Ave	Basic	5	--	65	11,802	0%	--	F	51.4	48.3	1.000	2485	12423				
12	SR-91 east of Alameda St	Basic	6	--	65	9,515	0%	--	D	26.1	64.0	1.000	1669	10016				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,764	0%	--	D	26.4	55.0	1.000	1455	2909
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,173	0%	--	A	7.5	55.0	1.000	412	1235
3	I-110 south of C St	Basic	4	--	65	4,678	0%	--	C	18.9	65.0	1.000	1231	4925
4	I-110 north of 223rd St	Basic	4	--	65	7,686	0%	--	D	34.0	59.5	1.000	2023	8090
5	I-110 north of I-405	Basic	5	--	65	10,440	0%	--	E	39.3	56.0	1.000	2198	10990
6	I-710 between PCH and Willow St	Basic	3	--	55	5,819	0%	--	E	38.1	53.6	1.000	2042	6125
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,785	0%	--	D	32.5	55.0	1.000	1785	7142
8	I-710 at Alondra Blvd	Basic	5	--	65	6,491	0%	--	C	21.0	65.0	1.000	1367	6833
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,466	0%	--	D	26.7	63.7	1.000	1702	6806
10	I-710 north of Florence Ave	Basic	4	--	65	5,550	0%	--	C	22.5	64.9	1.000	1460	5842
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,127	0%	--	E	37.1	57.4	1.000	2132	10660
12	SR-91 east of Alameda St	Basic	6	--	65	7,780	0%	--	C	21.0	65.0	1.000	1365	8189
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,163	0%	--	E	42.8	51.2	1.000	2191	4382
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,706	0%	--	A	10.9	55.0	1.000	599	1796
3	I-110 south of C St	Basic	4	--	65	4,631	0%	--	C	18.7	65.0	1.000	1219	4875
4	I-110 north of 223rd St	Basic	4	--	65	6,698	0%	--	D	27.9	63.1	1.000	1763	7051
5	I-110 north of I-405	Basic	5	--	65	9,867	0%	--	E	35.5	58.5	1.000	2077	10386
6	I-710 between PCH and Willow St	Basic	3	--	55	5,434	0%	--	D	34.8	54.7	1.000	1907	5720
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,826	0%	--	E	38.6	53.3	1.000	2059	8238
8	I-710 at Alondra Blvd	Basic	5	--	65	7,986	0%	--	D	26.3	63.9	1.000	1681	8406
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,156	0%	--	E	37.6	57.1	1.000	2146	8585
10	I-710 north of Florence Ave	Basic	4	--	65	8,198	0%	--	E	37.9	56.9	1.000	2157	8629
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	4,207	0%	--	E	43.6	50.8	1.000	2214	4428
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,743	0%	--	B	11.1	55.0	1.000	611	1834
3	I-110 south of C St	Basic	4	--	65	4,658	0%	--	C	18.9	65.0	1.000	1226	4903
4	I-110 north of 223rd St	Basic	4	--	65	6,713	0%	--	D	28.0	63.1	1.000	1767	7066
5	I-110 north of I-405	Basic	5	--	65	9,875	0%	--	E	35.6	58.5	1.000	2079	10395
6	I-710 between PCH and Willow St	Basic	3	--	55	5,479	0%	--	E	35.2	54.6	1.000	1922	5767
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,869	0%	--	E	38.9	53.2	1.000	2071	8284
8	I-710 at Alondra Blvd	Basic	5	--	65	8,024	0%	--	D	26.5	63.8	1.000	1689	8446
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,184	0%	--	E	37.8	56.9	1.000	2154	8615
10	I-710 north of Florence Ave	Basic	4	--	65	8,225	0%	--	E	38.2	56.7	1.000	2164	8658
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,712	0%	--	D	34.6	59.1	1.000	2045	10223
12	SR-91 east of Alameda St	Basic	6	--	65	6,920	0%	--	C	18.7	65.0	1.000	1214	7284

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Project AM Peak Hour LOS Analysis										Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation		
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R				
Baseline																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,235	0%	--	C	21.4	55.0	1.000	1176	2353				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	922	0%	--	A	5.9	55.0	1.000	323	970				
3	I-110 south of C St	Basic	4	--	65	5,096	0%	--	C	20.6	65.0	1.000	1341	5364				
4	I-110 north of 223rd St	Basic	5	--	65	8,422	0%	--	D	28.1	63.0	1.000	1773	8866				
5	I-110 north of I-405	Basic	5	--	65	9,265	0%	--	D	32.1	60.7	1.000	1951	9753				
6	I-710 between PCH and Willow St	Basic	3	--	55	6,545	0%	--	F	47.0	48.9	1.000	2297	6890				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,617	0%	--	E	37.1	54.0	1.000	2004	8018				
8	I-710 at Alondra Blvd	Basic	5	--	65	7,631	0%	--	C	24.9	64.4	1.000	1607	8033				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,376	0%	--	D	31.9	60.8	1.000	1941	7764				
10	I-710 north of Florence Ave	Basic	4	--	65	7,518	0%	--	D	32.8	60.3	1.000	1979	7914				
11	I-405 at Santa Fe Ave	Basic	5	--	65	9,895	0%	--	E	35.7	58.4	1.000	2083	10416				
12	SR-91 east of Alameda St	Basic	6	--	65	8,384	0%	--	C	22.7	64.9	1.000	1471	8826				
No Project																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,307	0%	--	D	31.6	55.0	1.000	1741	3481				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,599	0%	--	B	16.6	55.0	1.000	912	2736				
3	I-110 south of C St	Basic	4	--	65	5,653	0%	--	C	22.9	64.9	1.000	1488	5951				
4	I-110 north of 223rd St	Basic	5	--	65	8,023	0%	--	D	26.5	63.8	1.000	1689	8445				
5	I-110 north of I-405	Basic	5	--	65	11,678	0%	--	F	50.1	49.1	1.000	2459	12293				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,259	0%	--	F	114.8	25.2	1.000	2898	8694				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,201	0%	--	F	53.3	45.5	1.000	2421	9685				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,586	0%	--	D	33.9	59.6	1.000	2018	10091				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	8,990	0%	--	F	45.7	51.8	1.000	2366	9463				
10	I-710 north of Florence Ave	Basic	4	--	65	9,796	0%	--	F	56.9	45.3	1.000	2578	10312				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654				
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466				
Alternative																		
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,325	0%	--	D	31.8	55.0	1.000	1750	3500				
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	2,631	0%	--	B	16.8	55.0	1.000	923	2770				
3	I-110 south of C St	Basic	4	--	65	5,664	0%	--	C	23.0	64.9	1.000	1490	5962				
4	I-110 north of 223rd St	Basic	5	--	65	8,031	0%	--	D	26.5	63.8	1.000	1691	8454				
5	I-110 north of I-405	Basic	5	--	65	11,682	0%	--	F	50.1	49.1	1.000	2459	12297				
6	I-710 between PCH and Willow St	Basic	3	--	55	8,286	0%	--	F	117.6	24.7	1.000	2907	8722				
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	9,229	0%	--	F	53.7	45.2	1.000	2429	9715				
8	I-710 at Alondra Blvd	Basic	5	--	65	9,612	0%	--	D	34.0	59.5	1.000	2023	10117				
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	9,011	0%	--	F	45.9	51.6	1.000	2371	9485				
10	I-710 north of Florence Ave	Basic	4	--	65	9,815	0%	--	F	57.2	45.2	1.000	2583	10332				
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,221	0%	--	D	27.3	63.4	1.000	1731	8654				
12	SR-91 east of Alameda St	Basic	6	--	65	8,043	0%	--	C	21.7	65.0	1.000	1411	8466				

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.

Project Name
Freeway Weaving Worksheet

POLA - 2026 Project PM Peak Hour LOS Analysis			Default FFS: 65		PHF: 0.95		PCE: 1.5		Flow Rate Calculation					
ID	Location Description	Type	ML	Rmp	FFS	Flow	Truck %	Length	LOS	Den ¹	Speed ¹	f _{HV}	V _p	V _F , V _R
Baseline														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	2,759	0%	--	D	26.4	55.0	1.000	1452	2904
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	997	0%	--	A	6.4	55.0	1.000	350	1050
3	I-110 south of C St	Basic	4	--	65	3,302	0%	--	B	13.4	65.0	1.000	869	3476
4	I-110 north of 223rd St	Basic	5	--	65	5,699	0%	--	C	18.5	65.0	1.000	1200	5999
5	I-110 north of I-405	Basic	5	--	65	9,002	0%	--	D	30.8	61.5	1.000	1895	9476
6	I-710 between PCH and Willow St	Basic	3	--	55	5,659	0%	--	E	36.7	54.1	1.000	1986	5957
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	7,526	0%	--	E	36.5	54.2	1.000	1980	7922
8	I-710 at Alondra Blvd	Basic	5	--	65	7,868	0%	--	C	25.9	64.1	1.000	1656	8282
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	7,838	0%	--	E	35.1	58.8	1.000	2063	8251
10	I-710 north of Florence Ave	Basic	4	--	65	7,824	0%	--	D	35.0	58.8	1.000	2059	8236
11	I-405 at Santa Fe Ave	Basic	5	--	65	8,669	0%	--	D	29.2	62.4	1.000	1825	9125
12	SR-91 east of Alameda St	Basic	6	--	65	6,032	0%	--	B	21.2	65.0	1.000	1058	6350
No Project														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,222	0%	--	D	30.8	55.0	1.000	1696	3392
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,605	0%	--	A	10.2	55.0	1.000	563	1689
3	I-110 south of C St	Basic	4	--	65	5,235	0%	--	C	21.2	65.0	1.000	1378	5511
4	I-110 north of 223rd St	Basic	5	--	65	7,988	0%	--	D	26.3	63.9	1.000	1682	8408
5	I-110 north of I-405	Basic	5	--	65	10,761	0%	--	E	41.7	54.4	1.000	2265	11327
6	I-710 between PCH and Willow St	Basic	3	--	55	5,839	0%	--	E	38.3	53.5	1.000	2049	6146
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,457	0%	--	D	30.9	55.0	1.000	1699	6797
8	I-710 at Alondra Blvd	Basic	5	--	65	6,356	0%	--	C	20.6	65.0	1.000	1338	6691
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,503	0%	--	D	26.9	63.6	1.000	1711	6845
10	I-710 north of Florence Ave	Basic	4	--	65	5,997	0%	--	C	24.4	64.5	1.000	1578	6313
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	21.2	65.0	1.000	1482	8892
Alternative														
1	SR-47 at Vincent Thomas Bridge	Basic	2	--	55	3,240	0%	--	D	31.0	55.0	1.000	1705	3411
2	SR-47 at Commodore Schuyler Heim Bridge	Basic	3	--	55	1,633	0%	--	A	10.4	55.0	1.000	573	1719
3	I-110 south of C St	Basic	4	--	65	5,245	0%	--	C	21.2	65.0	1.000	1380	5521
4	I-110 north of 223rd St	Basic	5	--	65	7,996	0%	--	D	26.4	63.9	1.000	1683	8417
5	I-110 north of I-405	Basic	5	--	65	10,766	0%	--	E	41.7	54.4	1.000	2266	11332
6	I-710 between PCH and Willow St	Basic	3	--	55	5,874	0%	--	E	38.7	53.3	1.000	2061	6183
7	I-710 between I-405 & Del Amo Blvd	Basic	4	--	55	6,492	0%	--	D	31.1	55.0	1.000	1708	6834
8	I-710 at Alondra Blvd	Basic	5	--	65	6,391	0%	--	C	20.7	65.0	1.000	1345	6727
9	I-710 between I-105 & Firestone Blvd	Basic	4	--	65	6,527	0%	--	D	27.0	63.6	1.000	1718	6870
10	I-710 north of Florence Ave	Basic	4	--	65	6,019	0%	--	C	24.6	64.5	1.000	1584	6336
11	I-405 at Santa Fe Ave	Basic	5	--	65	10,984	0%	--	E	43.5	53.2	1.000	2312	11562
12	SR-91 east of Alameda St	Basic	6	--	65	8,447	0%	--	C	13.4	65.0	1.000	1482	8892

Notes: operation analysis were conducted using HCM 2010 methodology.

1 Density=passenger car/mile/lane; v/c = volume-to-capacity ratio. Shaded and bold cells indicate LOS E or F.

2 Major merge area; HCM methodology (Exhibit 13-18) applied for analysis.

3 Major diverge area; HCM methodology (Exhibit 13-19) applied for analysis.

4 Single-lane addition/drop; HCM methodology (page 13-18) applied for analysis.

5 Operation occurs on freeway collector/distributor.

N/A = Not Applicable. LOS and/or density information are not shown for major merge areas, single-lane addition/drop, and merge/diverge operations that are part of a weaving segment.

* = Demand exceeds capacity, no density is predicted.